

Housing Site Assessments

Draft Borough Local Plan

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Contents

Report

1 Introduction	2
2 Methodology	5
3 Conclusions	9

Appendices

A Maidenhead area sites	12
Sites in urban areas	12
Developed sites in the Green Belt	44
B Windsor area sites	55
Sites in urban areas	55
Developed sites in the Green Belt	78
C Ascot area sites	82
Sites in urban areas	82
Developed sites in the Green Belt	94
D Rejected sites	102

1 Introduction

INTRODUCTION

1.1 The aim of this Housing Site Assessment Study is to recommend sites for allocation for housing or mixed use purposes in the Borough Local Plan. This study forms part of the evidence base for the emerging Borough Local Plan and should be read in conjunction with the following background studies:

- Strategic Housing Land Availability Assessment (SHLAA) (2011) - it will also inform the review of the SHLAA
- Strategic Flood Risk Assessment (SFRA) (2013)
- Windsor and Maidenhead Capacity Assessment (June 2013)
- Maidenhead Town Centre Area Action Plan (2011)
- Landscape Character Assessment (2004)
- Townscape Character Assessment (2010)
- Open Space Study (2008).

1.2 It will be used alongside these other studies to inform policy options and choices. Allocating sites for housing provides greater certainty to aid delivery of development. The inclusion of housing site allocations in the Borough Local Plan will help to demonstrate that the plan is deliverable.

1.3 The key objectives of this study are:

- to undertake a detailed assessment of potential sites through a prescribed site assessment methodology
- to recommend a number of housing sites and mixed use sites that include an element of housing to be considered for inclusion as potential site allocations in the Borough Local Plan.

1.4 The following areas are covered in this report:

- Chapter 2: Methodology - a summary of the research process that was followed to assess sites
- Chapter 3: Conclusions - including recommendations for 39 sites to be included in the Borough Local Plan as potential site allocations that incorporate a level of housing, with details of site addresses, recommended approach to development and approximate capacity.

1.5 Detailed information on each of the sites that have been recommended as a potential allocation is contained in Appendix A - C.

1.6 Information about sites that have not been progressed as proposed allocations, the reason for this rejection and whether the site remains in other documents can be found in Appendix D.

Background

National Planning Policy Framework

1.7 The National Planning Policy Framework (NPPF) sets out the government's policy on planning including the context in which the Borough Local Plan must be prepared. It provides the context for all local communities to produce a distinctive local plan, which reflects the needs and priorities of their communities making use of the different opportunities for achieving sustainable development in different areas. It requires local planning authorities to positively seek opportunities to meet the development needs of their area.

Core planning principles

"Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For plan-making this means that:

local planning authorities should positively seek opportunities to meet the development needs of their area;

Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

specific policies in this Framework indicate development should be restricted"⁽¹⁾

Source: National Planning Policy Framework, paragraph 14.

1.8 The NPPF indicates that the government's key housing objective is to increase significantly the delivery of new homes including delivering a greater choice of high quality homes, widening opportunities for home ownership and creating sustainable and mixed communities.

1.9 In addition, the NPPF indicates that the level of housing provision delivered by the Local Plan must be based on evidence. Local planning authorities are expected to demonstrate a clear understanding of housing needs in their area primarily through two studies:

1. Through a Strategic Housing Market Assessment (SHMA) there should be an assessment of housing need across the housing market area and identification of the scale and mix of housing and range of tenures that are needed.
2. Through a Strategic Housing Land Availability Assessment (SHLAA) there should be an assessment of the availability, suitability and viability of land to meet housing need.

Housing Requirements and Objectively Assessed Needs

1.10 Since March 2013, through the RBWM SHMA, the Council has sought to measure the potential development requirements in RBWM through further analysis of the 2011 Census and demographic data; an assessment of economic scenarios on RBWM; and the potential need required for housing to meet more likely demographic and economic scenarios within the context of the housing market area.

1.11 The SHMA's projected housing requirement for the housing market area⁽²⁾ is the equivalent of 5,589 household spaces per annum whilst RBWM's contribution to this requirement is 701 household spaces per annum or a contribution of 12.5% to 2029 (equating to 12,627 household spaces).

1 For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

2 includes all adjoining local authorities the Royal Borough plus Reading

1 Introduction

Potential Housing Supply

1.12 Housing supply is made up of housing completions and extant planning permissions, allocated sites within a development plan (in the case of RBWM, the Maidenhead Town Centre Area Action Plan), non-allocated identified sites (sites that have been promoted to the council that are considered by the landowner to be available for future development), and unknown but anticipated sites of less than 0.25 hectare (known as windfall sites).

1.13 Great importance has been placed to ensure sites with development potential are maximised. In order to achieve this, through the preparation of the Borough Local Plan:

- there has been a continued approach for an open call for site suggestions;
- refused, withdrawn and lapsed planning permissions have been revisited;
- RBWM owned sites have been examined;
- current employment designations have been considered;
- challenging constraints such as flooding have been reviewed; and
- existing developed sites in Green Belt have been reviewed.

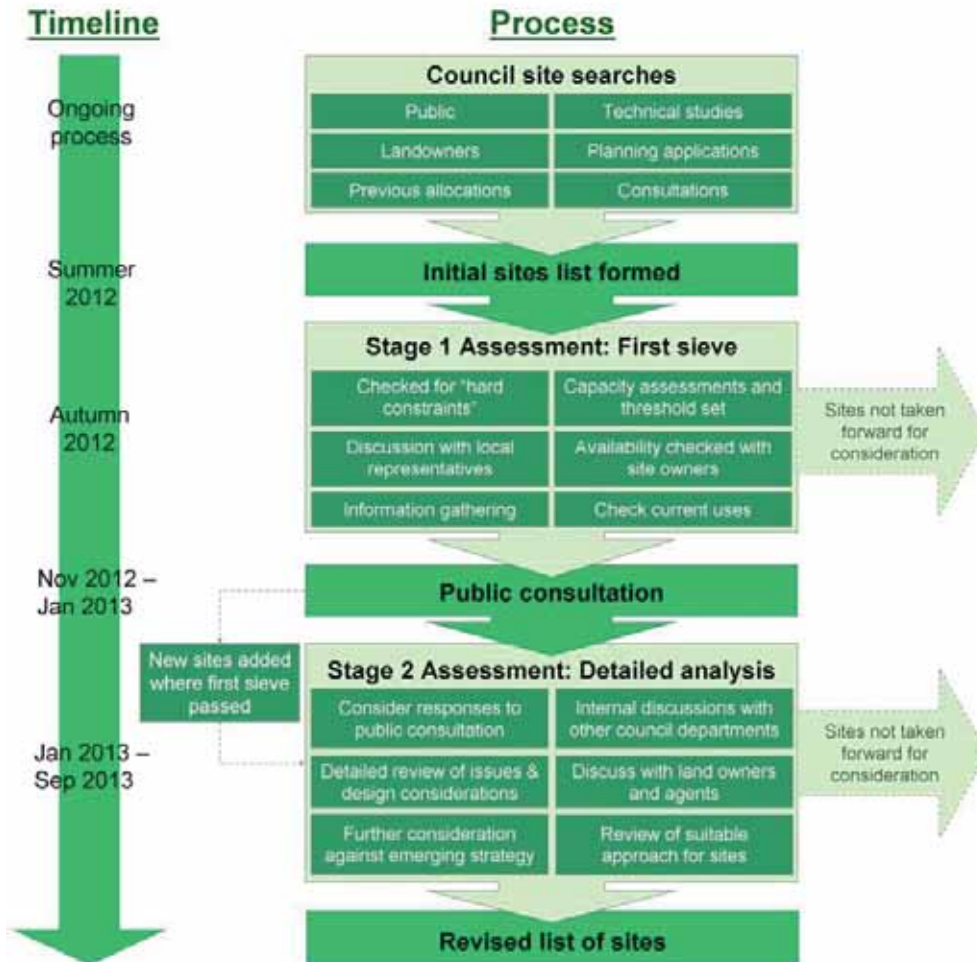
Methodology

METHODOLOGY

Overview of Methodology

2.1 The methodology followed for selecting the final list of sites is shown in figure 1 below:

Figure 1



Council site searches and the Strategic Housing Land Availability Assessment (SHLAA)

The Council maintains a list of sites with potential for housing, known as the SHLAA. This document is based on information obtained from a number of sources including:

- Submissions from landowners, specifically promoting sites in the SHLAA or in responses to Council consultations
- Planning applications, including refusals or where permission has lapsed but where potential still exists
- Suggestions from the public, officers, and councillors
- Technical studies undertaken by the Council

The Council has been proactive in attempting to identify as many sites as possible in the Borough by undertaking a number of 'calls for sites' where the Council has utilised press releases, adverts and other communications to encourage people to submit suggestions for development sites. The Council has also examined its own land holdings and reviewed constraints to identify additional potential. The SHLAA formed the starting point of an initial list for considering sites that might be suitable for allocation in the Borough Local Plan.

Methodology

Stage 1 Assessment

The initial list of sites from the SHLAA runs into the hundreds and so required categorising and then refining in order to make it more manageable and to limit it to those sites potentially appropriate for allocation. For the purposes of this study the sites for consideration were limited to those within the main towns excluded from the Green Belt and sites in the Green Belt which are already developed and where some residential development could potentially occur in line with the National Planning Policy Framework.

The Stage 1 Assessment included a number of desk-based processes to refine the sites to be included, these processes included:

Check for “hard constraints”

As part of producing the first SHLAA documents in 2009, the Berkshire planning authorities discussed the designations that represented a significant barrier against residential development, these barriers (or hard constraints) were recommended as:

- National Nature Reserves
- RAMSAR sites
- Special Areas of Conservation
- Thames Basin Heaths Special Protection Area (including land within 400m of the SPA)
- Sites of Special Scientific Interest
- Land within the functional floodplain – Flood Zone 3B
- Land within airport public safety zones
- Sites allocated for strategic priority transport projects such as Crossrail.

It was considered that this list was appropriate as a first step to assessing potential allocation sites.

Information gathering (including check on current uses)

Information was gathered on all of the sites, to provide some context and to inform further work. Information included:

- Flooding data
- Presence of trees
- Local character
- Wildlife designations
- Heritage assets
- Current uses and the potential for the use to change.

Discussion with local representatives

2.2 During August and September 2012 a number of meetings were held with parish councillors, ward councillors and representatives working on Neighbourhood Plans to discuss the sites that could potentially be considered for allocation. This provided a local opinion on potential uses for sites and raised further site issues that were subsequently investigated.

Capacity assessment and threshold set

2.3 A site capacity assessment was undertaken where there was considered to be potential for residential development. This was a desk-based assessment using GIS information and other online tools.

2.4 A decision was taken that a threshold for the minimum number of units that could potentially be delivered on each site should be established to limit the consideration of allocations. The Borough has a history of delivering a significant proportion of its housing on small plots with relatively low yields on each site. Therefore it was decided that a threshold of a net gain of 10 dwellings should be used as this would avoid many small developments where allocation would not be necessary or useful whilst catching a large enough number of sites to help demonstrate the deliverability of housing numbers in the Borough Local Plan.

Methodology

Availability checked with site owners

2.5 For all sites where it was considered that 10 or more dwellings could be delivered and were not affected by 'hard constraints', owners were contacted to check that the sites were available and to notify them of a forthcoming public consultation. Where details were not available, land registry searches were undertaken to establish site ownership. Where requested by owners, or where it was clearly established that there was no realistic chance of development, sites were removed from the list.

2.6 Attempts were made to contact owners of all of the sites before going out to consultation. In a small number of cases where owners were not contactable, they remained on the consultation database and attempts to contact the owners continued.

Public consultation

2.7 A public consultation was undertaken on the sites from 19th November 2012 to 11th January 2013. This sought the opinion of residents, landowners, and other interested parties on the refined list of sites. This consultation identified further issues on some sites that needed to be investigated and also helped inform further assessments of the appropriate capacity and development approach on sites.

2.8 The results of the consultation were reported to Cabinet on 21st March 2013. The consultation report and consultation documents can be viewed on the Council's website, http://www.rbwm.gov.uk/web/pp_borough_local_plan.htm.

2.9 Additionally, a number of sites were promoted as part of the consultation and were subsequently run through the Stage 1 Assessment process as detailed above. Where these sites passed the assessment process they were added for inclusion in the second stage assessments.

Stage 2 Assessment (Detailed analysis)

2.10 Following the close of the public consultation, a second stage analysis of all sites still in consideration was undertaken to further refine which sites could be considered as potential site allocations. This analysis included:

- An assessment of the findings of the public consultation to establish any potential issues.
- Reviewing the planning history where relevant.
- Identifying the use on each site and surrounds and providing a detailed description of physical characteristics of the site and area.
- Reviewing accessibility to the site for all forms of transport including local access and access to the wider strategic network. This included consultation with the Borough's Highways Officers.
- Identification of any relevant heritage assets and consideration of whether these, where present, would limit development potential. This included consultation with the Borough's Conservation Officer and Berkshire Archaeology.
- Assessment of the risk of flooding through the Strategic Flood Risk Assessment.
- Identification of nature conservation issues that could effect development.
- Assessment of any potential impacts from known pollutants or areas where development could cause concern. This included consultation with the Borough's Environmental Protection Officers.
- Assessment of the townscape or landscape character, using the Townscape Assessment and Landscape Character Assessment, and identification of any issues that may impact the deliverability of development on each site.
- Identification of local facilities and services and consideration of issues that could result from the absence of a local facility.
- Consideration of the existing policy context for each site.
- Identification of any other issues or opportunities that may be relevant to the decision of whether or not to allocate each site.
- A review of the situation of likely viability, availability and deliverability on each site. This included further discussions with site owners.

Methodology

2.11 This detailed analysis and site visits informed recommendations on the deliverability of development on each site and potential capacity. This assessment used guidance developed by design consultants in the *Windsor and Maidenhead Capacity Assessment* (June 2013) about assumptions that can be made on residential densities, building frontages, plot depths and more when considering potential yields on development sites.

2.12 Site recommendations were subject to scrutiny by councillors in the Borough Local Plan Member Working Group and then sent to land owners and agents for comment with revisions incorporated as appropriate. This resulted in a revised list of sites that is presented in the following chapter.

Additional sites from further studies

2.13 In addition to the work in this report looking into sites in urban areas and on developed Green Belt sites, the Borough is also undertaking an Edge of Settlement Analysis to identify broad areas where development might be appropriate. This work is ongoing and a number of sites may emerge as having potential for housing development. Once a decision is made on whether potential exists, then any that are considered to have potential will be incorporated into this study.

2.14 An update of this study will be produced in advance of the Borough Local Plan being submitted to the Secretary of State.

CONCLUSIONS

3.1 Through the two stage process of assessing sites, 39 sites with potential for residential development, either as a single use development or as part of a mixed-use scheme have been identified. Of this number 15 are located in Maidenhead; 11 are in Windsor, 8 sites are in the south of the borough, with the remainder of the sites in other small settlements. All sites are considered to be viable, available and deliverable. It is estimated that these sites will have a combined capacity in the region of 2235 dwellings.

3.2 The summarised recommendations for each site are shown in the tables below with a brief description of the type of housing being recommended. These sites are recommended as potential site allocations in the Borough Local Plan. Full, detailed information on these sites can be found in Appendices A-C. The information in the Appendices should be utilised in the design and application process.

3.3 The rejection of sites through this study does not necessarily mean that they will not be delivered in the future - it may simply be a reflection of current uncertainty. As such they may still form part of the housing supply for the Borough and the details of all these sites that were considered but rejected can be found in Appendix D. Many of these sites will form part of the revised Strategic Housing Land Availability Assessment (2013).

3.4 In addition to the sites listed in Tables 1 and 2, sites that emerge from the Edge of Settlement Analysis as possible allocations for housing will be incorporated into this report.

Table 1 : Sites in urban areas recommended as potential allocations for the Borough Local Plan

Site name	Recommended approach	Approximate capacity (gross / net No. dwellings) ⁰
Berkshire House, Queen Street, Maidenhead	Conversion of office building to residential flats with retail space at ground floor and additional of some further floors	65 / 65
Exclusive House, Oldfield Road, Maidenhead	Low rise flats with improved relationship with both Oldfield Road and Farthingales.	24 / 24
Land east of Oldfield Road, Maidenhead	Small houses to the northern parts of the site at Oldacres, with flatted development fronting Oldfield Road.	30 / 30
Travis Perkins Wood Yard, Boyn Valley Road, Maidenhead	Maisonettes and low rise flats respecting the built form of the neighbouring residential properties.	58 / 58
Middlehurst, Boyn Valley Road, Maidenhead	Maisonettes respecting the built form of the neighbouring semi-detached properties.	15 / 15
Belmont Place, Belmont Road, Maidenhead	Low rise flats either through conversion or through redevelopment.	18 / 18
DTC, Gringer Hill, Maidenhead	Mix of small and medium houses across the site with some flatted development. Potential for some employment to be retained on the site.	123 / 123
Eastern part of Whitebrook Park, Lower Cookham Road, Maidenhead	Small and medium sized houses, making best use of the land whilst respecting the setting and neighbouring properties.	36 / 36
150 Bath Road, Maidenhead	Small and medium houses fronting Bath Road and Highway Road.	14 / 14
Maidenhead Lawn Tennis Club, All Saints Avenue, Maidenhead	Small and medium houses and possibly some low rise flats.	32 / 32
35, 37 and 33 Velmead Works, Lower Cookham Road, Maidenhead	Low rise flats on Lower Cookham Road and to the rear.	19 / 18

Conclusions

Site name	Recommended approach	Approximate capacity (gross / net No. dwellings) ⁽¹⁾
Shoppenhangers Manor, Manor Lane, Maidenhead	Small, medium and large houses with some flats.	52 / 52
Reform Road Industrial Estate, Maidenhead	Mixed use across the site with medium rise flats and town houses being delivered to the western part of the site.	100 / 100
Land south of Ray Mill Road East, Maidenhead	Small and medium sized houses and open space.	87 / 87
Cookham gas holder	Small houses and maisonettes and rationalisation of gas equipment.	41 / 41
Post Office, William Street and Telephone Exchange, Bachelors Acre, Windsor	Medium rise flats with retail retained at Peascod Street frontage, enhanced connectivity across the site potentially to come forward in two separate developments by different land owners.	85 / 85
Crown House and Charriott House, Victoria Street, Windsor	Low- medium rise flats enhancing the setting of the listed Almshouses and improving frontages. Yield can be increased if parking solutions identified.	45 / 45
Minton Place, Victoria Street, Windsor	High rise flats with potential for mixed use, utilising existing underground parking.	110 / 110
Area between Alma Road and Goslar Way, Windsor	Medium rise flats and reprovision of community centre either on site, or at a suitable alternative site.	84 / 84
Fire Station, St Marks Road, Windsor	Small houses fronting St Marks Road and Hawtrey Road.	10 / 10
Office Buildings, Thames Side, Windsor	Low or medium rise flats enhancing the riverside setting and maintaining important views of Historic Windsor and the Castle.	40 / 40
Territorial Army Barracks, Bolton Road, Windsor	Small and medium houses.	25 / 22
Vale Road Industrial Estate, Windsor	Mixed use on site with some small and medium houses and some low or medium rise flats enhancing relationship with neighbouring residential areas and avoiding conflicts of uses with any employment uses that remain.	110 / 110
Sawyers Close, Windsor	Redevelopment of existing tower blocks to create high quality residential accommodation of small houses and flats using some of the open space surrounding the existing towers.	400 / 208
95 Straight Road, Old Windsor	Small and medium houses.	11 / 11
Straight Works, Straight Road, Old Windsor	Small and medium houses.	20 / 20
Gas holder site, Sunninghill	Mix of small houses and medium houses, possibly with some flats, preferred access through Cavendish Meads.	80 / 80
Telephone Exchange, Upper Village Road, Sunninghill	Small houses.	10 / 10
Ascot Centre, rejuvenation opportunity	Flats above additional retail units and small and medium houses as part of a comprehensive redevelopment in line with the emerging Neighbourhood Plan.	110 / 110

Conclusions

Site name	Recommended approach	Approximate capacity (gross / net No. dwellings) ⁽¹⁾
Broomhall Car Park and surrounds, Sunningdale	Mixed use development comprising small houses and low rise flats with decked parking area and retail development.	31 / 28
High Peak, White House and Holcombe House, London Road, Sunningdale	Medium and large houses to the rear of the site with low rise flatted development to the London Road frontage.	25 / 20

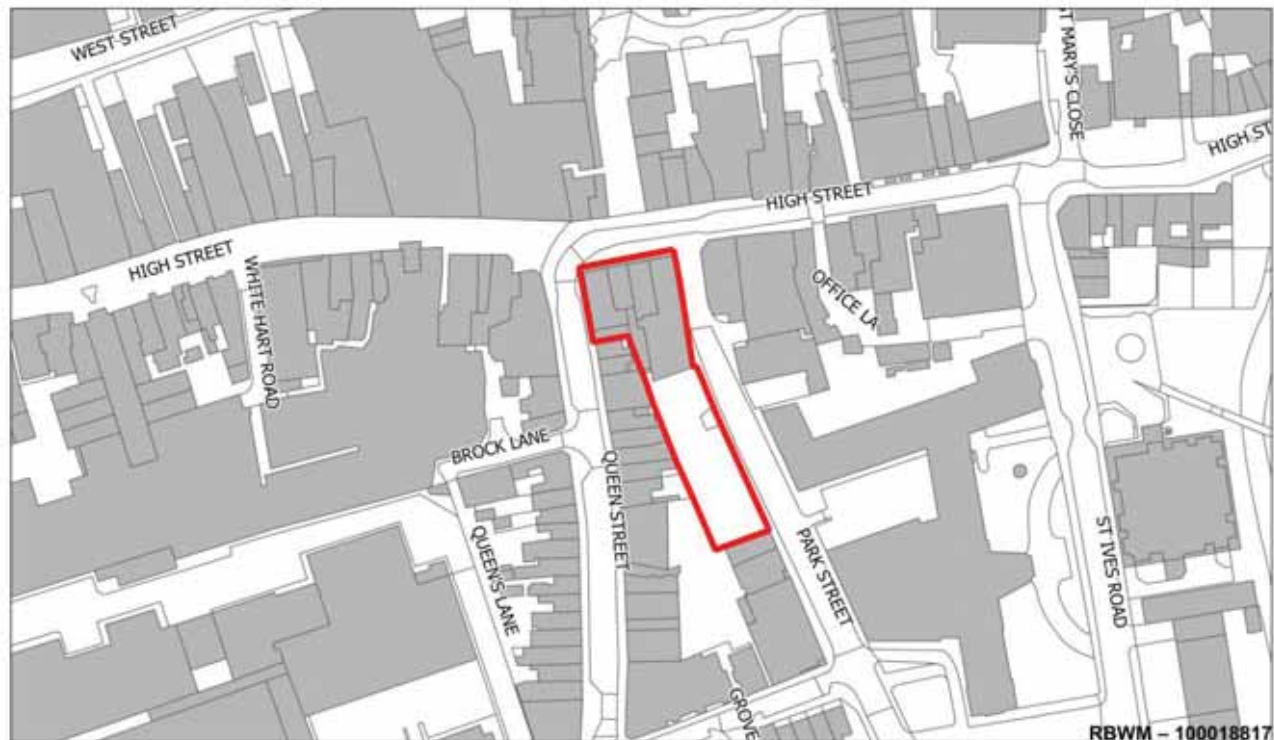
Table 2 Developed sites in the Green Belt recommended as potential allocations for the Borough Local Plan

Site name	Recommended approach	Approximate capacity (gross / net no. dwellings) ⁽¹⁾
Summerleaze Office and Workshop, Summerleaze Road, Maidenhead	Mix of maisonettes and small and medium houses.	40 / 40
Woolley Hall and Woolley Grange, Westacott Way, Littlewick Green	Woolley Hall converted into flats with sensitive development of small, medium and large houses elsewhere on the site, focusing around existing built footprints and enhancing the setting of Woolley Hall.	43 / 27
Grove Business Park, Waltham Road, White Waltham	Mixed use across the site with residential development in the form of small and medium houses being focused to the western and northern parts of the site.	79 / 79
Land at Water Oakley Farm, Windsor Road	Medium and large houses, enhancing the appearance of the site, increasing the feel of separation between urban conurbations, particularly from the road.	44 / 28
Wyevale Garden Centre, Dedworth Road, Windsor	Small and medium houses maintaining the general openness and enhancing the appearance of the site.	35 / 35
Squires Garden Centre, Maidenhead Road, Windsor	Low rise flats and small houses maintaining the general openness and enhancing the appearance of the site.	40 / 40
Ascot Station Car Park, Station Hill	Medium rise flats and decking of the station car park. Potential for inclusion of the car dealership as part of a holistic redevelopment.	50 / 50
Heatherwood Hospital, Ascot	Comprehensive redevelopment of the site for residential uses with a mix of small, medium and large houses and flatted development with health services retained on part of the site.	200 / 200
Shorts Ltd, St George's Lane, Ascot	Medium and large houses.	50 / 50

A Maidenhead area sites

Sites in urban areas

Berkshire House, Queen Street, Maidenhead



Recommended approach					
<p>This site is considered to be capable of conversion into residential units, broadly in line with consultations undertaken by the property owners. It is also considered that additional floors could be achievable providing that the design approach is appropriate, and does not negatively impact on the conservation area. Therefore, the recommendation is to promote refurbishment of the existing building with alterations and additional floors to deliver in the region of 65 no. 1-2 bedroom apartments, retaining the retail premises at the ground level. This will include the substantial improvement to the external appearance of the building, including the use of high quality materials and masking any telecommunications equipment as well as identifying satisfactory solutions to parking issues and to any services and utilities problems, where identified.</p>					
No. dwellings	c.65 gross / 65 net	Type of dwellings	High rise flats	Phase of plan	Early-mid
Site information					
Gross site size	0.16 hectares / 0.39 acres				
Other references	SHLAA: WMMA5008				
Planning history	No relevant history				
Site description & uses	<p>This flat site is heavily built up and includes the tallest building in Maidenhead, including retail frontages on Queen Street and High Street and 11 floors of office space. The first floor of the building protrudes over the retail uses on the High Street and is of grey tiles and glazing. The main tower is set back from the frontages on Queen Street and Park Street, but has an overhang beyond the retail frontage on the High Street, and is very visible from all angles. The tower is primarily brick / brick cladding and glazing with concrete overhang. Telecommunications equipment and other services are visible on the roof. The site includes a car park to the south of Berkshire House, accessed from Park Street.</p>				
Surrounding uses & character	<p>Within an urban area with a large number of properties in proximity, including primarily retail and other town centre uses at ground floor on the High Street and Queen Street, with offices or residential above. Queen Street is up to 4 storeys including some attractive Victorian frontages with decorative architectural features. The High Street is 2-3 storeys of mixed physical appearance and materials. Surrounding buildings are predominantly red brick with some painted or clad. To east of the site is a 2 storey Victorian stone built bank building used by HSBC. There is limited landscaping around the site, with some trees in pedestrianised area to east.</p>				

Maidenhead area sites

A

Accessibility	<ul style="list-style-type: none"> - Bus stops directly outside the building. - Less than 500m to Maidenhead train station. - Less than 200m straight line distance to the A4, although the one way system means that it is approximately 500m driving distance to nearest main road. - 200m to the cycle network. - There is access to the site from Park Street.
Heritage	<ul style="list-style-type: none"> - Located within Maidenhead High Street Conservation Area. - There are two Grade II listed buildings within 100m - In a known area of high archaeological potential, within the medieval core of the town. Potential for remains within footprint of the building. Heritage statement and investigations would be needed to accompany any redevelopment of the site which sought demolition and rebuild.
Flooding	<ul style="list-style-type: none"> - Within Flood Zone 1, low risk of flooding. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site falls within 500m of a possible ancient woodland at Grenfell Park. - There are no known ecology or nature conservation issues that are considered to affect the development of this site.
Pollution	<ul style="list-style-type: none"> - The site lies within the Borough's air quality management area and any development will require an assessment of the impact of existing poor air quality on future users and the impact the development has on existing air quality considering the cumulative impact in combination with other known nearby developments. Air quality mitigation measures should also be considered.
Townscape / landscape character	<p>Falls within two townscape areas, primarily in the Town Historic Core (1A) but some of the car park area is within the Town Historic Fringe (2A). The Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - respect the principal linear through route of the High Street; - retain active frontage to the street; - retain and improve the settings of remaining 19th century buildings and facades; - use sensitive contemporary design which responds to the context and town centre setting in terms of massing and scale, and use local materials where appropriate; - use a complimentary palette of materials; - create visual interest through the use of subtle variation in apparent heights and roofscape; and - be part of a coordinated approach to street tree planting, street furniture, paving and lighting. <p>A particular emphasis should be placed on restoring and enhancing the built character and streetscape details.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors surgeries, 6 dentists and 4 pharmacies within 800m. - In the catchment area for 5 secondary schools and is in the catchment area for Oldfield Primary School, which is just over 1km linear distance away. - Within the town centre with good access to shops and supermarkets. - There are a number of publicly and privately run community centres and places for gatherings within 800m. - Kidwells Park, Grenfell Park, the Moor and a number of play areas are within 800m. - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Meetings with local representatives highlighted some support for redeveloping or converting to housing use whilst retaining the retail uses at ground level. - Overall 96% of those responding to the sites consultation supported redevelopment of the site, with the majority of respondents preferring the suggested approach of 6+ storey apartments. - A high level of respondents, 36% of total respondents and 47.4% of those responding within the Maidenhead and Cox Green Neighbourhood area, supported development, but preferred a different approach, including keeping it in non-residential use, wanted to reduce the height or use it for a hotel. - Of those objecting issues cited included local parking or highways issues, too many homes being proposed, wrong location for new homes, or that it would impact on local character.
Policy context	<ul style="list-style-type: none"> - Within Maidenhead town centre boundary and Area Action Plan area. - Within the primary retail area with primary retail frontage on the High Street and Queen Street. - Policy MTC10 (Offices) in the AAP requires no net reduction in office space unless it will not unduly reduce the quality and/or quantity of office floorspace, or the loss would be outweighed by the achievement of other objectives.
Other notes	<ul style="list-style-type: none"> - This represents an opportunity to improve a landmark building in the Maidenhead area and to deliver a number of homes in a sustainable location as part of the wider rejuvenation of the town centre. - There is an opportunity to improve the appearance of Park Street through provision of some appropriate street trees. - Adequate parking must be provided for future residents. - A construction plan will need to demonstrate that no unacceptable impact on neighbours or the town centre as a whole will occur during construction.

Availability and deliverability

The owners of this site have shown interest in converting Berkshire House to residential use with retail remaining at ground level and have confirmed the availability of the site in the early stages of the plan period. Initial proposals include adding a number of storeys onto the top of the existing building to enhance viability. Flats in Maidenhead command a value in the region of £3,500/m² whereas values for offices of this quality will be in the region of £2,000/m².

A Maidenhead area sites

Exclusive House, Oldfield Road, Maidenhead



Recommended approach					
<p>This site is considered to have residential development potential, provided adequate flood mitigation can be delivered and the exceptions test can be satisfied. This site is considered to have potential for redevelopment for low rise flats based on the site characteristics and neighbouring properties. Flats could be delivered through 2 or 3 blocks of 3 storey flats. The design of any development will need to avoid being located too close to Oldfield Road and landscape screening may be required due to the Stafferton Way bypass. Vehicular access may be most appropriate from Farthingales and any development will need to integrate with both Farthingales and Oldfield Road frontages.</p>					
No. dwellings	c.24 gross / 24 net	Type of dwellings	Low rise flats	Phase of plan	Late
Site information					
Gross site size	0.27 hectares / 0.67 acres				
Other references	SHLAA: WMMA5045 / ELR: N17				
Planning history	No relevant history				
Site description & uses	The site is currently used as a distribution centre with parking and some storage at the front of the site. There are two elements to the property including a warehouse which appears to be of corrugated metal construction and an office element which is set back from the main frontage and is approximately 3 storeys in height of a cream render.				
Surrounding uses & character	The site is surrounded by residential development on all sides. There are 2 ½ storey flats to the south of red brick construction with parking to the rear. There are garages and 2 storey dwellings to the east and north of the site which are of gault and red brick construction, many of which have a parapet gable roof design. There is a modern large 4 storey flatted residential development with undercroft parking to the west of the site. This is of white render, red brick and wooden cladding. On Oldfield Road, buildings are set back from the road with wide grass verges and soft landscaping. Farthingales, to the east of the site, is dominated by garages and car parking and there is dead frontage in many parts of the street. The site has a poor relationship with this area, turning its back on it with a considerable area of dead frontage.				
Accessibility	<ul style="list-style-type: none"> - Buses travel within 50m of the site with the nearest stop just over 200m walking distance away on Bridge Road - Maidenhead train station is approximately 1.4 km walking distance away - The A4 is just over 50m travel distance - Cycle network is just over 150m away - The site is accessed directly from a straight and open stretch of Oldfield Road, close to the junction with the A4 Bridge Road 				

Maidenhead area sites

A

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no Listed Buildings or Conservation Areas in this site or within 100m - Within an area of archaeological interest with finds made in the area. However, likely that previous development will have reduced potential, some investigation and mitigation may be required.
Flooding	<ul style="list-style-type: none"> - The site falls entirely within flood zone 2, medium risk, with all but the north eastern section also being within flood zone 3, high risk. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known environmental or nature assets on this site
Pollution	<ul style="list-style-type: none"> - The site lies within the Borough's air quality management area and any development will require an assessment of the impact of existing poor air quality on future users and the impact the development has on existing air quality considering the cumulative impact in combination with other known nearby developments. Air quality mitigation measures should also be considered. - The site is close to land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The site lies close to a major 'A' Road or Motorway and any development will require an acoustic noise survey
Townscape / landscape character	<p>The site falls within a late 20th Century Suburbs character area (10T). The Townscape Assessment suggests development in this area should:</p> <ul style="list-style-type: none"> - retain the open character of front gardens, avoiding enclosing walls, fences, gates and railings; - deliver sensitive contemporary design which responds to its immediate context, having reference to existing building heights, massing and proportion, and possibly materials; - reflect the existing hipped or gabled roofscape character, using styles and materials to complement the existing; and - respect existing building lines, with off street parking being tucked into the plot. <p>To the west of Oldfield Road the character type is Post War Residential Flats (11K) and it is considered that this site also relates to the character type.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 2 doctors surgeries, 1 dentist and 1 pharmacy within 800m - In the catchment area for 5 secondary schools and is in the catchment area for Oldfield Primary School, which is just over 600m linear distance away. - Maidenhead town centre is within 400m walking distance with good access to shops and supermarkets and there is a parade of shops approximately 100m away - There are a number of publicly and privately run community facilities and places for gatherings within 800m - The Moor, Guards Club Park, Riverside Gardens and a number of play areas are within 800m - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 86% of respondents supporting redevelopment - There was an overall preference for lower density development in this location with nearly 58% of all respondents supporting smaller housing and 2/3 storey apartments - 11% of respondents preferred a different approach to redevelopment which included high rise flats, housing only, recreational use, mixed use site, affordable houses and retaining the employment use. - Of those objecting, reasons included wrong location for housing, too many homes being proposed, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site, however significant areas of this employment site are now in residential use.
Other notes	<ul style="list-style-type: none"> - This site offers an opportunity to improve the frontages on Oldfield Road and the Farthingales and to make the site more in keeping with the surrounding uses. - There is also an opportunity to improve the streetscene through soft landscaping and tree planting.
Availability and deliverability	
<p>The land owner's agent has confirmed that whilst the site is not currently available it could be available towards the end of the plan period. Residential values in the area are in the region of £3,000-3,500/m² as opposed to industrial land which is closer to £1,250/m². This 140%-180% increase is significant and, whilst development may result in a slight reduction in footprint on the site, floorspace could potentially be increased as some of the current footprint is single storey, further enhancing the fiscal uplift.</p>	

A Maidenhead area sites

Land east of Oldfield Road, Maidenhead



Recommended approach					
<p>This site is considered to have residential development potential, provided adequate flood mitigation can be delivered and the exceptions test can be satisfied. This site has an unusual shape and as such it is considered that a variety of different approaches can be taken to maximise potential across the site. It is considered that the site could accommodate a mix of houses and low rise flats, predominantly with the flats on Oldfield Road and houses on Oldacres. The design of any development will need to avoid being located too close to Oldfield Road as a result of the Stafferton Way bypass and landscape screening may be required.</p>					
No. dwellings	c.30 gross / 30 net	Type of dwellings	Mix of small houses and low rise flats	Phase of plan	Mid-late
Site information					
Gross site size	0.55 hectares / 1.36 acres				
Other references	SHLAA: WMMA5101 & WMMA5032 / ELR: N17				
Planning history	97/31247/OUT	Two storey day nursery with associated car parking for 20 cars.			Refused
	02/38601/FULL	Replacement of car sales building and display area with new car showroom, associated parking, display area and landscaping			Permitted
	03/40374/FULL	Erection of a two storey storage and distribution warehouse with ancillary parking			Permitted
	04/41736/FULL	Erection of a two storey storage and distribution warehouse			Permitted
	04/00461/OUT	Erection of a two storey storage and distribution warehouse with ancillary parking (revision to approved 03/40374)			Allowed at appeal
	12/01892/FULL	Redevelopment to provide 19 no. B1 commercial units of two three and four storeys with associated parking and landscaping. Renewal of planning permission 08/02161 (allowed on appeal)			Refused
Site description & uses	<p>This site is made up of three pieces of fairly flat land to the east of Oldfield Road including an area of a demolished industrial building, a car showroom and forecourt and an industrial building. The site has fairly open boundaries onto Oldfield Road with some low level landscaping and open wooden fencing. The current industrial building is of red brick construction and is 2 storeys in height whilst the showroom is a small 1 storey building with associated structures and canopies used for vehicle maintenance.</p>				

Maidenhead area sites

A

Recommended approach	
Surrounding uses & character	There are residential properties to the west of the site, some of which are immediately abutting the industrial building on the site and others are separated by high hedges. There are residential properties to the north of the site across Oldacres. To the west of the site on the opposite side of Oldfield Road there are industrial buildings and a convenience store.
Accessibility	<ul style="list-style-type: none"> - Buses travel within 250m of the site with the nearest stop approximately 400m walking distance away on Bridge Road - Maidenhead train station is approximately 1.3 km walking distance away - The A4 is just over 50m travel distance - Cycle network is immediately adjacent to the site - The site is accessed directly from Oldfield Road, on a relatively straight stretch of road and there are currently 4 access onto Oldfield Road.
Heritage	<ul style="list-style-type: none"> - There are no Listed Buildings or Conservation Areas on the site or within 100m of the site. - Within an area of archaeological interest with finds made in the area. Archaeological potential should be investigated with trial trenches, but the previous development of the site is recognised.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 3, high risk - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known environmental or nature assets on this site, however at the south of the site there is some mature woodland on the bank of the railway line which may be of some biodiversity importance.
Pollution	<ul style="list-style-type: none"> - The site lies within the Borough's air quality management area and any development will require an assessment of the impact of existing poor air quality on future users and the impact the development has on existing air quality considering the cumulative impact in combination with other known nearby developments. Air quality mitigation measures should also be considered. - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site falls within a late 20th Century Suburbs character area (10T). Townscape Assessment suggests development in this area should:</p> <ul style="list-style-type: none"> - retain the open character of front gardens, avoiding enclosing walls, fences, gates and railings; - deliver sensitive contemporary design which responds to its immediate context, having reference to existing building heights, massing and proportion, and possibly materials; - reflect the existing hipped or gabled roofscape character, using styles and materials to complement the existing; and - respect existing building lines, with off street parking being tucked into the plot. <p>To the west of Oldfield Road the character type is Post War Residential Flats (11K) and Industrial and Commercial Estates (17K) and it is considered that this site also relates to these character types.</p>
Facilities & services	<ul style="list-style-type: none"> - There is 1 doctors surgery, 1 dentists and 2 pharmacies within 800m - In the catchment area for 5 secondary schools and is in the catchment area for Oldfield Primary School, which is approximately 400m linear distance away. - Maidenhead town centre is within 600m walking distance with good access to shops and supermarkets and there is a convenience store across Oldfield Road from the site and a parade of shops approximately 300m away - There are a number of publicly and privately run community facilities and places for gatherings within 800m - The Moor, Guards Club Park, Riverside Gardens and a number of play areas are within 800m - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 88% of respondents supporting - There was an overall preference for lower density development in this location with nearly 58% of all respondents supporting smaller housing and 2/3 storey apartments - 22% of respondents preferred a different approach to redevelopment which included mixed use, 6 storey apartments, retail outlets and larger family homes. - Of those objecting, reasons included it would result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site, however significant areas of this employment site are now in residential use.
Other notes	<ul style="list-style-type: none"> - The buffer of trees to the south of the site should be retained and there may also be an opportunity to improve the streetscene through soft landscaping and tree planting. - Detailed flooding analysis and mitigation will be needed in order to ensure that this site is deliverable.
Availability and deliverability	
<p>The owners of all three parcels of the site have confirmed that the land will likely become available during the plan period, with the undeveloped land being actively pursued at present, the office/warehouse is likely to be favoured for residential development in 10-15 years and the car showroom expected to be available in the early to mid stages of the plan. The site is likely to come forward as three separate developments at different stages. The site is made up of some undeveloped land, an office / warehouse and a car showroom. These uses will have approximate value of up to £2,000/m² whereas residential land value will be closer to £3,250/m².</p>	

A Maidenhead area sites

Travis Perkins Wood Yard, Boyn Valley Road, Maidenhead



Recommended approach					
<p>This site is considered to have potential for residential development, provided Travis Perkins can find an alternative site. The recommended approach for the site is for a mix of 2 storey maisonettes of a similar appearance to semi-detached houses and some low rise flats. Parking should be provided within the site, potentially to be delivered to the rear of the properties. A strong landscaping scheme will be required with screening from the railway line.</p>					
No. dwellings	c.58 gross / 58 net	Type of dwellings	Mix of maisonettes and low rise flats	Phase of plan	Mid-late
Site information					
Gross site size	1.29 hectares / 3.2 acres				
Other references	SHLAA: WM MA 3031 / ELR: N6				
Planning history	No relevant history				
Site description & uses	<p>The site is currently used as a timber yard and includes a number of buildings including large sheds and some 1 and 2 storey brick buildings. There are large areas of hardstanding used for parking and storage of materials. There is also an electricity substation on the boundary with Boyn Valley Road. The site is raised up from Boyn Valley Road, particularly where the road dips. The boundary to Boyn Valley Road is a mix of wooden fencing, gateways, edge of buildings and includes some green screening along parts of the site.</p>				
Surrounding uses & character	<p>To the north of the site, on the opposite side of Boyn Valley Road there are a number of 2 storey residential detached and semi detached dwellings some of which are rendered and others are of exposed brick and some have hipped roofs, others gable end. These homes provide a strong building line and offer a uniform appearance to the road. There are two 2 storey employment units, one of which is proposed to be considered for allocation for housing allocation. These are both set back slightly from the main building line to allow for parking and have flat roofs and are of exposed brick construction. To the west of the site there are some detached and semi detached 2 storey houses. These exhibit a mix of styles and materials but produce a strong building line and offer some uniformity. To the east of the site there are 1 and 2 storey workshops and light industrial units of gault brick. To the south of the site there is a large area of hardstanding that is currently used for storing materials. This area is to be used in the work on Crossrail and forms part of a safeguarded area for the project</p>				

Maidenhead area sites

A

Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site is currently accessed at its eastern end onto Boyn Valley Road, although there is also another gateway at the western end of the site. The stretch of road bordering the site is fairly straight and therefore a number of accesses could be taken. However, parking is a problem on Boyn Valley Road with cars parking often on both sides of the road. - The A4 Bath Road is less than 700m travel distance from the site. - Buses travel within 400m of the site and there are bus stops approximately 700m walking distance away - Maidenhead train station is approximately 900m walking distance away - The cycle network is within 400m of the site
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site, nor within 100m. - Potentially in an area rich in archaeology. Archaeological investigations will be required in advance of a planning application.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland - There are no other known nature constraints on this site
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey
Townscape / landscape character	<p>The site is within an Industrial and Commercial Estates character area (17F) according to the Townscape Assessment. However, residential development at this site is considered to need to respond to the predominant other character types along Boyn Valley Road, specifically Inter War Suburbs (8L & 8N) and Victorian and Edwardian Suburbs (6D). The guidance in the Townscape Assessment suggests that development at this location should:</p> <ul style="list-style-type: none"> - ensure that design takes account of the long linear street - respect the uniform building line and rhythm created by the consistent block pattern, massing and relationship of buildings to open space (e.g. semi-detached) - reflect the use of part tile hung frontages, bay and bow windows, and recessed arch porches - seek to protect the vernacular including building lines and proportions - conserve the use of low brick boundary and low clipped hedges, aiming for a continuous frontage to the street and retain garden areas and boundaries, avoiding full width hard standing - use a coordinated approach to street tree planting, planting new trees and considering planting larger trees in key locations
Facilities & services	<ul style="list-style-type: none"> - There are 2 doctors surgeries , 3 pharmacies and 4 dentists within 800m of the site - In the catchment area for 5 secondary schools and is in the catchment area for Larchfield Primary School, which is approximately 400m linear distance away. - Maidenhead town centre is within 900m walking distance with good access to shops and supermarkets and there is a convenience store 300m away on Boyn Valley Road - There are a number of publicly and privately run community facilities and places for gatherings in Maidenhead Town centre - Desborough Park, Grenfell Park and Boyn Grove are within 800m, all of which provide play equipment for children - The nearest public house is The Crown approximately 500m linear distance from the site and the town centre is approximately 500m linear distance away providing a number of public houses and restaurants - Thames Water has raised no concern with sewerage at this location.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 81% of respondents supporting some form of redevelopment. - There was a slight overall preference for a mix of smaller houses and 2/3 storey apartments with 33% support, over smaller houses which received 28% support. However, respondents from the Maidenhead and Cox Green neighbourhood area displayed a slight preference for smaller houses rather than flats. 9% of respondents supported 2/3 storey apartments - 11% of respondents preferred a different approach to redevelopment which included small industrial units, high rise flats, Crossrail terminus, play area or park, or an extension to car parking at the station. - Of those objecting, reasons included it would impact on local character, impact on neighbours, wrong location for housing, too many homes being proposed, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site. However, this particular part of the employment site relates well to the residential areas around and so a change of designation may be appropriate.
Other notes	<ul style="list-style-type: none"> - Tree planting is important at this site along both the road frontage and the railway boundaries, both for an improved streetscene and for screening visually and for noise from trains.
Availability and deliverability	
<p>The site is being promoted by the land owner, provided a suitable alternative site can be provided for Travis Perkins. In its current use, floorspace attracts a value in the region of £1,250/m² whereas if this site were to be redeveloped for residential use it is considered that values of £3,000-3,500/m² could be achieved. In addition to this 140-180% uplift, redevelopment could also potentially deliver a greater amount of floorspace further increasing the uplift of value.</p>	

A Maidenhead area sites

Middlehurst, Boyn Valley Road



Recommended approach					
<p>This site is considered to be appropriate for residential development provided suitable alternative accommodation can be identified for the business operating at the premises. It is considered that the site could accommodate maisonettes in the appearance of terraced or semi-detached properties with off road parking, possibly to the rear of the properties.</p>					
No. dwellings	c.15 gross / 15 net	Type of dwellings	Maisonettes	Phase of plan	Mid-late
Site information					
Gross site size	0.28 hectares / 0.7 acres				
Other references	SHLAA: WM MA 3010				
Planning history	No relevant history				
Site description & uses	<p>The site consists of a large industrial building of up to 2 storeys with flat roof elevations to Boyn Valley Road and pitched warehouse areas to the rear. Areas of the site without buildings on are hardstanding used for open storage and parking. The site slopes down slightly from south to north. The site boundaries are of low brick walls with chain link fence above on the frontage and closed board fencing to the east, whilst the sides of the building form the boundary to the north and west.</p>				
Surrounding uses & character	<p>The site is bound by 2 storey residential development on three sides, mainly in the form of semi-detached houses. To the south of the site is the Travis Perkins wood yard, which consists of large 1 to 2 storey storage buildings and open storage. There is an alleyway running along the eastern boundary of the site.</p>				
Accessibility	<ul style="list-style-type: none"> - The site is currently accessed directly onto Boyn Valley Road where there are two gateways on a fairly straight stretch of road. However, parking is a problem on Boyn Valley Road with cars parking often on both sides of the road. - The A4 Bath Road is less than 900m travel distance from the site and the strategic road network can be accessed within 2km travel distance of the site. - Buses travel within 500m of the site and there are bus stops approximately 700m walking distance away - Maidenhead train station is approximately 1.2km walking distance away - The cycle network is within 300m of the site 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site, nor within 100m. - In an area of known archaeological potential, mitigation works could be limited to parts of the site where building may be limited to areas of significant ground reduction or excavation. 				

Maidenhead area sites

A

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site is within an Industrial and Commercial Estates character area (17F) according to the Townscape Assessment. However, residential development at this site is considered to need to respond to the predominant other character types along Boyn Valley Road, specifically Inter War Suburbs (8L & 8N). The guidance in the Townscape Assessment suggests that development at this location should:</p> <ul style="list-style-type: none"> - ensure that design takes account of the long linear street - respect the uniform building line and rhythm created by the consistent block pattern, massing and relationship of buildings to open space (e.g. semi-detached) - reflect the use of part tile hung frontages, bay and bow windows, and recessed arch porches - seek to respect the built vernacular including building lines and proportions - conserve the use of low brick boundary and low clipped hedges, aiming for a continuous frontage to the street and retain garden areas and boundaries - use a coordinated approach to street tree planting, planting new trees and considering planting larger trees in key locations
Facilities & services	<ul style="list-style-type: none"> - There are 2 doctors surgeries , 2 pharmacies and 3 dentists within 800m of the site - In the catchment area for 5 secondary schools and is in the catchment area for Larchfield Primary School, which is approximately 400m linear distance away. - Maidenhead town centre is within 900m walking distance with good access to shops and supermarkets and there is a convenience store 300m away on Boyn Valley Road - There are a number of publicly and privately run community facilities and places for gatherings in Maidenhead Town centre - Desborough Park, Grenfell Park and Boyn Grove are within 800m, all of which provide play equipment for children - The nearest public house is The Crown approximately 500m linear distance from the site and the town centre is approximately 500m linear distance away providing a number of public houses and restaurants - Thames Water has raised no concerns over the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 95% of respondents supporting some form of redevelopment. - The option of smaller houses was supported by 88% of respondents. - 7% of respondents preferred a different approach to redevelopment which included as much housing as possible, apartments, mix of smaller and larger housing, and a recreation ground or play area. - Of those objecting, reasons included it would impact on local character, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	
Other notes	<ul style="list-style-type: none"> - Some tree planting and soft landscaping at the road frontage would be desirable to improve the street scene.
Availability and deliverability	
<p>Residential values in the area are in the region of £3,000-3,500/m² as opposed to industrial land which is closer to £1,250/m² - a 140%-180% increase in value. Redevelopment for residential use may result in the reduction of the amount of floorspace slightly, however, the value uplift from a residential development would be significant.</p>	

Maidenhead area sites

Belmont Place, Belmont Road, Maidenhead



Recommended approach					
<p>This site is considered to have potential for redevelopment for low rise flats with undercroft parking as per the current arrangement on the site. This could possibly be through the conversion of the existing building or could be through redevelopment. This approach would allow for the retention of the mature trees to the Belmont Road frontage and could respond to the site context and level changes.</p>					
No. dwellings	c.18 gross / 18 net	Type of dwellings	Low rise flats	Phase of plan	Late
Site information					
Gross site size	0.22 hectares / 0.54 acres				
Other references	SHLAA: none / ELR: N9				
Planning history	No relevant history				
Site description & uses	<p>The site consists of a two storey office building made of gault brick, slate roof and glazing. The site has undercroft parking at the northern section of the building and the site itself is relatively flat as it has been dug out of the natural slope of the area from north to south. There are some predominant mature trees to the southern part of the site. Boundary treatments include low brick wall and low trimmed hedgerow, and high brick wall on some of the eastern boundary.</p>				
Surrounding uses & character	<p>The site is bound to the south by Belmont Road with detached houses in large plots beyond. There is also an undeveloped building plot with permission for two detached houses. To the west of the site the construction is currently taking place of 13 houses and 1 flat, a development which is replacing an office building. To the north of the site is a row of Victorian terraced and semi-detached houses of red brick and slate roof construction. To the east of the site is the flank wall of a 2 storey detached dwelling and some closed board fencing at the side of an office / laboratory site.</p>				
Accessibility	<ul style="list-style-type: none"> - Vehicular access to the site is currently from Belmont Road and to Hargrave Road. From here the A308, Gringer Hill can be accessed along Belmont Road. The strategic road network is approximately 3km travel distance from the site. - Buses travel past the site along Belmont Road with a bus stop immediately outside of the site. - Maidenhead train station is approximately 1.4 km walking distance away - The cycle network is within 200m of the site 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on or near to the site. - The site is in an area of archaeological potential for prehistoric remains. Archaeology assessments and trial trenches are likely to be required prior to considering development on this site. 				

Maidenhead area sites

A

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature constraints on this site. - Trees at the frontage with Belmont Road are covered by a TPO and should be retained.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation.
Townscape / landscape character	<p>The site is within an area of Inter War Suburbs (8D). The Townscape Assessment suggests development in this area should:</p> <ul style="list-style-type: none"> - ensure that design takes account of strong pattern of long, curved streets, linear streets and dead ends; - respect the uniform building line and rhythm created by the consistent block pattern, massing and relationship of buildings to open space; - reflect the use of part tile hung frontages, bay and bow windows, recessed arched porches and casement windows with stained glass; - seek to respect the built vernacular including building lines and proportions; - conserve the use of low brick boundary walls and low clipped hedges, maintaining continuous frontage to the street; - conserve grass verges and other open spaces including front gardens; - retain important trees, including those in gardens and other open spaces and planting new trees to ensure continuity and a diverse age structure; - use a coordinated approach to street tree planting; and - maintain the unmarked nature of roads.
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors' surgeries, 5 dentists and 1 pharmacy within 800m of the site - In the catchment area for 5 secondary schools and is in the catchment area for Furze Platt Infant and Junior School, which is approximately 700m linear distance away. - Maidenhead town centre is within 900m walking distance with good access to shops and supermarkets. - There are a number of publicly and privately run community facilities within 800m of the site - Oaken Grove Park and Kidwells Park and a number of play areas are within 800m - The nearest public house is The Craufurd Arms on Gringer Hill - Thames Water has raised no concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - Support was received by the public for the redevelopment of this site with 95% of respondents supporting some form of redevelopment. - The suggested approach for this site was for smaller houses and this was supported by 83% of respondents. - 12% of respondents preferred a different approach to redevelopment which included high rise flats, 4 storey apartments, houses consistent with the size and style in Belmont Road, mix of smaller and larger houses, fewer houses, employment, larger houses and flats. - Of those objecting, reasons included it would impact on local character, impact on neighbours, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	
Other notes	<ul style="list-style-type: none"> - Any redevelopment at this site should make the most of the mature trees at the southern end of the site, and should consider supplementing this with further tree planting and soft landscaping to improve the streetscene and provide a diverse age structure.
Availability and deliverability	
<p>Residential values in this location are in the region of £3,500/m² whereas the office values will be more in the region of £2,000/m. This 75% increase between uses is substantial and could accommodate the rebuilding of the structure for residential. However, it is considered that residential development at this location may be able to occur through conversion which would further enhance viability.</p>	

A Maidenhead area sites

DTC, Gringer Hill, Maidenhead



Recommended approach					
<p>This site is considered to have potential for residential or mixed use development. It is considered that a wholly residential scheme could be delivered to make best use of the site including a mix of small, medium and large houses and flats, but some employment use could also be incorporated. This approach would retain the majority of mature trees and tree belts and would include areas of private and communal open space.</p>					
No. dwellings	c.123 gross / 123 net	Type of dwellings	Mix of small, medium and large houses and flats	Phase of plan	Mid-late
Site information					
Gross site size	2.01 hectares / 4.96 acres				
Other references	SHLAA: WMMA2003 / ELR: N9				
Planning history	89/00714/FULL	Erection of new building to provide extension to research centre			Permitted
	00/35871/FULL	Research laboratory building and associated support facilities and additional car parking.			Refused
Site description & uses	The site consists of a number of 1 and 2 storey large industrial and office buildings and associated tarmacked car parking area set in green and leafy grounds, along with a tennis court. There are a number of mature trees on the site, particularly at the boundaries and to the south eastern part of the site. The site slopes down from the north to the south.				
Surrounding uses & character	To the west of the site there is a red brick, Victorian row of terrace houses and a fairly modern gault brick, 2 storey office building on the other side of Hargrave Road. To the south of the site there are a number of residential properties and a dental surgery, all of which are two storey and are of a variety of styles and ages, some of which are red brick, and some are clad or rendered. Gringer Hill runs the length of the eastern boundary except where a row of 2 storey Victorian terrace houses and a pub are located on the western side of the road. This section of Gringer Hill and the start of Belmont Road is characterised with mature trees and green appearance.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed at the south eastern corner on Belmont Road, although there are two service accesses on Hargrave Road. There may also be potential for access directly onto the A308, Gringer Hill. All roads adjacent to the site are 30mph and provide a direct link into Maidenhead town centre. - Buses travel past the site along Gringer Hill and Belmont Road with bus stops within 100m - Maidenhead train station is approximately 1.3km walking distance away - The cycle network is within 200m of the site 				

Maidenhead area sites

A

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on or near to the site. - The site is in an area of archaeological potential for prehistoric remains. Archaeology assessments and trial trenches are likely to be required prior to considering development on this site.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature constraints on this site. - A large number of trees on the site are mature and are part of wooded areas covered by TPOs. These should be retained on the site.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The site lies close to the railway and a major 'A' road and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site is identified within the Townscape Assessment as being a standalone Industrial and Commercial Estate (17G), and surrounding the site is Inter War Suburbs (8D). This suggests that the site has a character type of its own, however, the site relates closely with the surrounding character type and it is considered that any redevelopment should reflect this. The Townscape Assessment suggests development in Inter War Suburbs should:</p> <ul style="list-style-type: none"> - ensure that design takes account of strong pattern of long, curved streets, linear streets and dead ends; - respect the uniform building line and rhythm created by the consistent block pattern, massing and relationship of buildings to open space; - reflect the use of part tile hung frontages, bay and bow windows, recessed arched porches and casement windows with stained glass; - seek to respect the built vernacular including building lines and proportions; - conserve the use of low brick boundary walls and low clipped hedges, maintaining continuous frontage to the street; - conserve grass verges and other open spaces including front gardens; - retain important trees, including those in gardens and other open spaces and planting new trees to ensure continuity and a diverse age structure; - use a coordinated approach to street tree planting; and - maintain the unmarked nature of roads.
Facilities & services	<ul style="list-style-type: none"> - There are 5 doctors' surgeries, 6 dentists and 2 pharmacies within 800m of the site - In the catchment area for 5 secondary schools and is in the catchment area for Furze Platt Infant and Junior School, which is approximately 600m linear distance away - Maidenhead town centre is within 700m walking distance with good access to shops and supermarkets. - There are a number of publicly and privately run community facilities within 800m of the site - Oaken Grove Park and Kidwells Park and a number of play areas are within 800m - The nearest public house is The Craufurd Arms on Gringer Hill. - Thames Water has not raised any concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 82% of respondents supporting some form of redevelopment. - 55% of all respondents supported the suggested approach of providing smaller houses on the site (48% in the Maidenhead and Cox Green Neighbourhood Plan area). - 27% of respondents preferred a different approach to redevelopment which included employment use, education use, supermarket, affordable houses, houses and apartments, leisure use, retirement or care home, high rise flats, larger houses and open space - Of those objecting, reasons included it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site, however the site relates well to surrounding residential uses and so residential or mixed use development could make better use of the land and benefit the area.
Other notes	<ul style="list-style-type: none"> - The site currently benefits from a number of wooded areas and mature trees which contribute to the appearance of the wider area and to wildlife habitat. These should be retained through any redevelopment.
Availability and deliverability	
<p>The owners of this site have promoted the site for residential development or possibly for mixed use development of housing with some office floorspace. The site is currently sparsely developed with only approximately 15% of the site being occupied by buildings with additional areas being hard standing, tennis courts or open space. Whilst it is important to retain the overall green and leafy appearance of the site it is considered that a substantial increase of the built footprint could occur. Values for this sort of office and industrial space would be in the region of £2,000/m² whereas residential development would have a value of something close to £3,000-3,500/m². The combination of increased floorspace and increased values of residential development would make this site viable to deliver, providing alternative facilities can be found or delivered for the DTC.</p>	

A Maidenhead area sites

Eastern part of Whitebrook Park, Lower Cookham Road, Maidenhead



Recommended approach					
<p>This site is considered to have residential development potential, provided adequate flood mitigation can be delivered and the exceptions test can be satisfied. It is considered that this site could be developed for semi-detached and detached houses of no more than 2 storey on this site with lower density at the site edge where it meets the green belt and the mature trees should be retained where possible. Flooding mitigation will be required in the design of any development at this location.</p>					
No. dwellings	c.36 gross / 36 net	Type of dwellings	Medium and large houses	Phase of plan	Early
Site information					
Gross site size	1.38 hectares / 3.41 acres				
Other references	SHLAA: WMMA4015 / ELR: N12				
Planning history	09/00376/FULL	Construction of a three storey office (use Class B1) Building with associated landscaping and car parking following demolition of existing buildings			Appeal withdrawn
	12/03074/FULL	Construction of a new part two/three-storey office (use class B1) building with associated landscaping, tree works and car parking following demolition of existing buildings (Renewal of the permission as granted under application 09/02484).			Permitted
Site description & uses	The site consists of 2 storey office/laboratory buildings and its associated tarmacked parking area and landscaping. The buildings are of red brick with grey tiles and have partially flat roofs with services on. There are mature trees at the south and the north of the site and a mix of other trees on the lawn area.				
Surrounding uses & character	To the west of the site there is a more modern 2 storey office/laboratory buildings development that is mainly glazed with some red brick detail. To the north of the site is open farmland and to the east is a playing field and beyond this is the River Thames. To the south of the site there is a housing estate of large detached 2 storey properties and a car parking area associated with the employment site.				
Accessibility	<ul style="list-style-type: none"> - Access to the 30mph zone on the A4094, Lower Cookham Road is gained through the employment area to the east of the site and revised arrangements would likely be required to make redevelopment satisfactory. - Buses travel past the site along Lower Cookham Road to Maidenhead town centre with bus stops within 400m - The nearest train stations are Furze Platt or Taplow which are approximately 2.2km and 2.5km linear distance from the site respectively - The cycle network is approximately 1.4km from the site 				

Maidenhead area sites

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservations on or near to the site. - Archaeological potential on site due to nearby prehistoric settlement. Investigations needed prior to redevelopment.
Flooding	<ul style="list-style-type: none"> - Almost all of the site is within flood zone 3a, high risk - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation.
Townscape / landscape character	<p>The site falls within an Industrial and Commercial Estate (17L), although this character type would not suit residential development and it is therefore considered that residential development should relate to the nearest residential character type, Leafy Residential Suburbs (13V). The Townscape Assessment suggests development in these types or area should:</p> <ul style="list-style-type: none"> - retain mature trees and woodland belts, including further planting and retaining and enhancing leafy streetscapes; - conserve and promote the use of hedging for boundaries in preference to hard landscaping treatments; - sensitive contemporary design responding to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references; - use of gravel surfacing for driveways in preference to tarmac or block paving; - maintain the unmarked nature of the roads.
Facilities & services	<ul style="list-style-type: none"> - The nearest doctors' surgery and dentist are approximately 2km away, and the nearest pharmacy is approximately 2.3km from the site - In the catchment area for 5 secondary schools and is in the catchment area for Furze Platt Infant and Junior School, which is approximately 600m linear distance away - Maidenhead town centre is within 1.5km walking distance with good access to shops and supermarkets and there is a convenience store 500m away on Ross Road - There are no known publicly or privately run community facilities within 800m of the site - Ray Mill Island is within 800m of the site and additional parks and gardens are within 2km. - There is a playing field next to the site and there is good access to public rights of way and the open countryside from the site. - There are a number of public houses in Cookham approximately 2km away and Boulters restaurant is within 800m - Thames Water has not raised any concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - There was a mixed response to the redevelopment of this site with 44% objecting to it and 47% supporting the development of larger houses with 9% of respondents supporting a different approach to development including a mix of housing sizes, offices, open space and only accepting redevelopment if the whole site comes forward. - Of those objecting, reasons included it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site.
Other notes	
Availability and deliverability	
<p>The site is currently vacant and has been promoted for redevelopment by the owners' agent for redevelopment within the early stages of the plan period, 2014-2019. The current industrial use of the site has a value in the region of £1,250/m² whereas residential land values at a riverside location such as this could attract in excess of £3,000-3,500/m². The owners have confirmed that an access arrangement is deliverable.</p>	

Maidenhead area sites

150 Bath Road, Maidenhead



Recommended approach					
<p>This site is considered to be appropriate for redevelopment of small and medium sized houses. Parking would need to be provided on site with a landscaping scheme to ensure that hardstanding does not dominate the streetscene. It is considered that an approach where one row of houses would front Bath Road and the other would front Highway Road with gardens meeting would be most appropriate here.</p>					
No. dwellings	c.14 gross / 14 net	Type of dwellings	Small and medium houses	Phase of plan	Early-mid
Site information					
Gross site size	0.32 hectares / 0.78 acres				
Other references	SHLAA: WM MA 0027				
Planning history	87/00450/FULL	150-152 Bath Road Maidenhead Berkshire office redevelopment with ground level and basement parking			Permitted
Site description & uses	<p>The site is currently a vacant 2 storey office building on a relatively flat site, although the site does include underground parking which results in some localised level changes. The building is of red brick and light render with red clay tile roof and green metal decorative features. The site also features green landscaping to the boundaries that provides screening to neighbouring properties and at the street.</p>				
Surrounding uses & character	<p>The site is bound to the south by the A4 Bath Road and Highway Road to the north and neighbouring properties are all in residential use. Neighbouring properties on the A4 Bath Road are two storey and three storey Victorian detached, semi-detached and terraced houses of red brick and red tile with decorative features. Boundary treatments along this stretch of the road are typically low brick walls with soft landscaping screening. Surrounding properties on Highway Road are one and two storey detached and semi-detached dwellings, primarily of red and gault brick with tile hanging bays featuring prominently. There is also a slight raise in levels to the properties on the northern side of Highway Road. Boundary features on Highway Road are mainly low brick walls or closed-board fencing with soft landscape screening.</p>				
Accessibility	<ul style="list-style-type: none"> - The current vehicular access to the site is on Highway Road on the inside of a bend. The strategic road network is within 1km of the site. - Buses travel past the site along the A4 Bath Road to Maidenhead town centre and to other towns in the nearby area, with the nearest bus stops being within 100m - Maidenhead is the nearest station within 2km linear distance of the site. - The cycle network is immediately adjacent to the site on the A4 Bath Road. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on or near to the site. - No anticipated archaeological constraints. 				

Maidenhead area sites

A

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site lies close to a major 'A' Road and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site falls within an area of Early Post War Suburbs (9F), but is bound to the south by Leafy Residential Suburbs (13G) and to the north by Inter-war Suburbs (8B) and so the relationship to these areas is also important. Townscape Assessment suggests development in this area should:</p> <ul style="list-style-type: none"> - take account of the distinctive network of curvilinear streets; - design development proposals to respect the pattern of frontages (facades and boundaries) and the regularity and rhythm of the roofscape, reflecting the use of steeply pitched, hipped or gable roofs and chimneys; - conserve the traditional use of low brick boundaries and low clipped hedges as boundaries, and to avoid full-width hard standing to maintain the appearance of a garden area; - conserve grass verges and open spaces, allowing space for front gardens; - retain important trees, and plan for new trees to ensure continuity of cover; - use a coordinated approach to tree-planting, including consideration of planting larger trees at key locations; - reduce the impact of parking provision and access through sensitive design and landscape screening.
Facilities & services	<ul style="list-style-type: none"> - There is a pharmacy and a dentist within 800m of the site and the nearest doctors' surgery is approximately 1km away. - In the catchment area for 5 secondary schools and is in the catchment area for Alwyn Infant and Nursery School and Courthouse Junior School, which are approximately 1km linear distance away - Maidenhead town centre is within 2 km linear distance and there are two small supermarkets within 500m walking distance of the site. - There are a number of publicly or privately run community facilities within 800m of the site - The site is within 100m of Boyn Grove Park and play area - There are two public houses within 800m of the site - Thames Water has not raised any concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - There was support for the redevelopment of this site with 96% supporting some form of redevelopment. 74% of respondents supported smaller homes on this site and 16% supported 2/3 storey apartments. A further 6% of respondents suggested an alternative approach on the site, including high rise flats, conversion to smaller units, mid-size housing with off-street parking, hotel, homes to match neighbouring properties, and a mix of housing. - Of those objecting, reasons included it would impact on local character, wrong location for housing, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - Residential development of this site would result in the loss of employment land, and as such an application would need to be accompanied by marketing data.
Other notes	<ul style="list-style-type: none"> - Trees around the boundary of this site should be retained where possible as they are valuable to the appearance of the streetscene.
Availability and deliverability	
<p>The land owners' agents have promoted this site for allocation along the line of the proposed approach. The current building has a deep profile and underground parking, both of which make good use of the land. However, the building is not attractive to the market and is therefore being promoted for residential development. An office of this type could typically be valued at £2,000/m² whereas residential use would have a value closer to £3,250/m². Floorspace could potentially be maximised through basement space, utilising the existing car parking void maximising the values.</p>	

A Maidenhead area sites

Maidenhead Lawn Tennis Club, All Saints Avenue, Maidenhead



Recommended approach					
<p>This site is considered to be appropriate for residential development, mainly in the form of small town houses and semi detached houses, possibly with a flatted element in the scheme. Any development proposal should be mindful of the impact on the neighbouring properties and allow adequate parking and service vehicle access and turning capability within the site. The redevelopment of this site will require the tennis club to find an alternative site.</p>					
No. dwellings	c.32 gross / 32 net	Type of dwellings	Small and medium houses with some low rise flats	Phase of plan	Mid
Site information					
Gross site size	0.75 hectares / 1.86 acres				
Other references	SHLAA: WM MA 2000				
Planning history	No relevant history				
Site description & uses	The site is currently used as a tennis club which consists of a parking area, club house and 10 tennis courts. The club house is single storey and of gault brick and red tile construction and the courts are surrounded by 3m chain link fencing. Hedgerows mark the site boundaries to the south, west and north, with closed board fences to the east. The site is relatively flat with little vegetation, apart from at the boundaries and some mature trees toward the eastern edge.				
Surrounding uses & character	The site is bound to the east by 2 storey Victorian and Edwardian semi-detached houses and a bungalow in long, narrow plots. These properties are of a mix of red brick and white render with clay tile roofs and exhibit a mixed appearance, creating an interesting frontage to All Saints Avenue. To the north of the site is All Saints Cemetery. To the south of the site is a red brick 1980s suburban development consisting of 2 storey houses. To the east there is a 2 storey gault brick nursing home.				
Accessibility	<ul style="list-style-type: none"> - The current vehicular access to the site is on All Saints Avenue, within 500m of the A4 Bath Road. The strategic road network is within 2.5km of the site. - Buses travel along St Marks Road to the south and on All Saints Avenue to the north with stops located within 200m. Buses provide a regular service to Maidenhead town centre. - Maidenhead and Furze Platt railway stations are both located within 1.5km linear distance of the site. - The cycle network is immediately adjacent to the site on All Saints Avenue. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on or near to the site. - Archaeological investigations likely to be required as part of development. 				

Maidenhead area sites

A

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site. - Mature trees to the north of the site are valuable.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation.
Townscape / landscape character	<p>The site bridges two townscape character areas. The eastern edge of the site and the access are within Victorian and Edwardian Suburbs (6B), whilst the majority of the site is within an area of Large Institutional Developments (16A). It is considered that development at this site would relate better to the suburban character type, however, due to its position to the rear of properties some flexibility could be allowed here. Townscape Assessment suggests development in the Victorian and Edwardian Suburb area should:</p> <ul style="list-style-type: none"> - ensure that design takes account of the 'grid' street pattern and hierarchy of streets, with buildings reflecting the domestic scale, plot width and height; - respect and respond to the uniform façade character and the level of articulation / variation provided by bay windows, preserving the building lines and rhythm; - reflect the use of pitched roofs and slate finish, and conserve the palette of materials including red brick, gault brick, natural stone and slate or red clay roof tiles; - seek opportunities to reinstate Victorian detailing, including steep gabled roofs, timber sash windows, original doors and tiled porches, rubbed brick arches to windows, original doors and tiled porches stone / stucco mouldings and slate roofs; - conserve the traditional boundaries of low brick walls and low clipped hedges or cast railings, aiming for the maintenance of a continuous frontage to the street and to retain garden areas and boundaries, avoiding full width hardstanding; and - retain important trees and planting new trees to ensure continuity of tree cover, whilst considering the planting of larger trees at key locations.
Facilities & services	<ul style="list-style-type: none"> - There is 1 pharmacy, 2 doctors' surgeries and 3 dentists within 800m of the site. - In the catchment area for 5 secondary schools and is in the catchment area for Alwyn Infant and Nursery School and Courthouse Junior School, which are approximately 500m linear distance away - Maidenhead town centre is within 1.2km linear distance and there are two small supermarkets within 800m walking distance of the site. - There are a number of publicly or privately run community facilities within 800m of the site - The site is approximately 500m from Boyn Grove Park and play area - There are two public houses within 600m of the site - Thames Water has not raised any concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - There was some support for the redevelopment of this site with 68% supporting some form of redevelopment. 41% of respondents supported larger houses on this site and 17% supported smaller houses. A further 10% of respondents suggested an alternative approach on the site, including as much housing as possible, low density housing, link with St Marks Hospital, education use, continue sports use, and large houses in keeping with nearby housing with large gardens. - Of those objecting, reasons included it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, and parking and highways issues.
Policy context	
Other notes	<ul style="list-style-type: none"> - Mature trees to the north of the site in the neighbouring cemetery may constrain the development potential at the northern end of the site.
Availability and deliverability	
<p>The tennis club has approached the council promoting this site for residential development, with opportunities for relocation to alternative sites with expanded and improved facilities. Pending successful agreement and relocation, the site is therefore available. The redevelopment of this site for residential would likely need to fund the development of new facilities at an alternative site, however, given the lack of built structures on the site, construction costs should be at a minimum and the value uplift of residential development should be significant.</p>	

A Maidenhead area sites

35, 37 and 33 Velmead Works, Lower Cookham Road, Maidenhead



Recommended approach					
This site is considered to have residential development potential, provided adequate flood mitigation can be delivered and the exceptions test can be satisfied. The recommended approach to development of this site is for low rise flats similar to developments nearby on Lower Cookham Road. It is considered that the site could deliver approximately 20 dwellings in the form of a block of flats on Lower Cookham Road and another to the rear of the site.					
No. dwellings	c.19 gross / 18 net	Type of dwellings	Low rise flats	Phase of plan	Mid
Site information					
Gross site size	0.25 hectares / 0.62 acres				
Other references	SHLAA: WM MA 4018, WM MA 4019				
Planning history	03/41254/FULL	Erection of 6 No 2 bed and 3 No 3 bed apartments and 4 No 3 bed terraced house with ancillary and basement parking and landscaping following demolition of existing.			Refused
	04/41296/FULL	Erection of 6 No 2 bed apartments on three floors plus additional loft accommodation, 2 bedroom detached dwelling to rear with ancillary parking, formation of new access and landscaping following demolition of existing house and garden.			Refused and appeal dismissed
	04/00137/OUT	Outline application for the construction of one apartment block comprising 4 x 2 bed and 2 x 1 bed flats and one block with 6 x 2 bed flats following demolition of commercial unit and 2 bed dwelling			Refused
	04/41465/FULL & 04/41857/FULL	Erection of 5 no. 3-bed and 4 no. 2-bed apartments and 4 no. 3-bed terraced houses with ancillary and basement parking and landscaping following demolition of existing.			Withdrawn
	05/02151/FULL	Construction of a single storey rear and first floor front extensions and two front bays together with a two storey extension to detached garage to form a granny annex			Refused
	13/00326/OUT	Outline application (with appearance and landscaping reserved) for the construction of a block of 6 x two-bedroom apartments with parking following demolition of existing commercial units.			Refused

Maidenhead area sites

A

Recommended approach	
Site description & uses	This consists of two 2 storey buildings on Lower Cookham Road, one a residential dwelling and the other in employment use. The site also includes some single storey workshop buildings to the rear that are in leisure use and in industrial use. The site is generally flat and is mainly made up of hardstanding and built footprint but does include the garden to the rear of 37 Lower Cookham Road.
Surrounding uses & character	The site is surrounded on all sides by residential development in the form of large, mainly 2 storey detached properties in large plots to the west, east and north, and 3 storey apartments to the south. The materials used in the surrounding area are mainly red brick and render and boundary treatments are mixed including brick walls, closed-board fences and hedgerows, with soft landscape used as screening.
Accessibility	<ul style="list-style-type: none"> - The current vehicular access to the site is on to a fairly straight stretch of the 30 mph A4094 Lower Cookham Road. The A4 is approximately 1.5km from the site and the strategic road network can be accessed at the M4 junction 7 within 6km. - Buses travel past the site along the A4094 Lower Cookham Road to Maidenhead town centre and to other towns in the nearby area, with the nearest bus stops being within 50m. - Taplow is the nearest station within 2km linear distance of the site. - The cycle network is within 1.4km travelling distance.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on or near the site. Maidenhead Riverside conservation area is immediately to the east of this site. - There is archaeological potential on site due to proximity to river. Investigations needed where buildings are outside of existing built footprint.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 3a high risk. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	- There are no known nature conservation issues on the site.
Pollution	- The site lies close to a major 'A' Road and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site bridges two townscape character areas. The eastern part of the site, including the frontage on Lower Cookham Road falls within an area of Victorian / Edwardian and Riverside Villa Suburbs (7A). The rear of the site is located within an area of Late 20th Century Suburbs. Given the frontage on Lower Cookham Road, it is considered that any redevelopment of the site would likely have a greater impact on this character area, although should also consider the impact on the neighbouring area. Townscape Assessment suggests development in this area should:</p> <ul style="list-style-type: none"> - take account of spatial plot and block size; - retain late 19th and early 20th Century buildings, retaining details such as gables, chimneys, tile hanging, mock timber framing and fenestration; - conserve and seek to reinstate detailing, such as moulded or timber decoration; - reflect the eclectic and varied built vernacular, particularly the roofscape character and detailing; - conserve and use trees as part of a leafy streetscape, including planting new trees to ensure continuity of tree coverage and consider planting larger trees at key locations; and - conserve and use boundary treatments to help retain the private character of domestic gardens, with hedges being preferred and boundary walls also being appropriate. <p>It also suggests that sensitive contemporary design which responds to its immediate context will be appropriate where it makes reference to existing building height, scale and massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.</p>
Facilities & services	<ul style="list-style-type: none"> - The nearest doctors' surgery is approximately 1.3km linear distance from the site, the nearest pharmacy is approximately 2km away and the nearest dentist is approximately 1.5km away. - In the catchment area for 5 secondary schools and is in the catchment area for Alwyn Infant and Nursery School and Courthouse Junior School, which are approximately 1km linear distance away - Maidenhead town centre is within 1.8km linear distance with a range of goods and services available and there is a shopping parade approximately 1.5km linear distance from the site on Bridge Road. - The site is within 800m of Ray Mill Island and Riverside Gardens is within 1km of the site. - Thames Water has not raised any concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - There was general support for the redevelopment of this site with 83% supporting some form of redevelopment. 47% of respondents supported smaller homes on this site and 31% supported a mix of small houses and 2/3 storey apartments. A further 5% of respondents suggested an alternative approach on the site, including high rise flats, 4 storey apartments, mid-sized houses with off-street parking, and a mix of smaller and larger houses. - Of those objecting, reasons included it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	
Other notes	
Availability and deliverability	

A Maidenhead area sites

Recommended approach

There have been a number of applications for residential development on this site demonstrating that development of the site for residential flats is viable and owners have confirmed availability. The combination of the existing lower values of the uses on the site (approximately £1,250/m²) and the potential to increase the floorspace on the site with additional floors over the existing buildings further enhance viability.

Maidenhead area sites

A

Shoppenhangers Manor, Manor Lane, Maidenhead



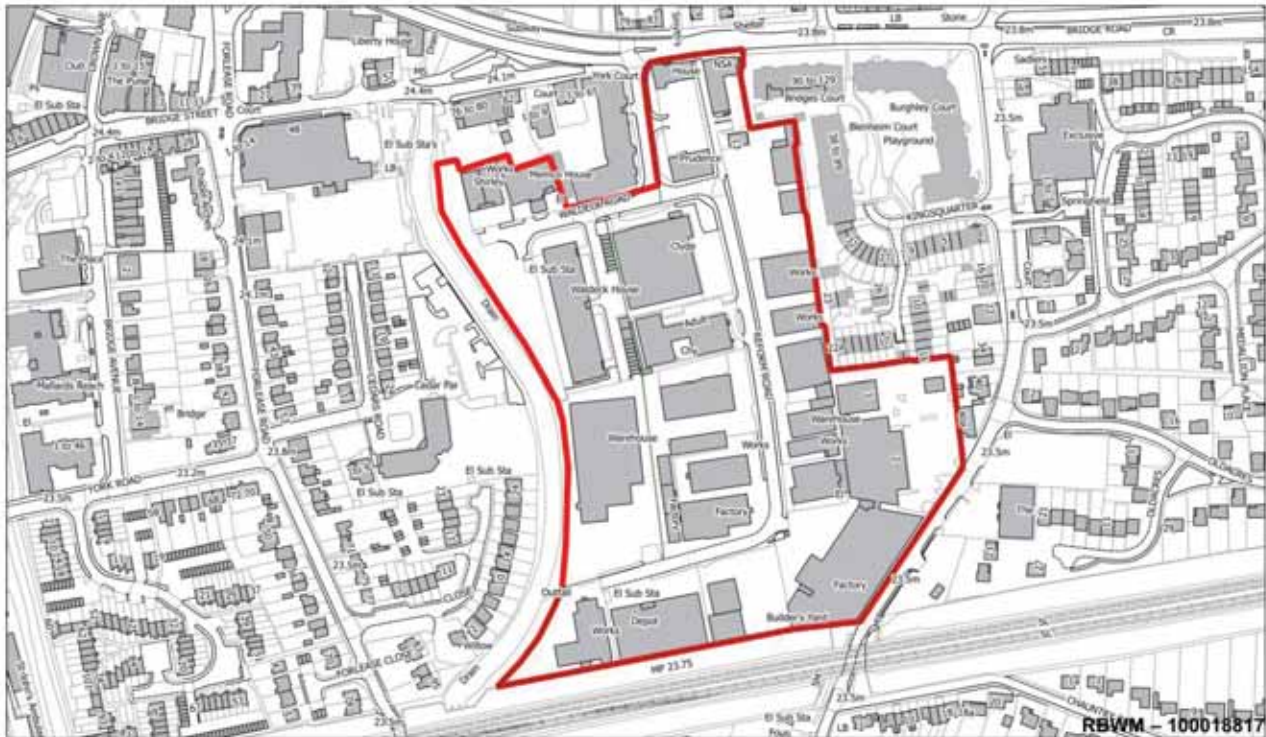
Recommended approach					
This site has development potential along the lines of the outline permission granted. This will include small, medium and large houses with some flatted development, responding to the topography and position on the site.					
No. dwellings	c.52 gross / 52 net	Type of dwellings	Small, medium and large houses and some low rise flats	Phase of plan	Early
Site information					
Gross site size	1.84 hectares / 4.54 acres				
Other references	SHLAA: WMMA5087				
Planning history	12/00911/OUT	Outline application (with appearance, landscaping, layout and scale reserved) for the construction of up to 56 dwellings with access, open space and associated works.			Allowed at appeal
Site description & uses	This location used to be the site of a large manor that was demolished and is currently mainly made up of hardstanding and vegetation. At the eastern part of the site is a car park which has now been blocked off and a pond area surrounded by mature trees. The northern part of the site is a walled garden previously associated with the manor house. Part of a car park for the Holiday Inn is at the western part of the site. The footprint of the manor is at the centre of the site and to the southern part of the site are overgrown garden terraces associated with the manor. The site slopes down considerably from north east to south west.				
Surrounding uses & character	The site is bordered by the 3 storey Holiday Inn hotel building and its associated car park to the north. Manor Lane forms the north eastern boundary of the site with a number of large mid 20 th century detached 2 storey houses of red brick and timber and tile cladding construction in landscaped gardens. To the east of the site there are some older mock-Tudor timber frame cottages set back from Manor Lane. The slip road to the A404(M) forms the western boundary of the site. To the south of the site is open land and beyond this is a band of trees forming some screening for the A404(M).				
Accessibility	<ul style="list-style-type: none"> - The site has two accesses directly on to Manor Lane, a 30mph road which links Shoppenhangers Road and Harvest Hill Road. The strategic road network is within 500m travel distance of the site at the A404(M). - Buses travel within 200m of the site with the nearest stop approximately 500m walking distance away on Norreys Drive - Maidenhead train station is approximately 1.4 km walking distance away - The cycle network is approximately 700m from the site 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on or near to the site. - The site has potential for medieval and possibly Roman finds, however the construction of the now demolished 20th century manor will have disturbed finds on the site. Archaeological works may be required prior to development taking place on the site. 				

Maidenhead area sites

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The pond on the site and the surrounding grassland could provide habitats for wildlife - There are a number of valuable mature trees on this site which should be retained
Pollution	<ul style="list-style-type: none"> - The site lies close to a Motorway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site falls within an Industrial and Commercial Estate (17E), although this character type would not suit residential development and it is therefore considered that residential development should relate to the nearest residential character type, Leafy Residential Suburbs (13N). Townscape Assessment suggests development in these types or area should:</p> <ul style="list-style-type: none"> - retain mature trees and woodland belts, including further planting and retaining and enhancing leafy streetscapes; - conserve and promote the use of hedging for boundaries in preference to hard landscaping treatments; - sensitive contemporary design responding to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references; - use of gravel surfacing for driveways in preference to tarmac or block paving; and - maintain the unmarked nature of the roads.
Facilities & services	<ul style="list-style-type: none"> - There is 1 doctors surgery and 1 pharmacy within 800m of the site and the nearest dentist is approximately 1km away. - In the catchment area for 5 secondary schools and is in the catchment area for Larchfield Primary School, which is approximately 400m linear distance away. - Maidenhead town centre is within 1.5km walking distance with good access to shops and supermarkets and there is a convenience store 500m away on Ross Road - The nearest community facilities are at Desborough School and there are a number of publicly and privately run community facilities and places for gatherings in Maidenhead Town centre - Ockwells Park and Desborough Park are within 800m - The nearest public house is The Foresters approximately 500m linear distance from the site - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 78% of respondents supporting some form of redevelopment. - There was an overall preference for larger houses in this location with 53% of all respondents supporting this approach (56% in the Maidenhead and Cox Green Neighbourhood Plan area). - 17% of respondents preferred a different approach to redevelopment which included mixed of housing sizes, performance hall, larger family homes, and commercial uses. - Of those objecting, reasons included it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - There are no policy constraints to development on this site, although any redevelopment should respect its location immediately adjacent to the green belt.
Other notes	<ul style="list-style-type: none"> - Any proposal on this site should make the most of the existing mature trees and supplement with new tree planting to create a diverse age structure.
Availability and deliverability	
<p>An appeal for up to 52 dwellings on the site has been allowed, which demonstrates the availability of the site and the likely viability as the redevelopment is being actively pursued. This site is currently undeveloped with only the footings of the mansion house and some hard standing remaining.</p>	

Maidenhead area sites

Reform Road Industrial Estate, Maidenhead



Recommended approach					
<p>This site is considered to be appropriate for a mix of uses across the site. It is envisaged that the western side of the site would accommodate high quality residential development linking in with and enhancing the setting of the waterway. This could be in the form of medium-rise flatted accommodation. Due to the importance of this site to the local economy, employment uses will be retained over an area in the order of 4 hectares of the central and eastern part of the site and intensification to provide additional floorspace may occur. The residential development potential is subject to adequate flood mitigation being delivered and satisfying the exceptions test, although given the size and location of the site, it is not considered that this would be insurmountable.</p>					
No. dwellings	c.100 gross / 100 net	Type of dwellings	Mixed use including medium rise flats and town houses	Phase of plan	Mid-late
Site information					
Gross site size	6.99 hectares / 17.26 acres				
Other references	SHLAA: WMMMA5097 / ELR: N17				
Planning history	05/01769/FULL	Change of Use from B8 (storage and distribution) to Builders Merchants with trade counter. Demolition of 2 storey office block and buildings in yard. Erection of 2.4m high replacement boundary fence and entrance gates.			Permitted
	07/01889/FULL	Change of use of premises from B1(c) to allow occupation for either B1(c), B2 or B8 use.			Permitted
	08/00865/FULL	Change of Use of car park to storage of vans and trucks in association with hire business and siting of portacabin			Permitted
	11/03517/FULL	Re-cladding of part of building including re-use of openings, following partial demolition of front of building			Permitted
Site description & uses	<p>The site is generally flat and consists of a number of 2-3 storey industrial units, a surface level car park and garages, and a Jewson building warehouse and yard. There are some trees, particularly along the waterway which runs along the western boundary of the site, which provide soft landscaping around Waldeck House. Materials on the site include redbrick, render and glazing and a corrugated metal warehouse unit.</p>				
Surrounding uses & character	<p>The site is bound to the west by the waterway and beyond is residential development and Waitrose car park. To the east and south there are a number of industrial units that are generally 1 or 2 storeys although rising to 3 storeys to the north of the site. To the north east of the site there is a 4 storey residential apartment building with ground floor parking and there is also a 4</p>				

Maidenhead area sites

	storey office building to the north. Materials on surrounding development include brick, render and paint and include some corrugated metal warehouse units and some offices that are mainly glazed
Accessibility	<ul style="list-style-type: none"> - Buses travel within 75m of the site with the nearest stop just over 150m walking distance away on Bridge Road - Maidenhead train station is approximately 1.3 km walking distance away - The A4 is just over 100m travel distance - Cycle network is just over 200m away - The site is accessed on Waldeck Road which in turn is accessed directly from the A4 Bridge Road where there is a right hand turning lane in place.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on site, but there are two within 100m - The site is not within or near to a conservation area - In an area with potential for archaeological interest, however, the extensive developments on the site will likely have removed much potential. Archaeological works needed will be limited on site.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 2, medium risk, and the northern and eastern areas of the site are in flood zone 3, high risk - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is adjacent to a waterway and a railway embankment that provides valuable habitats.
Pollution	<ul style="list-style-type: none"> - The site lies within the Borough's air quality management area and any development will require an assessment of the impact of existing poor air quality on future users and the impact the development has on existing air quality considering the cumulative impact in combination with other known nearby developments. Air quality mitigation measures should also be considered. - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation. - The northern end of the site lies close to a major 'A' Road and the any development will require an acoustic noise survey.
Townscape / landscape character	<p>Falls within two townscape areas, primarily in Industrial and Commercial Estates (17K) but some of the northern part of the site falls within the Town Historic Fringes (2A), although it is considered to relate more to the first type. Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - aim to enhance landscape and boundaries and should look to implement soft landscaping where possible; - retain important trees, vegetation and open spaces, planning for new tree planting to ensure continuity of tree coverage and a diverse age structure; - consider the planting of larger trees at key visual locations and where they would help soften the appearance of larger buildings and areas of hardstanding; - seek to reduce the impact of parking and access through sensitive design, reducing the dominance of parking from public areas; - establish new and improved pedestrian and cyclist routes; - use design to create visual interest including subtle variations in roof heights and pitches. <p>However, residential development at this location should seek to integrate with other neighbouring character areas that relate more to the residential use and a flexible approach to the design on this site may be appropriate, given its location, size and relationship with neighbouring character areas.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors surgeries, 4 dentists and 5 pharmacies within 800m - In the catchment area for 5 secondary schools and is in the catchment area for Oldfield Primary School, which is just over 500m linear distance away. - Maidenhead town centre is within 300m walking distance with good access to shops and supermarkets and there is a parade of shops approximately 250m away - There are a number of publicly and privately run community facilities and places for gatherings within 800m - Kidwells Park, the Moor, Braywick Park, Guards Club Park and a number of play areas are within 800m - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - General support was received by the public for the redevelopment of this site with 75% of respondents supporting redevelopment - There was an overall preference for higher density development in this location with nearly 38% of all respondents supporting smaller housing and 2/3 storey apartments - 18% of respondents preferred a different approach to redevelopment which included high rise flats, keeping ground floor empty to allow for flooding, larger family housing, recreational use, mixed use site, affordable houses and retaining the employment use. - Of those objecting, reasons included impact on character, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - The site is currently part of a designated employment site; however significant areas of this employment site have been put into residential use.
Other notes	<ul style="list-style-type: none"> - This site provides an opportunity to improve access to and along the waterways in Maidenhead, and should be accompanied by tree planting and green landscaping to enhance the setting. - There is possibly some potential for conflict between uses, particularly if parts of the site remain in use for vehicle repairs or other uses that create noise.
Availability and deliverability	
The Council has confirmed availability of its land-holding for redevelopment. Other parcels of land within this site area may also come forward, but will not affect its delivery if it does not. Industrial sites in the Borough have a floorspace value in the order of £1,250/m ² , significantly lower	

Maidenhead area sites

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than residential values that are closer to £3,000-3,500/m² (an increase of between 140% and 180%). It is also considered that better use can be made of the land which would further enhance the viability of a residential scheme within this site.

A Maidenhead area sites

Land south of Ray Mill Road East, Maidenhead (details to follow)



Recommended approach					
Development of medium sized houses in the form of semi-detached or detached houses or potentially town houses, accompanied by some open space.					
No. dwellings	c.87 gross / 87 net	Type of dwellings	Medium sized houses	Phase of plan	Mid
Site information					
Gross site size	2.37 hectares / 5.85 acres				
Other references	SHLAA: WMMA4057				
Planning history	No relevant history.				
Site description & uses	The site is primarily an undeveloped area of grassland with some vegetation to the boundaries and is generally a flat site. There are some informal footpaths running across the site and a public right of way running on the southern boundary.				
Surrounding uses & character	The site is bound to the west north and east by residential houses that have been developed throughout the twentieth century and are generally characterised by 2 storey development of either semi-detached or detached houses of a variety of materials, styles and appearances. To the south of the site is the old Badnells Pit, now known as Boulders Meadow, which is currently being developed for residential development of houses and flats of a range of types and sizes.				
Accessibility	<ul style="list-style-type: none"> - Buses travel within 75m of the site along Blackmoor Lane to the west of the site. - Furze Platt train station is approximately 1.5 km walking distance away while Maidenhead train station is a little further away at 1.8 km walking distance. - The A4 is just over 1.1 km travel distance. - Cycle network is just 400m of the site. - The site is accessed off Ray Mill Road East. 				
Heritage	- There are no listed buildings on site or nearby				
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 2, medium risk, and the eastern half of the site is in flood zone 3, high risk. - A detailed assessment of flooding will be undertaken in the SFRA. 				
Nature	- There are no known nature conservation issues on the site.				
Pollution	- There are no known environmental protection issues at this location.				

Maidenhead area sites

Townscape / landscape character	<p>Falls within a Late 20th Century Suburb character area, according to the Townscape Assessment 10AC . Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - take account of the street pattern of wide curving feeder roads with grass verges. - retain the open character of front gardens, avoiding enclosing walls, fences, gates and railings. - reflect the existing hipped or gabled roofscape character, using architectural styles and materials palette which complement the existing. - respect the existing building line, including the retention of grass verges and front gardens. Ancillary buildings (e.g. garages) and off street parking should be tucked into the plot to maintain the green frontage. <p>Additionally the Townscape Assessment states that sensitive contemporary design which responds to its immediate context will be appropriate, where it makes reference to existing building heights, massing and proportion, or stylistic references. Reference to existing materials may also be appropriate.</p> <p>Given the neighbouring Boulters Meadow development and the enclosed nature of this site, it is considered that a fairly flexible approach to the townscape may be appropriate.</p>
Facilities & services	<ul style="list-style-type: none"> - There are doctors surgeries, dentists and pharmacies within 800m - In the catchment area for 5 secondary schools and is in the catchment area for St Lukes C of E Primary School, which is approximately 500m linear distance away. - Maidenhead town centre is within 300m walking distance with good access to shops and supermarkets and there is a parade of shops approximately 250m away - There are a number of publicly and privately run community facilities and places for gatherings within 800m. - Kidwells Park, the Moor, and a number of play areas are within 800m and there is good access from the site into the countryside and along the Green Way.
Public opinion	Yet to be subject to public consultation.
Policy context	- The site is currently designated as an important urban open space in the Local Plan.
Other notes	
Availability and deliverability	
The Council is the owner of this site and has undertaken a feasibility report into the potential of this site. This has identified the proposed approach as being deliverable and viable.	

A Maidenhead area sites

Cookham Gasholder site, Whyteladyes Lane, Maidenhead



Recommended approach					
<p>This site is considered to be appropriate for residential development in the form of smaller and medium style houses, or to incorporate some maisonette development to be in-keeping with the local vernacular whilst making the best use of the land. Adequate parking will need to be delivered on site as part of the development. It is understood that some of the land will need to be retained for gas infrastructure.</p>					
No. dwellings	c.41 gross / 41 net	Type of dwellings	Mix of small houses and maisonettes	Phase of plan	Early-mid
Site information					
Gross site size	1.23 hectares / 3.05 acres				
Other references	SHLAA: WM CO 0004				
Planning history	No relevant history				
Site description & uses	The site is currently used for gas infrastructure and has some equipment on site, as well as some hardstanding and areas of grass. The site boundaries include trees and high hedgerows for screening. There is a slight slope down from north west to south east across the site.				
Surrounding uses & character	The site is surrounded by 2 storey residential development, of varying sizes and types. Typical materials are red brick and red clay tile roofs. The surrounding developments are part of 20 th Century planned developments and includes some single storey garage blocks. There are high levels of incidental open amenity space.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed directly from Whyteladyes Lane a 30mph residential road which leads to the B4447 Maidenhead Road, one of the two main roads that links Cookham with Maidenhead. Main A-roads can be accessed within 2km of the site. - Buses travel past the site with direct links to Maidenhead and High Wycombe. - Cookham Railway Station is approximately 1.3km walking distance from the site, or 1km across the recreation ground - The cycle network is approximately 1.3km linear distance from the site 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site or within 100m. - The site is within an area of archaeological potential, being situated and several Prehistoric artefacts have been found nearby, as well as a possible Roman road. The survival of below-ground deposits on the site will have been affected by the construction of the gasworks, and therefore only the currently undeveloped areas would require mitigation, should the entire site be redeveloped. <i>In situ</i> preservation of archaeological deposits is unlikely to be required, therefore the works could take place post-determination, secured by a condition. 				

Maidenhead area sites

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Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and the developer will need to carry out a contaminated land investigation.
Townscape / landscape character	<p>The site is located within an Industrial and Commercial Area (17A) relating to the existing use for gas infrastructure. However, it is considered that any development will relate closely to the neighbouring character types of Early Post War Suburbs (9A, 9B) and Late 20th Century Suburbs (10A, 10B). Townscape Assessment suggests development in these character areas should:</p> <ul style="list-style-type: none"> - take account of the street pattern and network, including verges; - respect the pattern of frontages (facades and boundaries) and roofscapes and retain an open feel by using low boundary walls, clipped hedges, avoiding full width hardstanding; - reflect existing heights and roofscape character; - retain important trees and planting new trees to ensure continuity of tree cover, whilst considering the planting of larger trees at key locations; and - avoid the impact of car parking on the streetscene.
Facilities & services	<ul style="list-style-type: none"> - There is 1 pharmacy, 1 doctors' surgery and 2 dentists within 800m of the site. - In the catchment area for 5 secondary schools and is in the catchment area for Cookham Rise Primary School, which is approximately 300m linear distance from the site - Cookham Rise local centre is within 500m linear distance with a range of conveniences including restaurants, a library, building society, a post office, and a convenience store. - There are a number of publicly or privately run community facilities within 800m of the site - The site is approximately 350m walking distance from the Alfred Major recreation Ground which has a play area, sports pitches m multi use game area and allotments - The nearest pubs are approximately 1km from the site on The Pound. - Thames Water has raised concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - There was support for the redevelopment of this site with 87% supporting some form of redevelopment. 49% of respondents supported smaller houses on this site and 25% supported a mix of smaller houses and 2/3 storey apartments. A further 13% of respondents suggested an alternative approach on the site, including recreational sports facility, high rise flats, 4 storey apartments, lower density on the site to reflect the rural character of the area, affordable housing, houses with gardens, and a density of 30 dwellings per hectare. - Of those objecting, reasons included it would impact on local character, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - No relevant policy restrictions
Other notes	
Availability and deliverability	
<p>This site is being promoted by the agents of the land owner who have demonstrated general support for the potential approach. The infrastructure on site is not needed in its current form and, whilst some of the site will be required for modern gas infrastructure, this will be minimal and will allow the release of the remainder of the site within the first five years of the plan period. There is the possibility of the land being contaminated and investigations will be required to demonstrate the extent of any contamination as well as any mitigation required. However, it is considered that the uplift in land values of residential development could fund any necessary remediation and the rationalisation of the services as residential development in this location could attract values in the region of £3,000-4,250/m².</p>	

A Maidenhead area sites

Developed sites in the Green Belt

Summerleaze Office and Workshop, Summerleaze Road, Maidenhead



Recommended approach					
<p>This site offers an opportunity for some residential development to replace the existing office and workshop associated with the minerals works to the north of the site, provided adequate flood mitigation can be delivered and the exceptions test can be satisfied. The council would need to be satisfied that the site is no longer needed for the mineral working before development could occur. Development on this site would need to carefully consider its impact on the surrounding green belt and also the views of the site from nearby public rights of way, and a strong landscaping scheme should incorporate screening from the green belt. Development should be similar in scale to nearby terrace and semi-detached houses although this could deliver maisonettes of a similar style. Any design should provide adequate on site parking and avoid overspill of parking onto Summerleaze Road.</p>					
No. dwellings	c.40 gross / 40 net	Type of dwellings	Mix of maisonettes and small and medium houses	Phase of plan	Late
Site information					
Gross site size	0.97 hectares / 2.4 acres				
Other references	SHLAA: WM MA 4002				
Planning history	98/32472/OBCM	Extraction of sand and gravel with infilling and restoration to agriculture/recreation/nature conservation on site of old sewage works.			Permitted
	04/01406/FULL	Working and restoration schemes required pursuant to conditions 6, 24, 25, 52 and 57 of planning consent 97/31443 and conditions 15, 16 and 44 of planning consent 98/32472 (revision to application 03/40736)			Permitted
Site description & uses	The site is fairly flat and is currently used for an office and workshop associated with a neighbouring minerals extraction. There are two single storey buildings on the site with associated hard standing and open storage. There are some trees and established hedgerows at the edge of the site to the south and west boundaries.				
Surrounding uses & character	To the north of the site there is a band of trees acting as screening to a minerals working site beyond. To the west of the site is some open grassland and beyond this is a disused garden nursery. To the east of the site there is a belt of trees and a lake and water sports centre beyond. To the south and east of the site there is a veterinary surgery and beyond a residential area characterised by two storey detached and semi detached houses.				

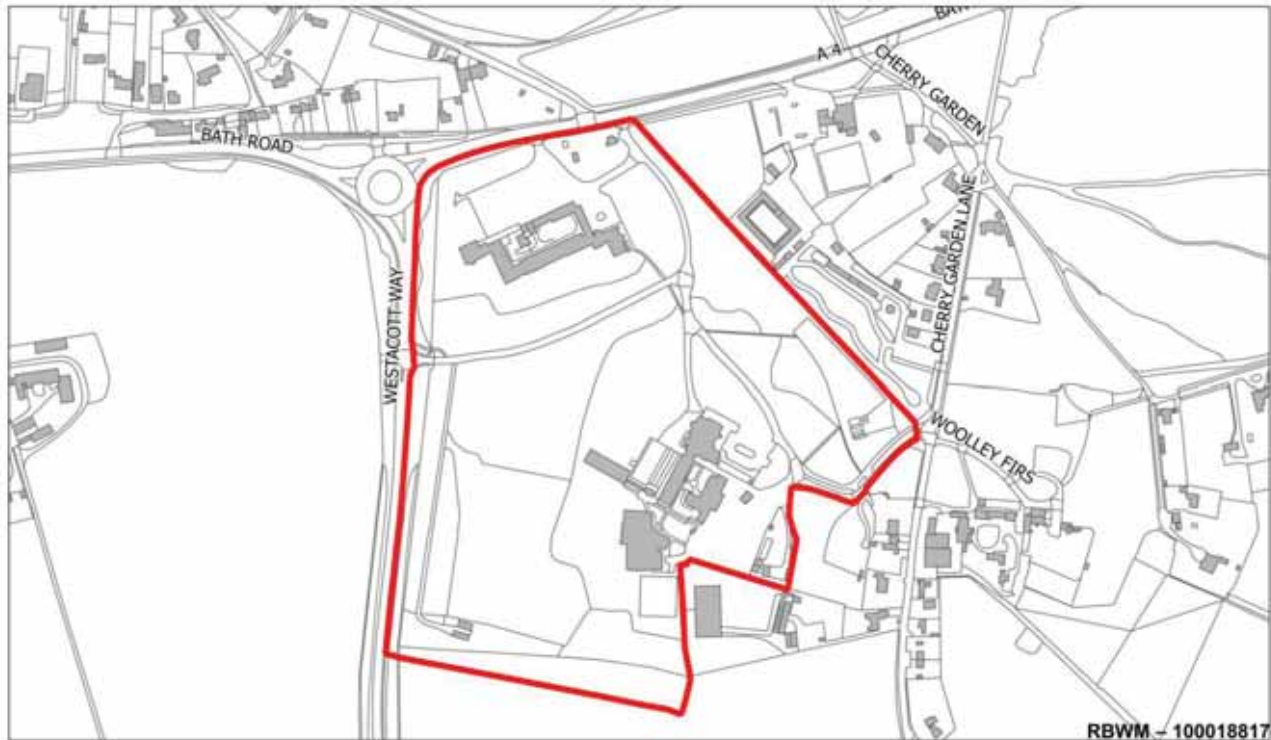
Maidenhead area sites

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Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site is accessed directly from Summerleaze Road with good visibility in both directions. The A4 is approximately 1.5km travel distance and the strategic road network is approximately 5.5km from the site. - A bus route runs along Summerleaze Road providing a connection with Maidenhead and other local towns and villages. The nearest bus stop is within 100m distance of the site. - The cycle network runs along the western edge of the site. - The site is within 1km linear distance of Furze Platt railway station.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas at the site or within 100m. - Archaeology - Although this site is within an area of potential for Palaeolithic and later Prehistoric archaeology, the previously developed nature of the site means the archaeological potential will have been much reduced. It is unlikely that any development on the site would attract a requirement for archaeological mitigation, assuming relevant data on previous groundworks can be provided.
Flooding	<ul style="list-style-type: none"> - This site is entirely within flood zone 2, medium risk, and is surrounded by flood zone 3a, high risk. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - As part of a minerals extraction site, there could be biodiversity value on the site.
Pollution	<ul style="list-style-type: none"> - The site lies on land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation.
Townscape / landscape character	<p>The site is an urban rural fringe site and as such the contents of both the Landscape Character Assessment and the Townscape Assessment will need to be considered.</p> <p>The site is located within the Summerleaze Settled Developed Floodplain (14a) character area, according to the Landscape Character Assessment. The key relevant characteristics of this character area are: Thames navigation channels, marina, artificial cuts and canalised sections; broad flat, open floodplain; remnant hedgerows and hedgerow trees of high historic, ecological and landscape value; degraded 'edge of town' landscapes with eclectic mix of modern land uses; and active gravel extraction works.</p> <p>The relevant guidance for landscape strategies in this area are: seek to retain important landscape features within areas of extraction; seek to maintain and enhance where necessary quality of routeways; protect the individual identity of settlements by conserving the rural character of the landscape between them; seek to restore degraded urban edges through prioritising these landscapes for the take up of agri-environment (and other) schemes; seek to halt the trend of urban edge land uses and development within locality (particularly expansion of industrial and infrastructure facilities); and resist further visual intrusion of large industrial / infrastructure within the floodplain.</p> <p>There are two townscape character areas immediately adjoining the site, the characteristics of which it is considered to be important to consider, firstly Victorian and Edwardian Suburb (6h) and also Early Post War Suburbs (9n). Townscape Assessment suggests development in these area should:</p> <ul style="list-style-type: none"> - ensure that design takes account of the Victorian 'grid' street pattern and hierarchy of streets, with buildings reflecting the domestic scale, plot width and height; - respect and respond to the uniform façade character and avoid interrupting the rhythm of the street; - retain important trees, including those in gardens; - consider the planting of larger trees in key visual locations; and - use a coordinated approach to street furniture, paving and lighting.
Facilities & services	<ul style="list-style-type: none"> - There are no health facilities within 800m of the site. The nearest doctors' surgery is approximately 900m linear distance from the site, the nearest pharmacy is approximately 1.2km away and the nearest dental surgery is approximately 1km away. - The site is within the catchment area for 5 secondary schools, and is within the catchment of Alwyn infant and nursery school and Courthouse Junior School which are located approximately 2km away. - There are a number of play areas within 800m of the site. - The nearest community facilities are in Maidenhead just over 1km from the site. - The nearest convenience store is within 400m and the nearest supermarket is in Maidenhead town centre. - The nearest pub is the Farmers Boy in Furze Platt.
Public opinion	<ul style="list-style-type: none"> - This site has not yet been subject to public consultation.
Policy context	<ul style="list-style-type: none"> - The site is within the Metropolitan Green Belt
Other notes	
Availability and deliverability	
<p>This site has been promoted for residential development by the land owner's agent and is currently used for the removal of aggregates from the nearby minerals works and therefore the site will only be available for development once its current use ceases or an alternative access is established for removing the minerals. Once available, residential development here would significantly raise the land values, but is dependent on the use of the site ceasing. There is also potential for a wider area to be taken once the minerals working ceases, further enhancing the opportunities for redevelopment, but this wider area falls outside of the remit of this study.</p>	

A Maidenhead area sites

Woolley Hall and Grange, Westacott Way, Littlewick Green



Recommended approach					
<p>This site has potential for delivering a high quality residential development, but any scheme will need to be cautious of its impact on the openness of green belt and will need to make the most of Woolley Hall, the listed building on the site. Development of Woolley Grange part of the site for a number of modest 2 storey dwellings, limited to the broad existing built envelope including a strong landscaping scheme could be appropriate here. The existing Woolley Hall building to be refurbished and fitted for executive apartments and refurbishment and reconfiguration of the stable block to provide residential units. Removal of a number of low value buildings around Woolley Hall to improve its setting and development of 2 storey modest houses in appropriate locations on the site with adequate landscaped screening from Woolley Hall and its parkland. Design will be particularly important on this site to respond to the parkland setting. Provision of public access across parts of the site and clear definition of private and public areas on the site should be part of a proposal.</p>					
No. dwellings	c.43 gross / 27 net	Type of dwellings	Flats and houses	Phase of plan	Early-mid
Site information					
Gross site size	14.7 hectares / 36.31 acres				
Other references	SHLAA: WMWW0003 & WMWW0026 / ELR: N3				
Planning history	01/37343/OUT	Demolition of existing buildings and erection of 10,181sqm Class B1 office development with associated parking and landscaping			Allowed at appeal
	04/41373/FULL & 04/41374/LBC	Demolition and removal of twentieth century extension buildings to Woolley Hall, external repairs and reinstatement			Permitted
	05/02714/OUT	Outline application for residential development following demolition of approx. 4615 m sq office using existing access onto Westacott Way			Dismissed at appeal
	05/02847/FULL & 05/02848/LBC*	Change of Use of ground first and second floor from office (B1) to 4 x 1 bedroom flats and 5 x 2 bedroom flats the stableblock from office to 2-3 bedroom flats and 4 x 2 bedroom houses and the summerhouse from office to 1 x 1 bedroom house			Allowed at appeal
	06/01788/FULL & 06/01787/LBC*	Change of Use of ground, first and second floor from office (B1) to 4 x 1 bed flats and 5 x 2 bed flats; The Stableblock from office to 2 x 3 bed flats and 4 x 2 bed houses; The Summer House from office to 1 x 1 bed house. 16 bay garage block and additional surface parking			Refused

Maidenhead area sites

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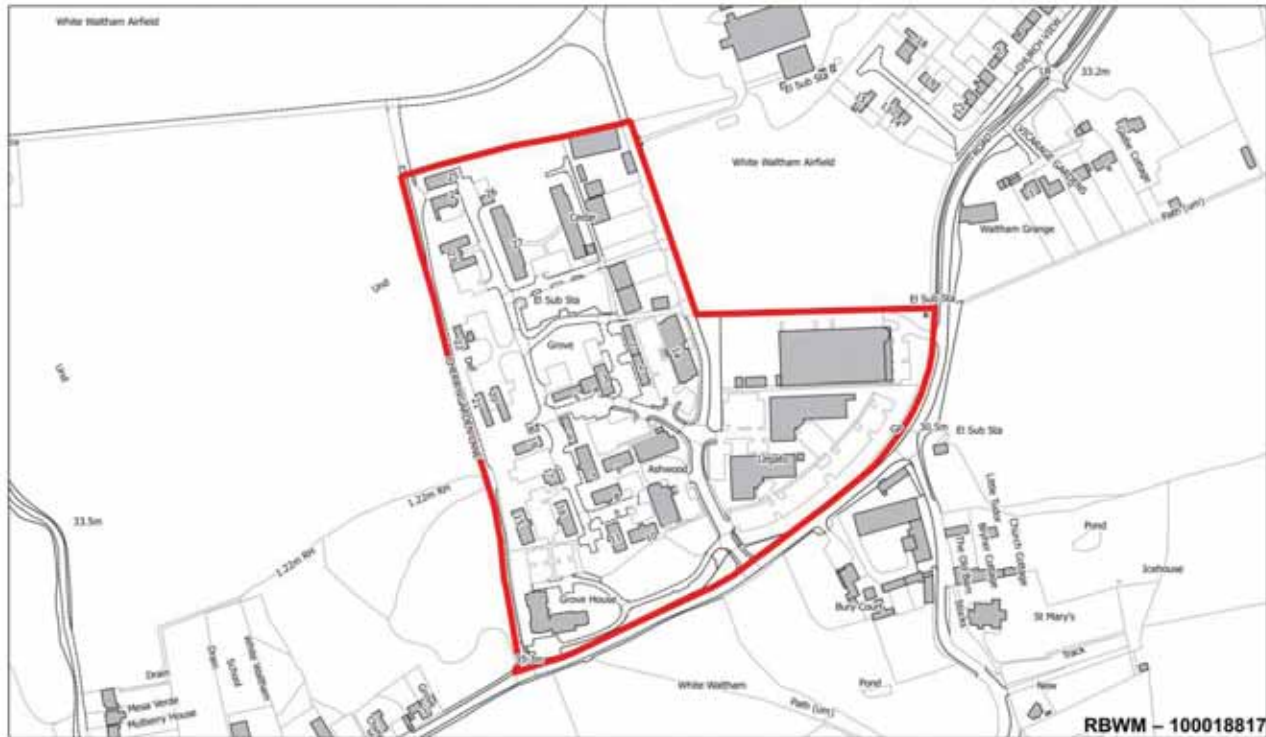
Recommended approach			
	06/01789/OUT	Outline application for residential development following demolition of approx. 4615 sq.m office, using existing access onto Westacott Way	Refused
	10/00134/FULL & 10/00136/LBC*	Renewal of permission 05/02847 to change of use of ground first and second floor from office (B1) to 4 x 1 bedroom flats and 5 x 2 bedroom flats the stableblock from office to 2-3 bedroom flats and 4 x 2 bedroom houses and the summerhouse from office to 1 x 1 bedroom house	Permitted
	10/00865/OUT	Renewal of Outline planning permission 01/37343 for the demolition of existing buildings and erection of 10,181sqm Class B1 office development with associated parking and landscaping	Permitted
Site description & uses	The site includes a number of buildings previously used by South East Electricity including two storey red-brick offices at the northern end of the site and the grade II listed Woolley Hall to the southern end, along with some stables and unused office buildings and storage areas. There is also the foundations of a demolished building to the south of Woolley Hall. The site includes large areas of parkland that are associated with Woolley Hall providing a pleasant setting for the building. The site is well surrounded with mature trees and hedgerows providing a good level of screening from most surrounding areas, aside from some breaks in the foliage on Bath Road and at the very southern end of the site.		
Surrounding uses & character	The site is bound to the north by the A4 Bath Road and beyond there is a paddock, some woodland and some low scale rural housing of a traditional red brick and red tile appearance. To the west of the site is Westacott Way, a wide straight road serving Maidenhead Office Park, and beyond this is open arable farmland. There is open arable farmland to the south of the site. To the east of the site there is the Shire Horse pub and former Village Life Centre – a well used pub and a former retail centre that has been granted permission for some residential development. There are also a number of residential properties along Cherry Garden Lane. These are characterised by individual design set in fairly large and leafy plots.		
Accessibility	<ul style="list-style-type: none"> - The site is accessed directly from Westacott Way, which connects with the A4 Bath Road directly less than 200m away from the access, and the A404(M) is less than 1.5km away. - The site lies on bus routes along Bath Road, which visit Maidenhead, Reading and Henley-on-Thames, although these are relatively infrequent - The nearest bus stops are immediately adjacent to the site on Bath Road and Westacott Way. - The cycle network is located less than 200m away. 		
Heritage	<ul style="list-style-type: none"> - Woolley Hall is a grade II listed building on the site and there are a further two grade II listed buildings within 100m - Finds of archaeological importance have been made in nearby areas meaning potential for Roman, prehistoric or other artifacts at the site. A full archaeological assessment will be required as part of an application and phased works and investigations will be needed as part of any scheme. 		
Flooding	<ul style="list-style-type: none"> - This site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA 		
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland - The site is near to Maidenhead Thicket local wildlife site - The site includes woodland and grassland that could offer an important habitat 		
Pollution	<ul style="list-style-type: none"> - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. 		
Townscape / landscape character	<p>The site is mainly within an area of farmed chalk slopes (11b) in the Landscape Character Assessment, but the southern end of the site is within open chalk farmland (5a). Both of these character areas are important in defining the character in this location with the key relevant characteristics being: Mosaic of large scale mixed arable, pasture and woodland landscapes; ancient woodlands, linear woodlands and woodland copses; ecologically rich grasslands and woodlands; large farmsteads/estates set within their farmland; long distance open views of the rural chalk landscapes; and panoramic long distance views with wooded horizons.</p> <p>The relevant guidance for landscape strategies in this area are: resist development that would be highly visible in the open chalk landscapes or that would limit characteristic panoramic views across it; conserve, enhance and restore woodland blocks and belts through extensive replanting; seek to increase the extent of native deciduous woodland; resist further 'small' scale residential development which is inconsistent with traditional village farms; conserve and restore traditional boundary features; conserve historic buildings, their structures and setting with particular regard to proportion and scale between elements; and conserve existing dark skies</p>		
Facilities & services	<ul style="list-style-type: none"> - There are no health facilities within 800m of the site. The nearest Doctors Surgery is approximately 1km linear distance away, the nearest dental surgery is approximately 1.5km away, and the nearest pharmacy is approximately 1.5km linear distance from the site, all in Cox Green and Woodlands Park. - The site is within the catchment area for Knowl Hill C of E School, which is approximately 2.5km travel distance away. It is within the catchment area for 5 secondary schools. - The nearest play area is approximately 1.8km linear distance away in west Maidenhead, but there is good access to rights of way and the surrounding countryside. - There are community halls in Littlewick Green, Cox Green and Woodlands Park. - The nearest convenience stores and supermarkets are in west Maidenhead. - There are a number of pubs near to the site with the closest being the Shire Horse - Thames Water has raised concerns about sewerage and water supply at this location. Any development will need to investigate the impact of development on the system. 		

Maidenhead area sites

Recommended approach	
Public opinion	<ul style="list-style-type: none"> - A majority of respondents supported the redevelopment of this site with 57% supporting some form of redevelopment. Of those responding within the neighbourhood area 80% supported redevelopment of the site, although this was a relatively low number of responses. - Of those supporting redevelopment of the site there was a spread between delivering smaller homes, smaller homes and apartments, and using a different approach. Those who preferred a different approach offered alternatives including retirement village, mix of small and large houses, mix of apartments and large houses spread out, mixed use, leisure use, conference hotel, only using the existing footprint, grade A office floorspace, to preserve the existing parkland, and to create a village atmosphere. - Of those objecting, reasons included it is in the green belt, it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, and parking and highways issues.
Policy context	<ul style="list-style-type: none"> - This site is in the Green Belt, but as some of it is currently developed, some sensitive redevelopment may be appropriate under the NPPF. - The principle of change of use to residential use in this location is established in earlier permissions.
Other notes	<ul style="list-style-type: none"> - A public footpath currently runs alongside the north eastern boundary of the site and redevelopment of the site could provide a good opportunity to improve this right of way or to link it to other rights of way through the site. - Redevelopment and new development should respect the fabric and setting of Woolley Hall and should be of a scale and design that reduces the impact of all of the buildings on the site when compared to the total of the existing. - Development of this site should seek to allow some access for the public into areas of the gardens whilst clearly providing separation with the private areas for residents on the site.
Availability and deliverability	
<p>This site is being progressed through a planning application in line with the possible allocation which demonstrates its availability and deliverability. As a green belt site with few built structures that are currently not used, residential development along the lines of the proposed allocation can be considered viable.</p>	

Maidenhead area sites

Grove Business Park, White Waltham



Recommended approach					
<p>This site is considered to be appropriate for mixed use development for residential uses, mixed of employment uses and travelling showmen's quarters. It is envisaged that the existing employment buildings to the east of the main access road into the site will be retained in their current uses. The poorer quality buildings to the north and west of the site are considered to be appropriate for redevelopment for residential use, with possible retention of employment uses to the centre of the site. The travelling showmen's quarters should be retained at this location, unless suitable alternative accommodation is delivered.</p>					
No. dwellings	c. 79 gross / 79 net	Type of dwellings	Mixed use including small and medium houses, and travelling showmen quarters	Phase of plan	Mid
Site information					
Gross site size	7.97 hectares / 19.69 acres				
Other references	SHLAA: WMWW0027 / ELR: N15				
Planning history	04/41593/FULL	Demolition of units 1 to 6, 24 and 25 and erection of 6 new office buildings plus shower and locker building			Permitted
	09/01007/FULL & 10/02841/FULL	Change of Use from B1 to D1 (Day Nursery)			Permitted
Site description & uses	<p>The site is a relatively flat area of land to the south west of Maidenhead and near to White Waltham village and is within the Green Belt. The site includes a number of primarily 1 and 2 storey commercial buildings within a fairly open landscaped area, and the 3 storey Grove House at the southern end of the site. To the east of the site are some large warehouse or industrial units. There are trees and hedgerows used as screening at the northern, western and southern boundaries.</p>				
Surrounding uses & character	<p>White Waltham airfield wraps around the northern parts of the site. Waltham Road forms the southern and eastern boundary of the site and beyond this is farmland and converted barns,. To the west of the site is some arable farmland and an open space, beyond which is White Waltham village. White Waltham village and other residential development in the area takes on a village appearance with predominantly red brick and red tile used as materials and of no more than 2 storeys in height.</p>				

Maidenhead area sites

Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site is accessed directly from Waltham Road, a 40mph road linking rural areas and south west Maidenhead. The main access to the site lies to the south. The major road network is approximately 3.5km travel distance from the site where the A4 and the A404(M) can be accessed. - A bus route runs along Waltham Road serving Maidenhead and Finchampstead, although this runs infrequently throughout the day on weekdays and on Saturdays with no Sunday service. - The cycle network is approximately 1.5km away.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site, but there are two grade II and one grade II* listed buildings and St Mary's Church and Bury Court conservation area within 100m of the site. - The site has unknown archaeological potential, although it is close to a centre of Medieval and early Post-Medieval focus. If large-scale construction over the entire site is proposed, then some archaeological investigation may be required - this could be carried out post-determination.
Flooding	<ul style="list-style-type: none"> - This site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland - The site is bordered by grassland and cultivated arable farmland that provides a habitat to local wildlife
Pollution	<ul style="list-style-type: none"> - The site lies on land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation.
Townscape / landscape character	<p>The northern portion of this site is within an area of open chalk farmland (5a), and the southern part of the site is within settled farmed sands and clays (8a) according to the Landscape Character Assessment. Both character types are relevant in this location with the key relevant characteristics being: Flat and open landscape; simple rural arable landscape; panoramic long distance views with wooded horizons; remnant hedgerows and hedgerow trees providing important vertical landscape features; intermittent open and enclosed character; mosaic of historic rural villages, farmsteads and manor houses; and vernacular building styles with red brick, timber frames and weatherboard details.</p> <p>The relevant guidance for landscape strategies in this area are: resist highly visible new development in the open chalk landscape, or that limit panoramic views across it; conserve and restore traditional boundary features; conserve existing dark skies; resist development which adversely affects the rural character of the landscape; promote the restoration of hedgerows; and conserve historic buildings and their setting.</p>
Facilities & services	<ul style="list-style-type: none"> - There are no health facilities within 800m of the site. The nearest Doctors Surgery is approximately 1.4km linear distance away, the nearest dental surgery is approximately 1.4km away, and the nearest pharmacy is approximately 1.2km linear distance from the site, all in Cox Green and Woodlands Park. - The site is within the catchment area for White Waltham C of E Primary School, which is approximately 200m travel distance away. It is within the catchment area for 5 secondary schools. - The nearest play area is in White Waltham village and there is good access to rights of way and the surrounding countryside and the owners have promoted an area of open space to be delivered with the development of this site for recreational purposes. There is a cricket club in White Waltham. - There are community halls White Waltham and Woodlands Park. - The nearest convenience stores and supermarkets are in Cox Green. - The nearest pub is the Bee Hive in White Waltham - Thames Water has raised no concerns about the sewerage system at this location.
Public opinion	<ul style="list-style-type: none"> - Part of this site was subject to public consultation as a residential site - 60% of respondents supported some form of redevelopment of this site, with more than half of those supporting redevelopment favouring providing smaller houses on the site. Of those responding within the neighbourhood area, nearly 80% supported redevelopment of the site, although this was a relatively low number of responses.- Those who preferred a different approach offered alternatives including mix of smaller and larger houses, retain in small business use, affordable housing, housing for local people, mixed use, and low density housing. - Of those objecting, reasons included it is in the green belt, it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, parking and highways issues, and potential conflict with neighbouring airfield.
Policy context	<ul style="list-style-type: none"> - This site is in the Green Belt, but as some of it is currently developed, redevelopment may be appropriate under the NPPF.
Other notes	<ul style="list-style-type: none"> - Any development of this site should be sensitive to its location and should seek to reduce the impact of any new buildings on the openness of the Green Belt when compared to the existing development. - Vernacular materials and a substantial landscaping scheme are important to integrate this development to the surrounding area. - Any development of this site should also include benefits to the residents of the area and may include improved linkages to the urban area by foot or cycle and a recreation area as proposed by the land owner.
Availability and deliverability	
<p>The proposed allocation would result in no change to the existing use on much of the site but for the areas where it is proposed that residential development may occur the land owner is actively promoting this change, demonstrating its availability. Much of the commercial space on the site is single storey and therefore floorspace could be significantly increased through 2 storey residential development. This potential increase in floorspace and the uplift in values of residential use demonstrate the proposals as being viable. This is further confirmed by the land owner</p>	

Maidenhead area sites

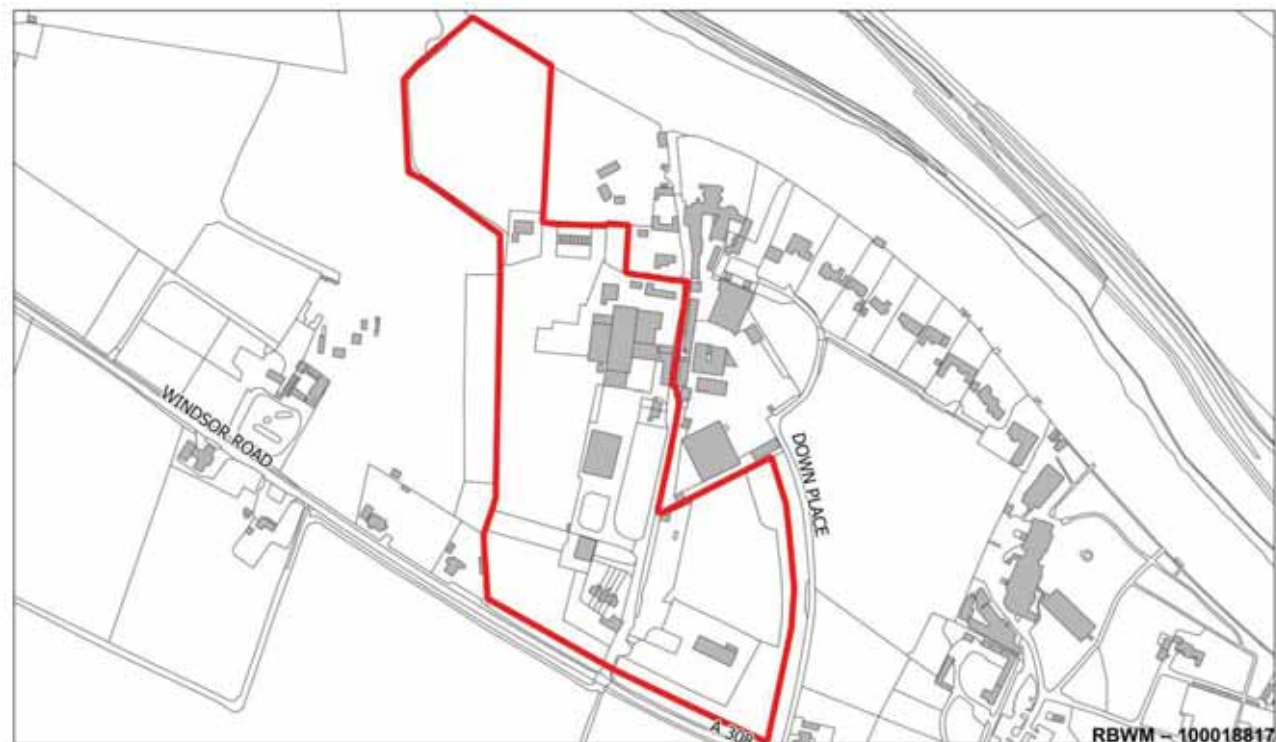
A

Recommended approach

and prospective developer who has undertaken financial viability assessments and come to the conclusion that a redevelopment along the lines of the proposed allocation would be viable and deliverable.

A Maidenhead area sites

Land at Water Oakley Farm, Windsor Road



Recommended approach					
Redevelopment of the site for large and medium sized houses following the demolition of the existing industrial buildings on the site to reduce the bulk of the buildings, to enhance the appearance of the buildings and to enhance the sense of openness by stepping the development away from the A308 and the River Thames and incorporating a landscape scheme.					
No. dwellings	c.44 gross / 28 net	Type of dwellings	Medium and large houses	Phase of plan	Early-mid
Site information					
Gross site size	9.04 hectares / 22.34 acres				
Other references	SHLAA: WMBR0004				
Planning history	87/00062/FULL	The erection of farm workers hostel			Permitted
	87/00064/FULL	Agricultural dwelling for farm manager			Permitted
	87/01176/FULL	Demolition and replacement of existing agricultural buildings. Conversion of office to 2 dwellings			Permitted
	98/32222/OUT	Demolition of existing farm buildings and erection of a tennis centre and eleven replacement dwellings, including new woodland screen mounding and planting, plus two dwellings in barn conversion.			Withdrawn
	98/32223/FULL	Demolition of existing agricultural and industrial buildings and erection of sixteen No. 5 bedroom detached houses including new woodland, screen mounding and planting.			Withdrawn
	98/32452/OUT	Demolition of existing agricultural and industrial buildings and replacement with 22 houses and 9 affordable houses plus 6 flats for farm workers including landscaping and permanent retention of gym club.			Withdrawn
	99/33611/OUT	Demolition of existing buildings etc, refurbishment of 5 No. houses as affordable units, construction of 30 No. detached houses, 6 No. affordable houses and gymnasium, woodland tree planting and paddock to replace hardstanding.			Withdrawn

Maidenhead area sites

A

Recommended approach			
	05/02654/OUT	Erection of 65 residential units (including 20 affordable) plus associated play area, two sports pitches, nature reserve, informal open space, highway access improvements, access roads, cycle ways/ footpaths, parking and landscaping following demolition of existing buildings.	Refused
	10/02432/CLU	Certificate of Lawfulness to establish the existing use of the land and building as eight separate single private dwelling houses is lawful	Permitted
	12/00222/FULL	Construction of five no. terraced houses with associated parking following demolition of existing cottages. Renewal of planning permission 09/00822/FULL	Withdrawn
	12/03120/OUT	Renewal of planning permission 05/02734 (Outline application for the erection of a replacement gymnasium with associated access and car parking) renewed under permission 09/02247/OUT	Permitted
Site description & uses	The site consists of a network of hard standing and buildings in a variety of uses including storage, residential and leisure. Most of these buildings are in a dilapidated state of little or no visual or architectural merit in terms of their style or materials used. There are also a number of open spaces across the site which break up the built areas. There are substantial areas of grassland and some significant tree belts providing screening from a number of angles.		
Surrounding uses & character	The site is bound to the south by Windsor Road and beyond is open arable farm land. To the west of the site there is open land left for fallow grassland and there has been some land raising in this area. To the north of the site there are a number of large residential properties including the old house associated with Bray Studios. Beyond these houses lies the River Thames. To the east of the site there are some open arable fields and some hangar buildings associated with Bray Studios where planning permission has been granted for residential redevelopment. Beyond this is Oakley Court Hotel.		
Accessibility	<ul style="list-style-type: none"> - The site is accessed directly from the A308 Windsor Road, with a speed limit of 60mph it is the main A-road linking Maidenhead and Windsor. The site is less than 4km travel distance from Junction 8/9 of the M4 motorway. - A bus route between Maidenhead and Windsor runs within 600m of the site and the nearest bus stops are approximately 700m away. This is an hourly service running on weekdays and Saturdays. - The cycle network runs directly past the site along Windsor Road. 		
Heritage	<ul style="list-style-type: none"> - There are two grade II listed buildings within 100m of the site, both part of Bray Studios - There are no conservation areas on the site or near to it - The site has high potential for Roman finds and evidence for Iron Age and other Prehistoric activity has been found in the immediate area. Therefore further assessment and field evaluation should be carried out prior to any detailed design, in order to inform appropriate next steps. 		
Flooding	<ul style="list-style-type: none"> - This site is mainly within flood zone 1, but some of the land next to the river is in flood zones 2, medium risk and 3 high risk - A detailed assessment of flooding will be undertaken in the SFRA 		
Nature	<ul style="list-style-type: none"> - The site includes open areas and grassland that could provide a habitat for wildlife - The River Thames provides an important habitat for wildlife. 		
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to a major 'A' Road any development will require an acoustic noise survey. 		
Townscape / landscape character	<p>The site is located within the Bray Settled Developed Floodplain (14b) character area, according to the Landscape Character Assessment. The key relevant characteristics of this character area are: wide, slow moving river with natural, diverse river edge; Thames navigation channels, marina, artificial cuts and canalised sections; Broad flat, open floodplain; remnant hedgerows and hedgerow trees of high historic, ecological and landscape value; shelterbelts and linear woodlands; network of minor roads and tracks; and Busy, large scale transportation corridors.</p> <p>The relevant guidance for landscape strategies in this area are: provide riverside habitat 'buffer zones' to allow for habitat shift as a result of climate change; Protect the individual identity of settlements by conserving the rural landscape between them; and resist further visual intrusion of large industrial / infrastructure within the floodplain.</p>		
Facilities & services	<ul style="list-style-type: none"> - There are no health facilities within 800m of the site. The nearest Doctors Surgery and pharmacy are approximately 2.1km linear distance away in Holyport. The nearest dental surgery is approximately 3km away in Windsor. - The site is within the catchment area for 12 primary schools located in nearby villages and in west Windsor. The nearest of these schools is Braywood C of E School which is located approximately 1.4km linear distance from the site. The site is within the catchment area of 4 middle schools and 2 senior schools, all in Windsor. - The nearest play area is approximately 1.7km linear distance away in west Windsor, but there is good access to rights of way and the surrounding countryside. - There is currently a gymnastics club on the site and part of the proposed redevelopment would include the relocation of this facility to one of the nearby towns. - The nearest community halls are in Fifield, Holyport, Bray and Windsor. - The nearest convenience stores are to the north west along Windsor Road and in Holyport and the nearest supermarket is in Dedworth, Windsor. - The nearest pub is the Fifield Arms in Fifield 		

Maidenhead area sites

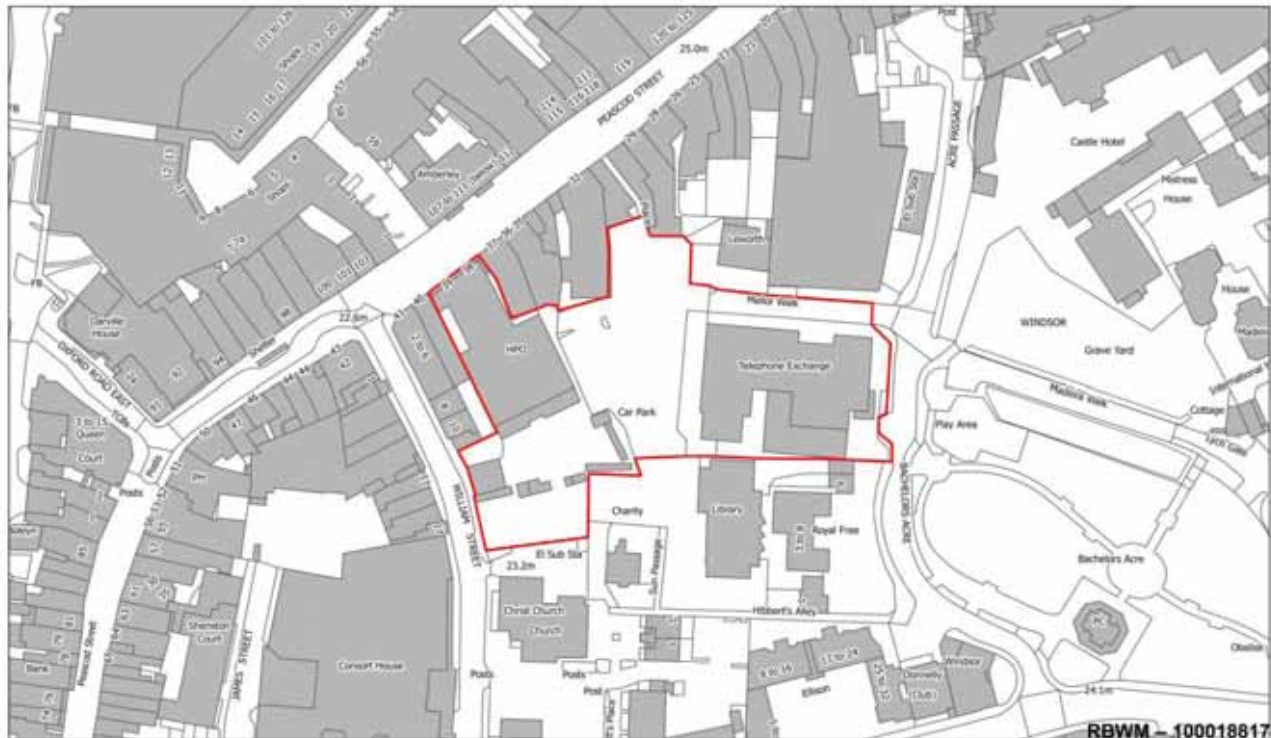
Recommended approach	
Public opinion	<ul style="list-style-type: none"> - 57% of respondents supported some form of redevelopment of this site, of which many different opinions were offered about what would be appropriate on the site. There was a general trend to preferring houses over apartments. - Of those objecting, reasons included it is in the green belt, it would impact on local character, result in the loss of gardens, impact on neighbours, wrong location for housing, too many homes being proposed, not enough local services, and parking and highways issues. - Lots of suggestions were received, especially from local residents, of considerations for any redevelopment.
Policy context	- This site is in the Green Belt, but as some of it is currently developed, some sensitive redevelopment may be appropriate under the NPPF.
Other notes	- A significant amount of the site is grade 1 agricultural land
Availability and deliverability	
Redevelopment of this site is actively being promoted by the landowner and therefore can be considered to be available. The landowners agent has also confirmed that the proposed approach for this site would be deliverable and viable.	

Windsor area sites

B

Sites in urban areas

Post Office Site, William Street and Telephone Exchange, Bachelors Acre, Windsor



Recommended approach					
Development may come forward in one holistic proposal or could be divided up by ownership to come forward independently. Development should retain retail frontage including a post office on Peascod Street with flats above and comprehensive flattened scheme to the rear to deliver an improved environment both within the site and for surrounding areas whilst making the best use of this town centre site. Building heights should not restrict any important views and adequate levels of parking within a landscaped area is essential.					
No. dwellings	c.85 gross / 85 net	Type of dwellings	Low-medium rise flats	Phase of plan	Mid-late
Site information					
Gross site size	0.68 hectares / 1.68 acres				
Other references	SHLAA: WM WI 4009 & WM WI 4010 / ELR: W2 & WTC1				
Planning history	91/01797/OUT	Redevelopment of site to provide two three-storey buildings comprising of 1238.5 square metres (gross) of office space and 247.7 square metres (gross) of retail space with			Refused
Site description & uses	The western section of the site consists of a post office and sorting centre for the Royal Mail including primary retail frontage on Peascod Street and vehicular access on William Street. This section varies in materials and building heights from 3 storeys on Peascod Street to 1 storey at the rear. The eastern section of the site includes a 2 storey, flat-roofed telephone exchange building of red brick, pebble dash and glazing with undercroft parking. None of the buildings on site are of architectural or visual merit.				
Surrounding uses & character	The site is bordered by a range of buildings and uses including retail to the north of the site, office, retail and leisure uses to the west, including a night club, and a library, church, offices and homes to the south of the site. Buildings are of a range of scales, heights, sizes and materials with many buildings appearing to back onto the site.				
Accessibility	<ul style="list-style-type: none"> - The site can be accessed at William Street to the west and Acre Passage to the east and the A308 is within 500m of the site - There are a number of bus routes and bus stops within 400m of the site to a number of destinations - Windsor Central train station is approximately 200m walking distance away - The cycle network is within 400m of the site 				

B Windsor area sites

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site but there are 31 grade II listed buildings within 100m. The site is within Windsor Town Centre Conservation Area. - This site is considered to have high archaeological potential, being situated at the edge of the historic core of Windsor. It is likely that evidence of domestic or industrial activity may be present on the site. Prior to any planning application for this site a desk-based heritage assessment, to assess the archaeological potential of the site should be undertaken. The assessment should also consider the levels of past impact upon archaeological deposits as well as the impact of the proposed development. If the development is shown to have potential to impact upon areas with potential for archaeological survival then archaeological evaluation (by trial trenching) or a watching brief is also likely to be required, and to guide the mitigation required.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland. - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within two townscape areas, the Town Historic Core (1B) and the Town Historic Fringe (2A). Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - preserve the medieval street and block pattern and the high density character, with narrow, irregular building plots and variation in building line and roofline, whilst maintaining a constant frontage to the street - typically be no more than 4 storeys, or 3-5 storeys in town fringe areas - respect the clear hierarchy of streets with main through routes, smaller cobbled lanes, and narrow pedestrian alleys and mews - be part of a coordinated approach to street furniture, paving and lighting, conserving historical features and visual locations where possible - retain active frontages to the street - improve visual and physical links to the historic town core - retain and enhance distinctive shop fronts with detailing consistent with building style and architecture - reflect variation in roofline and roofscape, incorporating features such as mansard roofs, dormer windows and chimneys - improve 'un-designed' views, such as views of service yards - conserve the palette of materials - preserve and enhance the setting of listed buildings and respect the form and function of local landmarks particularly views of and from Windsor Castle - retain important trees, vegetation and open spaces; and - reduce the impact of parking provision through sensitive design <p>Additionally, it advises that sensitive contemporary design is appropriate in town fringe areas where it responds to context</p> <p>A particular emphasis should be placed on managing traffic and car parking; conserving/enhancing the historic urban form, built character, streetscape details and conserving, restoring and enhancing the built character and streetscape details; and maintain the key 'arrival' point into the historic core of Windsor at the bottom of Peascod Street.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors' surgeries, 2 dentists and 4 pharmacies within 800m - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school being Trinity St Stephens which is located approximately 700m from the site. - Within the town centre with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 800m. - Alexandra Gardens, The Goswells, The Brocas, Home Park, the Great Park and other areas of open space and play areas are within 800m of the site and Bachelors Acre recreation ground is immediately to the east of the site. - There are a number of public houses within 800m of the site with the Windlesora being located immediately to the west of the site. - Thames Water has not raised any concerns about water supply, but has concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 82% of those responding to the options consultation supported redevelopment of the site (77% in the Windsor and Eton neighbourhood area) - The majority of respondents preferred an approach of 2/3 storey apartments with 46% selecting this option (36% in the neighbourhood area) and 14% preferring 4/5 storey apartments. - 22% of all respondents, and 27% of respondents within the Windsor and Eton Neighbourhood area, supported development, but preferred a different approach. Suggestions for alternatives included mixed use, recreation facilities, development in keeping with historic nature of town, small houses, commercial development, car park, flats of mixed heights, retain post office, hotel, and development not to impede retailers on Peascod Street. - Of those objecting, issues cited included impact on local character, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	<ul style="list-style-type: none"> -The site is within the Windsor Town Centre Conservation Area and the northern part of the site is within the primary shopping area of Windsor. - The western part of the site, used by Royal Mail, was designated in the Local Plan for redevelopment for retail, offices and housing.

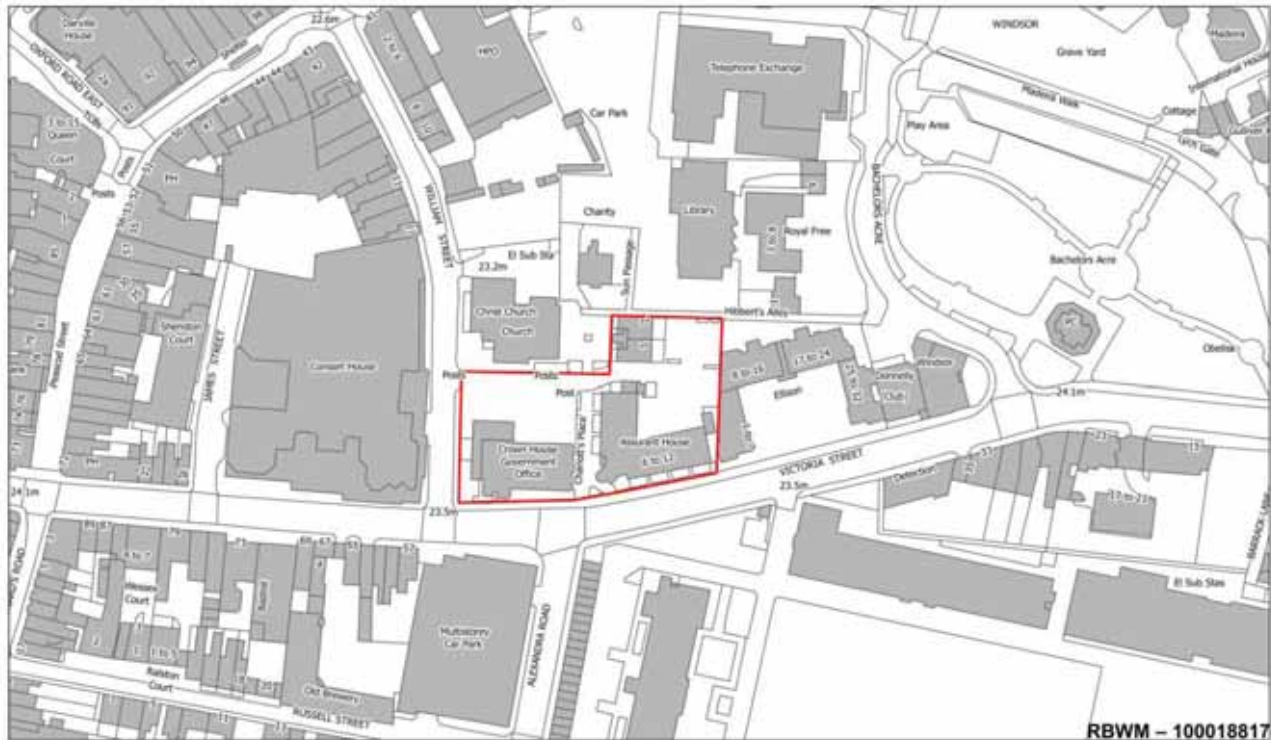
Windsor area sites

B

Recommended approach	
Other notes	- There is an opportunity to significantly improve this site for users, both visually through new landscaping, tree planting and well designed buildings, but also to improve connectivity for pedestrians.
Availability and deliverability	
<p>Representatives of the Post Office has confirmed the likely availability of their part of the site towards the end of the plan period and whilst the owners of the telephone exchange has confirmed that their part of the site will not be available for 10 years it is considered that this area could also become available as part of a larger comprehensive scheme. Values for flatted residential uses in this area are approximately £4,500-8,000/m² which greatly exceeds industrial use that can expect to be valued at around £1,250/m². The proposed approach would see a significant uplift in floor space as well as in the value of uses which strongly suggest that viability will not be an issue on this site. The delivery of this site is dependent upon the relocation of the existing services and the site may come forward in two separate phases as parts of the site become available.</p>	

B Windsor area sites

Crown House and Charriott House, Victoria Street, Windsor



Recommended approach					
<p>This site currently has 3 storey development and has the potential to be redeveloped for medium rise residential development, improving the setting of the neighbouring almshouses. Adequate on-site parking will need to be delivered or an acceptable parking strategy agreed or parking may be a limiting factor on the ceiling for development here. Development should deliver a strong nodal landmark at the corner of William Street and Victoria Street whilst moving away from and stepping down to the almshouses to improve its setting and should retain the public access through the site.</p>					
No. dwellings	c.45 gross / 85 net	Type of dwellings	Low-medium rise flats	Phase of plan	Late
Site information					
Gross site size	0.32 hectares / 0.78 acres				
Other references	SHLAA: WM WI 4008				
Planning history	10/01709/FULL	Single storey side extension to lobby and building name feature to the corner of William Street and Victoria Street [Crown House]			Permitted
Site description & uses	The site includes two office buildings and associated parking areas. The buildings are 3 storeys in height of brown brick construction with red brick detailing with a varied roofscape. There are a some mature trees around the site.				
Surrounding uses & character	The site is bordered by a range of buildings and uses including a church and post office depot to the north of the site, office, retail and leisure uses to the west, including a night club, offices and homes to the east of the site, and a public multi-storey car park and army barracks to the south. Buildings are of a range of scales, heights, sizes and materials with many buildings appearing to back onto the site. Some of the surrounding buildings are listed.				
Accessibility	<ul style="list-style-type: none"> - The site can be accessed by vehicle from William Street to the west and pedestrian access is off Victoria Street. The strategic highway is within 5km of the site. - There are a number of bus routes and bus stops along Victoria Street with the closest 30m away. - Windsor Central train station is approximately 400m walking distance away. - The cycle network is within 400m of the site. 				

Windsor area sites

B

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site but there are several grade II listed buildings within 100m, including the Windsor Almshouses, which abuts the site to the east. - The site is within Windsor Town Centre Conservation Area. - This site may have archaeological potential relating to the development of the town but these will have been impacted upon by previous development on the site, and are unlikely to be of such significance that they require preservation in situ. Therefore any archaeological mitigation can be carried out post-determination, secured by a condition.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the townscape character area of the Town Historic Fringe (2A). Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - take account of the historic street and block pattern, maintaining a continuous frontage to the street - retain active frontages to the streets - improve visual and physical links to the historic town core - demonstrate that it contributes to the preservation of listed buildings and their settings, and conserves and enhances important buildings which contribute to the special character of the area - improve 'un-designed' views, such as views of service yards - be part of a coordinated approach to street tree planting giving key consideration to planting larger trees at key visual locations - retain important trees, vegetation and open spaces; and - reduce the impact of parking provision through sensitive design. <p>Additionally, it states that sensitive contemporary design is appropriate in town fringe areas where it responds to context and the apparent height of buildings should typically be 3 – 5 storeys, respecting the form and function of local landmarks, particularly views to and from Windsor Castle.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors' surgeries, 2 dentists and 4 pharmacies within approximately 800m. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school being Trinity St Stephens which is located approximately 700m from the site. - Within the town centre with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 800m. - Alexandra Gardens, The Goswells, The Brocas, Home Park, the Great Park and other areas of open space and play areas are within 800m of the site and Bachelors Acre recreation ground is immediately to the east of the site. - There are a number of public houses within 800m of the site with the Windlesora being located immediately to the west of the site. - Thames Water has not raised any concerns about water supply, but has concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 82% of those responding to the options consultation supported redevelopment of the site (79% in the Windsor and Eton neighbourhood area) - The majority of respondents preferred an approach of 2/3 storey apartments with 51% selecting this option (51% in the neighbourhood area) and 22% preferring 4/5 storey apartments. - 9% of all respondents, and 10% of respondents within the Windsor and Eton Neighbourhood area, supported development, but preferred a different approach. Suggestions for alternatives included mixed use, commercial use, lower density housing with parking, height should be no greater than surroundings, and a leisure development, maybe even a cinema complex above. - Of those objecting issues cited included impact on local character, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	<ul style="list-style-type: none"> - The site falls within the Windsor Town Centre commercial boundary.
Other notes	<ul style="list-style-type: none"> - There are some trees on the site to the boundaries which are important to retain due to high visibility from public accesses across the site.
Availability and deliverability	
<p>The two landowners on this site have indicated the site to be available towards the end of the plan period. The site is currently well developed and as such additional floorspace may not be possible without additional floors, particularly with the desire to step the building away from the Almshouses. However, residential floorspace in flats in Windsor can attract values of £4,500-8,000/m² as opposed to offices in the Borough which have values closer to £2,000/m² this use value increase could overcome the lack of additional floorspace.</p>	

B Windsor area sites

Minton Place, Victoria Street, Windsor



Recommended approach					
Redevelop this site for flatted development and a mix of other uses, potentially with some additional height where appropriate, stepped back from the facade, and to deliver the improvement of the streetscene, utilising the existing underground car parking.					
No. dwellings	c.110 gross / 110 net	Type of dwellings	High rise flats, potentially with other uses	Phase of plan	Late
Site information					
Gross site size	0.36 hectares / 0.88 acres				
Other references	SHLAA: WM WI 4061				
Planning history	98/77388/FULL	Change of use of part ground floor from filling station/car showroom to a public house/restaurant (class A3 use)			Permitted
	00/79520/FULL	Infilling of existing petrol station forecourt to increase existing A3 use floorspace including installation of new shopfront			Permitted
	07/02331/VAR	Variation of Condition 10 (opening hours) of Planning Permission 98/77388 to allow the premises to remain open until 00:00 (midnight) Thursday to Saturday and Bank Holiday Sunday			Permitted
Site description & uses	This site is a heavily developed building currently in mixed commercial use, with office, a nightclub and leisure uses. Some of these uses are currently vacant. It comprises 4 to 5 storeys in places and is built of red brick, with a flat roof. The building is served by an underground car park. The building is very deep, extending to cover almost the entire site, although it is set back in places. Access to the site is currently from both James Street and William Street.				
Surrounding uses & character	The site is bordered by a range of uses including retail, a church and office buildings to the east, further retail with residential above to the south, residential to the west and an area of hardstanding and service areas immediately to the north of the site. There is also retail at the ground floor level along William Street heading towards Peascode Street. The surrounding buildings are of a range of scales, heights, sizes and materials, though generally buildings are of at least 3 storeys.				
Accessibility	<ul style="list-style-type: none"> - The site can be accessed by vehicle from William Street to the east, or James Street to the west. The strategic highway is within 5km from the site. - There are a number of bus routes and bus stops along Victoria Street with the closest directly outside Minton Place. - Windsor Central train station is approximately 300m walking distance away. - The cycle network is within 500m of the site. 				

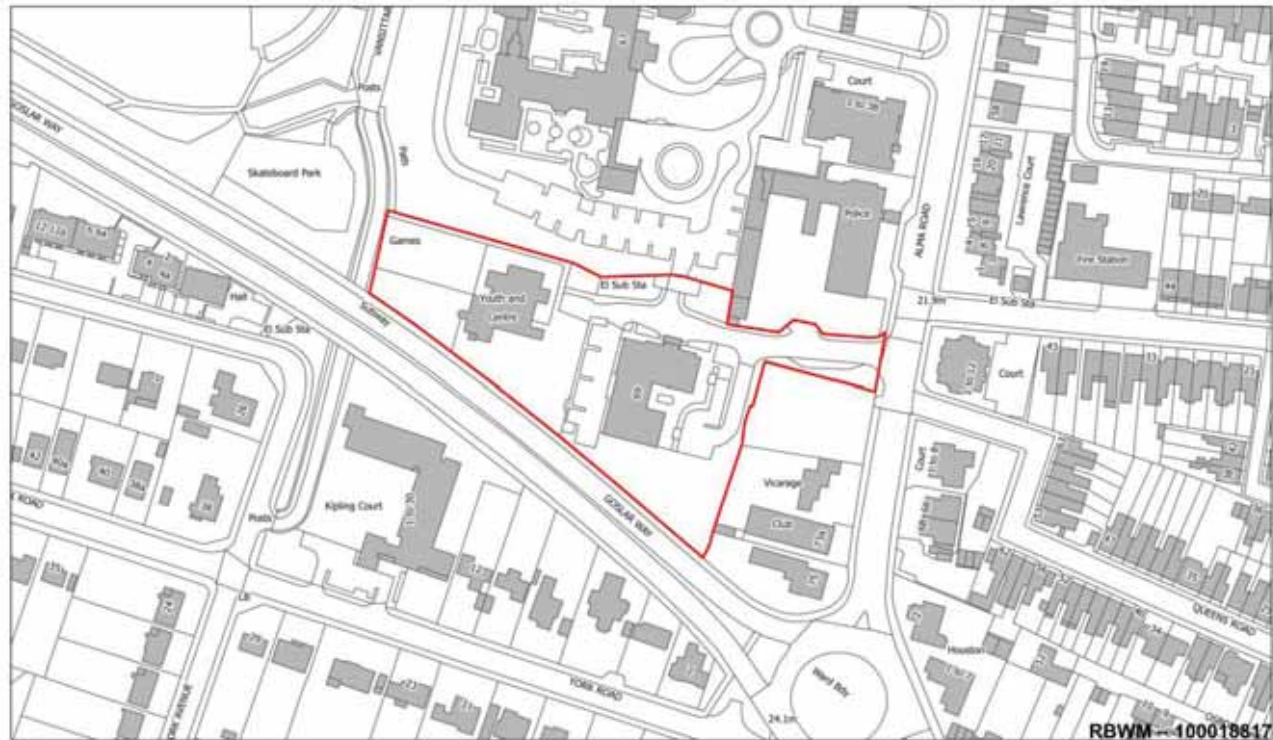
Windsor area sites

B

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site but there are several grade II listed buildings within 100m. - The site is within Windsor Town Centre Conservation Area. - This site may have archaeological potential relating to the development of the town but these will have been impacted upon by previous development on the site, and are unlikely to be of such significance that they require preservation in situ. Therefore any archaeological mitigation can be carried out post-determination, secured by a condition.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - There are no known nature conservation issues on the site.
Pollution	<ul style="list-style-type: none"> - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the townscape character area of the Town Historic Fringe (2A). Townscape Assessment guidance is that development in this area should:</p> <ul style="list-style-type: none"> - take account of the historic street and block pattern, maintaining a continuous frontage to the street - retain active frontages to the streets - improve visual and physical links to the historic town core - demonstrate that it contributes to the preservation of listed buildings and their settings, and conserves and enhances important buildings which contribute to the special character of the area - improve 'un-designed' views, such as views of service yards - be part of a coordinated approach to street tree planting giving key consideration to planting larger trees at key visual locations - retain important trees, vegetation and open spaces; and - reduce the impact of parking provision through sensitive design. <p>Additionally, it states that sensitive contemporary design is appropriate in town fringe areas where it responds to context and the apparent height of buildings should typically be 3 – 5 storeys, respecting the form and function of local landmarks, particularly views to and from Windsor Castle.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 3 doctors' surgeries, 2 dentists and 4 pharmacies within approximately 800m. The nearest GP is approximately 300m away on Sheet Street, the nearest dentist is on Alma Road approximately 400m away, and the nearest pharmacy is less than 200m away on Peascod Street. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school being Trinity St Stephens which is located approximately 600m from the site. - Within the town centre with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 800m. - Alexandra Gardens, The Goswells, The Brocas, Home Park, the Great Park and other areas of open space and play areas are within 800m of the site and Bachelors Acre recreation ground is less than 200m walk to the east of the site. - There are a number of public houses within 800m of the site with the Windlesora which is located on the ground floor of the site along William Street.
Public opinion	<ul style="list-style-type: none"> - This site was not consulted on as part of the Borough Local Plan Sites Consultation, but was suggested by members of the public through this consultation.
Policy context	<ul style="list-style-type: none"> - The site is within the Windsor Town Centre Conservation Area. - The site falls within the Windsor Town Centre commercial boundary. - Part of the ground floor of the site falls within the secondary retail frontage along William Street.
Other notes	<ul style="list-style-type: none"> - This represents a significant opportunity to improve the streetscene at this edge of town centre site.
Availability and deliverability	
<p>The landowner's agent has confirmed that this site will become available towards the end of the plan period for redevelopment. The site is currently well developed and as such additional floorspace is unlikely to be achievable. However, the comparable value of flatted residential development (£4,500-8,000/m²) is higher than the mix of uses currently in the site. A flexible approach to this site in terms of uses and built form will enhance the viability at the time of redevelopment with the benefit of greatly improving the appearance of the site.</p>	

B Windsor area sites

Area Between Alma Road and Goslar Way, Windsor



Recommended approach					
<p>This site offers an opportunity to make better use of the site, whilst improving the appearance of the site from Goslar Way. Redevelopment of the site should retain the community use on site, unless an appropriate alternative can be delivered. The site is considered to be suitable for medium rise dual aspect flatted development fronting the boundary with Goslar Way with some strong landscaping to provide some screening from road noise. Parking can be to the north of these buildings but should be kept separate from parking for the community centre on the site.</p>					
No. dwellings	c.84 gross / 84 net	Type of dwellings	Medium rise flats	Phase of plan	Mid-late
Site information					
Gross site size	0.89 hectares / 2.2 acres				
Other references	SHLAA: WM WI 4058				
Planning history	No relevant history				
Site description & uses	The site is a fairly flat area that consists of a 3 storey office building to the east of red brick and gault brick and beige stone detailing, and a 2 storey youth and community centre of red brick construction to the west of the site. It also includes car parking surrounding the two buildings and a multi use game area associated with the youth and community centre at the west of the site, along with areas of landscaping.				
Surrounding uses & character	Running along the southern boundary of the site is a four lane road, Goslar Way, and beyond this are residential properties including sheltered housing. To the east of the site are some residential properties and social club, a veterinary surgery and a hotel all on Alma Road, a tree-lined avenue with a variety of uses and building types and styles on. To the north of the site there is some significant screening in the form of hedges and trees and beyond is the site of a large office on which there is permission for redevelopment for offices up to 5 storeys in height. To the west of the site is a pedestrian route which passes under the main road and beyond is Vansittart recreation ground which is an open space with play facilities.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed from Alma Road and the A308 Goslar Way is approximately 100m travel distance from the access. - There are a number of bus routes and bus stops within 400m of the site to a number of destinations - Windsor Central train station is approximately 1km walking distance away - The cycle network is immediately adjacent to the western edge of the site 				

Windsor area sites

B

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site, but Inner Windsor conservation area and a number of important non-listed buildings are within 100m of the site. - There is unknown archaeological potential although there is some potential, particularly around the less developed parts of the site for prehistoric finds. Prior to any planning application for this site a desk-based heritage assessment should be undertaken. If the development is shown to impact upon areas with potential for archaeological survival, then archaeological evaluation (by trial trenching) is also likely to be required, to inform on the nature, condition and significance of any archaeological features and deposits.
Flooding	<ul style="list-style-type: none"> - Some of the north western part of the site is within flood zone 2, medium risk, the rest of the site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature or wildlife issues on the site.
Pollution	<ul style="list-style-type: none"> - The site is close to an air quality management area and an assessment of the air quality impact of any development resulting in additional vehicular movements through the AQMA, including any mitigation measures will be required. - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area identified by DEFRA as a traffic noise hotspot. Any development will require a noise impact assessment and may also include a noise mitigation package. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within Large Institutional Development character area (16E). Townscape Assessment suggests that development in this area should:</p> <ul style="list-style-type: none"> - retain important trees, vegetation and open spaces with new tree planting to maintain cover and a diverse age structure - consider planting larger trees at key visual locations and where they would help soften the appearance of larger buildings and areas of hardstanding - use design to create visual interest including the use of subtle variation in heights and roof pitches in addition to detailing to articulate building facades and the use of a light, muted palette of earth and sky colours to reduce the apparent scale of large buildings - use master plans to ensure coordinated long-term development and management <p>The site abuts other character areas including Post War Suburbs (to 1960) (9J), Victorian and Edwardian Suburbs (6H), Leafy Residential Suburbs (13I) and Post War Suburbs (1960 onwards). Whilst development on this site should be mindful of the surrounding character areas, it is considered that it is suitably detached from them to not be overly restricted by their proximity.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 2 doctors' surgeries, 2 dentists and 3 pharmacies within 800m - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest school of each age group being located within 1km of the site. - Approximately 500m walking distance from the town centre with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 800m. The site itself includes a community centre. - Imperial Park, Alexandra Gardens and a number of other parks and play areas are within 800m of the site and Vansittart recreation ground is immediately to the west of the site. - There are a number of public houses within 800m of the site with the two closest being The Alma and The Windsor Trooper which are both within 300m. - Thames Water has raised no concerns about sewerage or water supply at this location.
Public opinion	<ul style="list-style-type: none"> - Overall 86% of those responding to the options consultation supported redevelopment of the site - The majority of respondents preferred an approach which incorporated a mix of smaller houses and apartments with 58% of those responding supporting this approach (52% of those responding from within the local area) - A fifth of all respondents, and nearly a quarter of respondents within the Windsor and Eton Neighbourhood area, supported development, but preferred a different approach. Suggestions of these approaches included keep in commercial use, smaller and larger family homes, traveller site, retain the community use, lower density due to flooding, and a green space or recreation ground. - Of those objecting issues cited included impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	<ul style="list-style-type: none"> - The site includes a community facility which will require re-provision either on the site or at a suitable alternative location.
Other notes	<ul style="list-style-type: none"> - The line of trees to the north of the site may constrain development at the north boundary.
Availability and deliverability	
<p>The two landowners on this site have indicated that this site to be available for residential development in the middle period of the plan and they have indicated support for the proposed approach. Much of the site is currently dominated by car parking, landscaping and the 1-2 storey community building. It is considered that better use can be made of this site with additional floorspace through a comprehensive, well-designed scheme. Residential land values greatly exceed community values and office values in this location and even with re-providing the community centre on site it is considered that a scheme along the lines of that proposed would be viable.</p>	

B Windsor area sites

Windsor Fire Station, St Marks Road, Windsor



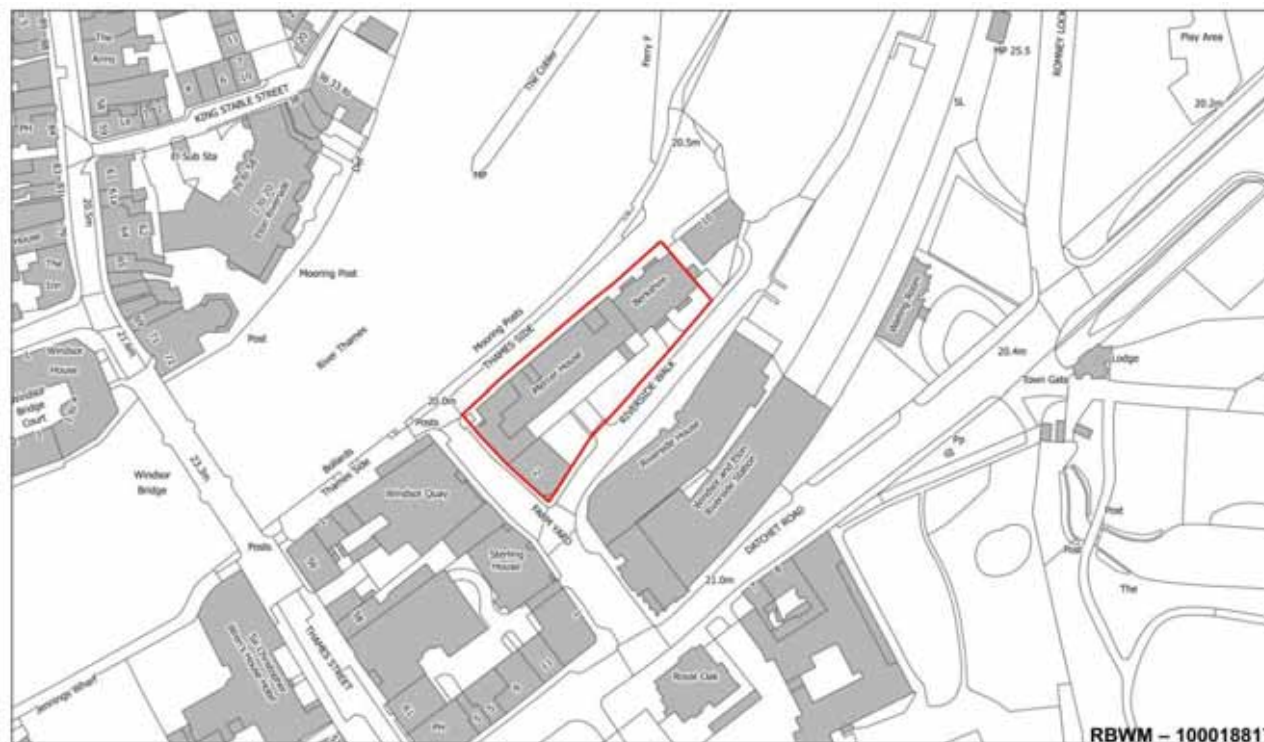
Recommended approach					
This site is considered to be appropriate to continue the built form to the east of the site both on St Marks Road and on Hawtrey Road with the gardens backing onto each other. This may be of a 3 storey town house style with off street parking and private garage for each house to avoid exacerbating parking problems in the area.					
No. dwellings	c.10 gross / 10 net	Type of dwellings	Small houses	Phase of plan	Early-mid
Site information					
Gross site size	0.2 hectares / 0.48 acres				
Other references	SHLAA: WM WI 4060				
Planning history	No relevant history				
Site description & uses	The site is a flat area that consists of a mix of 1 and 2 storey fire station buildings to the south, built of brown brick with white cladding. There is also one taller tower on the site that reaches approximately 5 storeys. The remainder of the site is hardstanding comprising of a car parking area to the north.				
Surrounding uses & character	Running along the southern boundary of the site is St Marks Road which is a residential street comprising of mainly 2 storey buildings. These properties tend to be red brick in colour with terracotta features. The site is bounded to the north by Hawtrey Road which has a recent residential development of terrace housing, which comprises 2 and 3 storey properties. The eastern boundary directly abuts residential properties, and the western boundary follows hardstanding used as car parking and garages for 3 storey residential properties on Alma Road.				
Accessibility	<ul style="list-style-type: none"> - The site is currently accessed by St Marks Road.. - The strategic road network is within 5km of the site. - The nearest bus stop is about 400m away on Clarence Road. - The nearest train station is Windsor and Eton Central which is just approximately 1km away which is about a 12 minute walk. - The cycle network runs to the west of the site and is about 400m away. 				
Heritage	<ul style="list-style-type: none"> - There are several grade II listed buildings to the north the site approximately 100m away along Claremont Road, including the Roman Catholic Church of St Edward. - Although not within a Conservation Area, the site is within 100m of 2 separate ones: Inner Windsor to the east and Trinity Place Clarence Crescent to the north. - The site has been heavily developed in the past, and is not situated in an area known to contain significant archaeological remains. Therefore it is very unlikely that any redevelopment of the site would require archaeological mitigation. 				

Windsor area sites

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The whole site falls within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - There are no known habitat or nature conservation designations affecting the site.
Pollution	<ul style="list-style-type: none"> - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the Victorian and Edwardian Suburbs character area (6H). Townscape Assessment suggests that development Victorian and Edwardian suburb areas should:</p> <ul style="list-style-type: none"> - Ensure design takes account of the Victorian 'grid' street pattern with buildings reflecting domestic scale, plot width and height. - Respect and respond to the uniform façade character and the level or articulation/ variation provided by bay windows. - Reflect the use of pitched roofs and slate finish, and conserve the Victorian palette of materials including warm red brick. - Seek opportunities to incorporate Victorian detailing. - Conserve traditional boundary treatments of low brick boundary walls and clipped hedged or cast railings. - Retain important trees, including those in gardens and on tree lined roads, and consider planting larger trees in key visual locations.
Facilities & services	<ul style="list-style-type: none"> - There is a pharmacist approximately 150m away from the site and the nearest dental surgery is approximately 200m distance on Alma Road. - The nearest Doctors surgery is 200m away on Osborne Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest school being Trinity First School within 700m walking distance. - The nearest shops and supermarkets are in the town centre which is within 800m of the site. - There are a number of publicly and privately run community centres and places for gatherings within 1km of the site, the nearest is less than 200m away. - There are parks and play areas within 800m of the site such as Vansittart Recreation Ground and play area. - There are a number of public houses nearby, including The Windsor Trooper on St Leonard Road.
Public opinion	This site was not consulted on as part of the Sites Consultation. It was suggested as a site with potential for residential use.
Policy context	There are no policy designations.
Other notes	
Availability and deliverability	
<p>Royal Berkshire Fire and Rescue Service has confirmed that they have agreed a relocation to Dedworth and as such this site will be available for residential development in the early stages of the plan period. Residential development would greatly exceed the value of the land as a fire station and would potentially see an increase in floorspace too. It is considered that adequate parking can be delivered alongside this approach.</p>	

B Windsor area sites

Office buildings, Thames Side, Windsor



Recommended approach					
<p>This site offers an opportunity to enhance the riverside setting of Windsor town by redeveloping this office building. It is considered that flatted development is appropriate in this edge of centre location. This could be in the form of single or dual aspect flats of up to 4 storeys, with undercroft parking similar to the existing office. Any development will need to utilise appropriate materials and be designed sensitively to enhance the historic riverside setting of Windsor.</p>					
No. dwellings	c.40 gross / 40 net	Type of dwellings	Low and medium rise flats	Phase of plan	Mid
Site information					
Gross site size	0.18 hectares / 0.46 acres				
Other references	SHLAA: WM WI 5002 / ELR: WTC2				
Planning history	No relevant history				
Site description & uses	The site is a generally flat area containing 3 storey flat roofed office buildings of red brick and brown brick and associated hardstanding used as private parking with additional undercroft parking. Landscaping takes the form of low hedges, some grass and one large tree to the south of the site.				
Surrounding uses & character	The site is bound to the north by Thames Side promenade and the River Thames and by roads to the south and west and beyond there is office and flatted developments, typically between 3 or 4 storeys. There is a 2 storey pub and restaurant to the east and beyond a car park. There is a mixed palette of materials surrounding this site.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed by vehicle from Riverside Walk or it can be accessed on foot from Thames Court to the north of the site. The strategic road network is within 5km of the site. - Buses run along Datchet Road with stops located approximately 150m walking distance of the site. - Windsor and Eton Riverside train station is approximately 50m walking distance. - The cycle network is within 100m to the west of the site following the River Thames. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site itself, however there are several Grade II and Grade II* listed buildings within 100m of the site. - The site is within the Windsor Town Centre conservation area. - The site is less than 200m from Windsor Castle Scheduled Ancient Monument. - This site is very close to the Medieval river crossing between Windsor and Eton, and in an area where significant archaeological deposits relating to waterside and wharf activities are expected. An assessment of the potential for survival of archaeology would 				

Windsor area sites

B

Recommended approach	
	therefore be required prior to any planning application, to demonstrate that mitigation of any important features and deposits can be achieved as appropriate.
Flooding	<ul style="list-style-type: none"> - Approximately half the site is within floodzone 3; a small part of the north of the site is in floodzone 2, with the south of the site in floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the Historic Town Fringes character area (2A). Townscape Assessment suggests that development in Historic Town Fringes areas should:</p> <ul style="list-style-type: none"> - Take account of historic street and block pattern, maintaining a continuous frontage - Retain active frontages to the street. - Improve visual and physical links to the historic town core, enhancing views to landmarks where possible - Contribute to the preservation of listed buildings and their settings - Conserve and enhance important buildings which contribute to the special character of the area - Be part of a coordinated approach to trees planting, including seeking to retain important trees and tree cover. - Seek opportunities to integrate waterways and their settings. - Reduce the impact of parking provision to ensure cars or car parks do not dominate. <p>Additionally, it states that the height of buildings should typically be 3-5 storeys, with taller buildings should respect the form and function of local landmarks, particularly views to and from Windsor Castle. Sensitive contemporary design is appropriate where it responds to context in terms of height, scale and mass and has regard to the adjacent historic town core.</p>
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is approximately 400m in Church Road, Eton. - The nearest pharmacy is approximately 350m away, and the nearest dentist is approximately 800m away. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school is Eton Porny C of E First School which is located approximately 500m from the site. - Within the town centre with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 800m. - The Goswells, The Brocas, the Great Park, the Home Park and other areas of open space and play areas are within 800m of the site. - There are a number of public houses within 800m of the site in Windsor Town Centre and Eton. - Thames Water has not raised any concerns about water supply, but has concerns about sewerage at this location. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 83% of those responding to the options consultation supported the redevelopment of the site. - Of those who supported redevelopment, the majority of respondents preferred an approach of 2/3 storey apartments with 57% selecting this option (62% in the neighbourhood area) and 17% preferring 4/5 storey apartments (15% in the neighbourhood area). - 9% of all respondents, and 16% of respondents within the Windsor and Eton Neighbourhood area, supported development, but preferred a different approach. Suggestions for alternatives included apartments but not on the ground floor due to flood risk, mixed use site, retain as employment, traveller site, townhouses fronting the river. - Of those objecting issues cited included impact on local character, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	<ul style="list-style-type: none"> - The site is in the setting of the Thames. - It is in the Windsor Town Centre boundary. - The Thames Path national trail runs along the northern boundary of the site.
Other notes	
Availability and deliverability	
<p>This site has been confirmed as being available in the middle stages of the plan period for residential development. Residential values at edge of town, riverside setting that this site enjoys would be significantly above the current values for the existing office uses and therefore, it is considered that the proposed approach would be viable. Additionally, the land owner / developer has confirmed the suggested approach to be viable and deliverable.</p>	

B Windsor area sites

Territorial Army Centre, Bolton Road, Windsor



Recommended approach					
<p>This site is considered to be appropriate for residential redevelopment of small and medium sized houses. This would make the best use of the site, whilst not harming character. Some flatted or maisonette development could be appropriate to the rear of the frontages on Bolton Road and Wood Close, although this may not result in a significant increase in dwelling numbers. Care will be needed in any scheme to deliver adequate parking levels on site to avoid overspill of parking on neighbouring roads.</p>					
No. dwellings	c.25 gross / 22 net	Type of dwellings	Small and medium houses	Phase of plan	Late
Site information					
Gross site size	0.5 hectares / 1.23 acres				
Other references	SHLAA: WM WI 3024				
Planning history	No relevant history				
Site description & uses	The site is a flat area that consists of a mix of 1 and 2 storey buildings with residential properties to the south west, all built of brown brick. There are some garage blocks to the south east of the site. The remainder of the site is hardstanding comprising of a car parking area to the north east and south.				
Surrounding uses & character	Running along the northern boundary of the site is Bolton Road which is a predominantly residential street comprising of mainly 2 storey detached properties with some terraced housing towards the junction with St Leonards Road. These properties tend to be brown brick, with some having painted white facades. The site is bounded to the west by Wood Close which is a street of predominantly residential terraces; the south of the site is bounded by properties off this road and their associated garage blocks. The road also backs on to the Trevelyan Middle School playing fields. The eastern boundary directly abuts larger residential properties accessed off the Kings Road.				
Accessibility	<ul style="list-style-type: none"> - The site is primarily accessed by Bolton Road, although there is also an entrance to the west of the site off Wood Close. - The nearest bus stop is about 300m away on Kings Road. - The nearest train station is Windsor and Eton Central which is just approximately 1.8km away which is about a 20 minute walk. - The cycle network runs to the east of the site and is about 200m away. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or Conservation Areas within 100m of the site. - Archaeology: The site is a small redevelopment option in an area not known to contain any significant archaeological remains. Therefore it is unlikely that any redevelopment proposal would require archaeological mitigation. 				

Windsor area sites

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The whole site falls within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site is within a 500m buffer of ancient woodland.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the Post War Suburbs (to 1960) character area (91). Townscape Assessment suggests that development post war suburb areas should:</p> <ul style="list-style-type: none"> - Take account of the distinctive network of curvilinear streets with dead ends and cul de sacs. - Design development proposals to respect the pattern of frontages and regularity and rhythm of roofscape. - Conserve the traditional use of low brick boundary walls and low clipped hedges, and grass verges and other open spaces, allowing space for front gardens. - Retain important trees and use a coordinated approach to street tree planting in terms of species palette and stature.
Facilities & services	<ul style="list-style-type: none"> - There is a pharmacist approximately 900m away from the site and the nearest dental surgery is approximately 550m distance both on St Leonards Road. - The nearest Doctors surgery is approximately 700m away on Osborne Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest school being The Queen Anne Royal Controlled First School within 850m walking distance. - The nearest local shops are along St Leonards Road which is approximately 400m to the west of the site along Bolton Road. - There are a number of publicly and privately run community centres and places for gatherings within 1km of the site, the nearest is approximately 120m away. - There are several parks and play areas within 800m of the site including some playing fields to the south west of the site. Windsor Great Park is within 200m of the site. - There are several public houses within 800m.
Public opinion	This site was not consulted on as part of the Sites Consultation.
Policy context	
Other notes	
Availability and deliverability	
<p>The landowner's agent has indicated that this site will become available towards the middle to later stages of the plan period for residential development, allowing adequate opportunity to relocate the Territorial Army. It is considered that the residential values that could be attracted on this site for houses would be in excess of £4,000/m², a figure that is significantly greater than its current use. This factor alone would indicate that the proposed approach would be viable.</p>	

B Windsor area sites

Vale Road Industrial Estate, Windsor



Recommended approach					
<p>This site is considered to offer potential for either residential development or for a mixed use development. It is considered that a mix of housing types and styles would be appropriate across the site to make the best use of land and to respond to the context. Any scheme will need to maintain public access across the site to the adjacent recreation ground. The residential development potential is subject to adequate flood mitigation being delivered and satisfying the exceptions test, although given the size and location of the site, it is not considered that this would be insurmountable. Comprehensive redevelopment is conditional on all land owners agreeing to redevelopment, however, parts of the site may come forward in isolation.</p>					
No. dwellings	c.110 gross / 110 net	Type of dwellings	Mixed use including low and medium rise flats and small and medium houses	Phase of plan	Early-Mid
Site information					
Gross site size	1.91 hectares / 4.72 acres				
Other references	SHLAA: WM WI 0039 / ELR: S9				
Planning history	04/84801/COU, 04/01234/COU & 04/85471/COU	Change of use from warehouse and offices to children's play area (D2)			Refused
	05/00759/COU	Change of Use of premises to Islamic education and community facility with a prayer room			Allowed at appeal
Site description & uses	This site is an industrial estate made up of a number of 1 and 2 storey buildings and associated parking and goods yards used by a number of businesses. The buildings are of a variety of materials, styles and designs. The site is fairly flat and there is limited landscaping. There is a pedestrian access at the eastern end of the site to Clewer Memorial Recreation Ground.				
Surrounding uses & character	To the south of the site is residential development characterised by 2 storey semi detached and terraced houses of red brick construction with red tile roofs. To the west of the site, on the opposite side of Vale Road there is a junction with Hanover Way and on the corner is a 4 storey residential care home of modern construction using red brick, light timber cladding and light render. To the north of the site there are 2 storey houses and associated parking areas and some allotments. To the east of the site is a recreation ground with playing fields and play areas.				

Windsor area sites

Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site is accessed from Vale Road, a 30mph residential street with speed cushions, this is not viewed as being ideal for commercial traffic. The strategic road network is within 3.5km of the site. - Buses run along Hanover Way and Vale Road with the nearest bus stop being within 50m of the site, providing a service to Windsor town centre. - Windsor Central train station is approximately 1.6km linear distance away - The cycle network runs along Maidenhead Road, approximately 300m to the north of the site.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site or within 100m. - This is a previously heavily developed site in an area not known to contain any significant archaeological remains. Therefore it is very unlikely that any redevelopment proposal would require archaeological mitigation.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 2, medium risk, and the majority of the site is also within flood zone 3a, high risk. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - There are no known nature or wildlife constraints affecting the site.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within an Early Postwar Suburb character area (9L). Townscape Assessment suggests that development in this area should:</p> <ul style="list-style-type: none"> - take account of the distinctive road network of curvilinear streets with dead ends and cul-de-sacs; - respect the pattern of frontages (facades and boundaries) and the regularity and rhythm of the roofscape; - conserve the traditional use of low brick boundary walls and low clipped hedges in order to maintain the impression of a garden area avoiding full width hard standing; - conserve grass verges and other open spaces; - use a coordinated approach to street tree planting, considering the planting of larger trees at key locations; and - reduce the impact of parking and access through sensitive design. <p>It is considered that because this site is part of an industrial estate and a recent development opposite the site there is some room for flexibility in the design of development at this location.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 2 dentists and 1 pharmacy within 800m, whilst the nearest doctors' surgery is within 1km linear distance. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools, with St. Edwards First School being the nearest within 200m of the site. - The site is approximately 250m walking distance from a local centre on Dedworth Road which includes a small supermarket, building societies and a range of other service. - There are a number of publicly and privately run community centres and places for gatherings within 800m including The Manor Youth and Community Centre approximately 200m from the site. - The site is immediately adjacent to Clewer Memorial Recreation Ground and is also near to Dedworth Manor and Sawyers Close Park. These include informal open space, playing fields and children's' play area and allotments. - The nearest pub from the site is The Harvester on Maidenhead Road which is approximately 300m from the site.
Public opinion	<ul style="list-style-type: none"> - The site has not been subject to wide public consultation.
Policy context	
Other notes	
Availability and deliverability	
<p>Some main land owners have indicated that their parts of the site could be available in the early stages of the plan period and they have shown support for residential development, albeit for a greater quantum. The floorspace value uplift of residential development at this site from the existing industrial uses is expected to be in the region of a 300% increase which should assist a scheme from being viable. Whilst a greater number of dwellings may be deliverable on this site than that suggested in this recommendation, this will be as a result of an acceptable design being presented.</p>	

B Windsor area sites

Sawyers Close, Windsor



Recommended approach					
<p>This site offers a significant opportunity to improve an area of Dedworth. The opportunity is to demolish the tower blocks and disperse houses and flats across the site using some of the open space surrounding the buildings. The opportunity will need to maintain acceptable levels of open space and should retain mature vegetation as part of the scheme wherever possible as part of a high quality environment. The residential development potential is subject to adequate flood mitigation being delivered and satisfying the exceptions test, although given the size and location of the site, it is not considered that this would be insurmountable. The estimated number of dwellings may be subject to change following detailed design considerations on the site.</p>					
No. dwellings	c.400 gross / 208 net	Type of dwellings	Small houses and flats	Phase of plan	Mid-late
Site information					
Gross site size	7.6 hectares / 18.78 acres				
Other references	SHLAA: WM WI 0041, WM WI 0042				
Planning history	96/74668/FULL	Refurbishment of four blocks of eight storey flats including re-cladding and replacement windows			Permitted
Site description & uses	This site includes 4, 8 storey blocks of 48 flats, totalling 192 dwellings. There are also 4 garage blocks, parking areas, a play area, access roads and amenity space across this flat site. The flats are painted render and the garage blocks are red brick.				
Surrounding uses & character	The site is bound to the north by the A308 Maidenhead Road and beyond this is the Centrica building, a 3 storey office complex. To the east of the site is the substantial Dedworth manor & Sawyers Close Park which includes sports pitches, informal areas and a play area. To the south and west of the site are residential areas characterised by 1 and 2 storey detached and semi-detached houses and Dedworth Manor, a Victorian Manor converted into flats is also located in proximity to the site.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed from Smiths Lane, a 30mph residential street with speed bumps. The strategic road network is within 3.5km of the site. - Buses run along Smiths Lane with stops located adjacent to the site, providing a service to Windsor town centre. - Windsor Central train station is approximately 2 km linear distance away - The cycle network runs along the northern boundary of the site on Maidenhead Road. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site or within 100m. - This site is within an area of unknown archaeological potential and any development utilising areas of currently undeveloped land will need to include some archaeological investigation, however, this can be undertaken post-determination. 				

Windsor area sites

B

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 2, medium risk, and some of the periphery of the site to the east and south are in flood zone 3a, high risk. - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - There are no known nature or wildlife constraints on the site but the trees and grassland on the site could provide a valuable habitat.
Pollution	<ul style="list-style-type: none"> - The site is near to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to a major 'A' Road or Motorway and any development will require an acoustic noise survey. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within a Post War Residential Flats character area (11P). Townscape Assessment suggests that development in this area should:</p> <ul style="list-style-type: none"> - enhance landscape and boundaries, such as hedging; - provide access to open space; - retain important trees, planning for new tree planting, considering the planting of larger trees at key locations; and - reduce the impact of parking. <p>It also states that sensitive contemporary design which responds to its context will be appropriate where it makes reference to existing building heights, massing or proportion, or stylistic references.</p>
Facilities & services	<ul style="list-style-type: none"> - There is 1 doctors' surgery, 2 dentists and 2 pharmacies within 800m. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools, with Dedworth Green First School being the nearest within 600m of the site. - Approximately 700m walking distance from a local centre on Dedworth Road and approximately 1km from the nearest supermarket also on Dedworth Road. - There are a number of publicly and privately run community centres and places for gatherings within 800m including The Manor Youth and Community Centre approximately 200m from the site. - The site is immediately adjacent to Dedworth Manor and Sawyers Close Park which includes informal open space, playing fields and children's' play area. - The nearest pubs from the site are The Black Horse and The Sebastopol which are approximately 1km walking distance from the site.
Public opinion	<ul style="list-style-type: none"> - The site has not been subject to wide public consultation. - Some support for the principle of improving this area was received in initial discussions between the Council and some local representatives.
Policy context	<ul style="list-style-type: none"> - The area around the buildings on Sawyers Close is designated as Important Urban Open Space.
Other notes	
Availability and deliverability	
<p>The main landowners on this site are investigating a joint approach to redevelopment to regenerate this area. The proposal offers a flexible approach to the site with a site area including a large amount of undeveloped land and as such a viable scheme delivering the proposed development is considered deliverable and viable.</p>	

B Windsor area sites

95 Straight Road, Old Windsor



Recommended approach					
Development of small and medium sized houses replacing the existing structures. An application will have to satisfy the exceptions test and demonstrate adequate escape routes as part of a flood risk assessment, but it is not considered that this will be insurmountable.					
No. dwellings	c.11 gross / 11 net	Type of dwellings	Small and medium houses	Phase of plan	Early-mid
Site information					
Gross site size	0.28 hectares / 0.7 acres				
Other references	SHLAA: WM OW 0013				
Planning history	11/02833/FULL	Redevelopment to provide 11 houses (4 pairs of semi detached and a group of 3 terraced houses) together with ancillary parking and new access road following demolition of existing buildings			Refused
	12/03485/FULL	Redevelopment to provide 11 houses (4 pairs of semi detached and a group of 3 terraced houses) together with ancillary parking and new access road following demolition of existing buildings			Refused
Site description & uses	The site is a generally flat area containing a large commercial unit and hardstanding for car parking. Generally structures on the site are 1 or 2 storeys, with flat roofs and be painted white brick façade, with a corrugated iron structure to the rear. The units are used for car sales and associated storage.				
Surrounding uses & character	The site is bound on 3 sides by residential properties (north, east and south), most of which are spacious detached properties. These are generally 2 storey and of dark brown brick and brown roof tile construction. There are some mature trees and gardens abutting the site providing good screening. A petrol station is located to the west of the site, immediately adjacent to the access.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed from Straight Road (A308) which is an adopted public highway on the west of the site. The strategic road network is within 5km of the site. - Buses run along Straight Road with the nearest stops are just outside the access to the site going in both directions. - The nearest train station is in Datchet which is approximately 3.5km distance away. - The cycle network is approximately 1.3km to the north west of the site. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings, conservation areas or scheduled ancient monuments within 100m of the site. - This site is within an area of known archaeological interest, because of its association with the early settlement of Old Windsor and the Scheduled Ancient Monument of Kingsbury. Remains of national significance are known to survive within the nearby area, and these may extend within the proposed site. Any proposal for redevelopment should therefore include an archaeological 				

Windsor area sites

B

Recommended approach	
	assessment at the earliest opportunity, and fieldwork evaluation may be required prior to determination of any application, in order to demonstrate that the impact of redevelopment on any surviving heritage assets can be mitigated, including via in situ preservation if appropriate.
Flooding	<ul style="list-style-type: none"> - The site is entirely within floodzone 3. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - There are no known nature constraints on the site.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area identified by DEFRA as a traffic noise hotspot. Any development will require a noise impact assessment and may also include a noise mitigation package. - The site lies close to a major 'A' Road and any development will require an acoustic noise survey.- The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls predominantly within the Victorian Villages character area (5b), but also slightly within Leafy Residential Suburbs (13f) to the east and Post War Suburbs (1960s onwards) (10o) to the north. Townscape Assessment suggests developments in Victorian Villages should:</p> <ul style="list-style-type: none"> - Take account of the clear hierarchy of streets with principal through routes and residential side streets. Buildings should reflect the staggered building and variation in roof line on main streets. - Take account of the primary views along the main routes and secondary view up side streets, and occasional views down narrow alleyways and between buildings. - Take account of the Victorian street and block pattern of regular streets and narrow plots with domestic scale buildings. - Retain active street frontages. - Reflect the rhythm and variation of roofscape. - Conserve and seek opportunities to reinstate Victorian detailing, including steep gabled roofs, timber sash windows etc - Conserve and make reference to Victorian palette of materials, including warm red brick, gault brick, natural stone and red clay roof tiles. - Conserve the use of traditional low brick boundary walls and low clipped hedged/ cast iron railings. - Consider the use of small shrubs and trees in front gardens, which are in scale with the street, including retaining important trees. <p>In addition, the Post War Suburbs character area suggests using sensitive contemporary design which responds to its immediate context, and to respect the existing building line including the retention of grass verges and front gardens.</p> <p>The Leafy residential suburbs character area suggests maintaining the unmarked nature of roads, use of gravel surfacing for driveways and to seek a coordinated approach to new tree planting in terms of species and stature whilst conserving the use of trees as part of a leafy streetscape.</p>
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is approximately 600m on Burfield Road. - The nearest pharmacy is approximately 300m away, and the nearest dentist is approximately 900m away on St Lukes Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school is Kings Court First School which is located approximately 500m from the site. - The nearest shops and supermarkets are along Straight Road to the west of the site. There is also a local centre on St Lukes Road and the Wheatsheaf parade. - There are several publicly and privately run community centres and places for gatherings within 1km – the nearest is Old Windsor village hall. - Old Windsor Recreation Ground and other areas of open space and play areas are within 800m of the site – Old Windsor Recreation Ground is the closest approximately 600m away. - There are a couple of public houses within 1km of the site, the nearest being the fox and castle, with the Harvester Restaurant or Toby Carvery also available in each direction are about 700m away from the site. - Thames Water has not raised concerns with development at this location.
Public opinion	<ul style="list-style-type: none"> - Overall 97% of those responding to the options consultation supported the redevelopment of the site. - Of those who supported redevelopment, the majority of respondents preferred an approach of smaller houses with 66% selecting this option (88% in the neighbourhood area). - 2% of respondents supported development, but preferred a different approach. Suggestions for alternatives included keep employment use, or relocate it elsewhere. - Of those objecting issues cited local parking or highways issues.
Policy context	The site abuts the Setting of the Thames policy designation to the east of the site.
Other notes	There is an opportunity to enhance the streetscene through the planting of trees and soft landscaping at the frontage.
Availability and deliverability	
The proposed approach is consistent with a development proposal submitted by the land owner and therefore it is considered to be available and deliverable. A suitable means of escape from flooding will need to be identified in order for this development to occur.	

B Windsor area sites

Straight Works, Straight Road, Old Windsor



Recommended approach					
Redevelopment of the site for 2 storey detached houses with gardens of a similar nature to surrounding areas.					
No. dwellings	c.20 gross / 20 net	Type of dwellings	Small and medium houses	Phase of plan	Late
Site information					
Gross site size	0.54 hectares / 1.33 acres				
Other references	SHLAA: WM OW 0019				
Planning history	95/01324/TEMP	Retention of temporary office unit			Permitted
	12/01886/FULL	New shop front and change of use from Industrial to mixed industrial and retail and alterations to existing building to for new shopfront			Permitted
Site description & uses	The site is a generally flat area containing 1 and 2 storey light industrial units. Some with corrugated iron cladding, some of brick construction. There are some mature trees on most of the boundaries of the site, with the remainder of the site given over to hardstanding for car parking/ movement within the site.				
Surrounding uses & character	The site is bound by residential properties, most of which are spacious detached properties, with a parade of shops with flats above to the southwest of the site. These are generally 2 storey and of dark brown brick and brown roof tile construction. There are some mature trees and gardens abutting the site.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed from Straight Road (A308) which is an adopted public highway on the west of the site. The strategic road network is within 5km of the site. - Buses run along Straight Road with the nearest stop just outside the access to the site, outside the building next door – within 20m. - Within the borough, the nearest train station is Datchet which is approximately 3.5km distance away. However, the site is almost as close to Egham or Staines train stations which are outside the borough. - The cycle network is approximately 1km to the north west of the site. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas within 100m of the site, but the Scheduled Ancient Monument at Kingsbury is within 100m to the north of the site. - This site is within an area of known archaeological interest, because of its association with the early settlement of Old Windsor and the Scheduled Ancient Monument of Kingsbury. Remains of national significance are known to survive within the nearby area, and these may extend within the proposed site. Any proposal for redevelopment should therefore include an archaeological assessment at the earliest opportunity, and fieldwork evaluation may be required prior to determination of any application, in 				

Windsor area sites

B

Recommended approach	
	order to demonstrate that the impact of redevelopment on any surviving heritage assets can be mitigated, including via in situ preservation if appropriate.
Flooding	<ul style="list-style-type: none"> - The site is entirely within floodzone 3. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	There are no known nature conservation designations on the site
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area identified by DEFRA as a traffic noise hotspot. Any development will require a noise impact assessment and may also include a noise mitigation package. - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls entirely within the Post War Suburbs (1960s onwards) character area (10o). Townscape Assessment suggests developments in Post War Suburbs (1960s onwards) should:</p> <ul style="list-style-type: none"> - Take account of the street pattern of wide curving feeder roads with grass verges. - Retain the open character of front gardens, avoiding enclosing walls, fences, gates and railings. - Demonstrate sensitive contemporary design which responds to its immediate context, such as height, massing, proportion, stylistic references. - Reflect the existing hipped or gabled roofscape character using architectural styles and materials palette - Respect the existing building line, including the retention of grass verges and front gardens. - Retain important trees and use a coordinated approach to street tree planting in terms of species palette and stature.
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is approximately 350m on Burfield Road. - The nearest pharmacy is approximately 200m away, and the nearest dentist is approximately 450m away on St Lukes Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest first school is Kings Court First School which is located approximately 500m from the site. - The nearest shops and supermarkets are along Straight Road to the east of the site. There is also a local centre on St Lukes Road and the Wheatsheaf parade. - There are several publicly and privately run community centres and places for gatherings within 800m – the nearest is Old Windsor village hall. - Old Windsor Recreation Ground and other areas of open space and play areas are within approximately 800m of the site – Old Windsor Recreation Ground is the closest approximately 300m away. - There are a couple of public houses within 1km of the site, the nearest being the Fox and Castle on Burfield Road, with Toby Carvery or the Harvester Restaurant also available in each direction are about 700m away from the site. - Thames Water has not raised concerns with development at this location.
Public opinion	<ul style="list-style-type: none"> - Overall 89% of those responding to the options consultation supported the redevelopment of the site. - Of those who supported redevelopment, the majority of respondents preferred an approach of smaller houses with 57% selecting this option (50% in the neighbourhood area). - 5% of respondents supported development, but preferred a different approach. Suggestions for alternatives included keep employment use, or lower density housing. - Of those objecting issues cited it is the wrong location for new homes, the need to keep employment and that the site is at risk of flooding.
Policy context	
Other notes	
Availability and deliverability	
This site will not be available until later stages of the plan period. Residential land values in this location are in the region of £4,000/m ² which is significantly higher than values for an industrial site such as this. Redevelopment could also increase floorspace on the site considerably enhancing viability further.	

B Windsor area sites

Developed sites in the Green Belt

Wyevale Garden Centre, Dedworth Road Windsor



Recommended approach					
<p>This site is considered to have potential to be redeveloped for residential use in the form of 2 storey houses whilst not impacting on the openness of Green Belt. However this site was not a popular consideration for local residents in the recent consultation and will need to be considered further. The existing use on the site appears to be valuable to the community and is a popular garden centre, suggesting the business at this location is healthy. As such it is not clear if the occupier has desires to vacate the site.</p>					
No. dwellings	c.35 gross / 35 net	Type of dwellings	Small and medium houses	Phase of plan	Mid-late
Site information					
Gross site size	1.27 hectares / 3.15 acres				
Other references	SHLAA: WM BR 0057				
Planning history	No relevant history				
Site description & uses	The site is a large and relatively flat area used as a garden centre with car parking to the front (south) of the site. Much of the site consists of hardstanding and built structures. There is also a screen of trees running along the western, northern and eastern edges of the site including some mature trees and some low scale vegetation as landscaping across the site.				
Surrounding uses & character	Immediately to the north and east of the site is undeveloped land. The private Cardinal Clinic is located to the west of the site. The buildings are generally converted 1 or 2 storey buildings of brick construction with timber frames and detailing. To the south is the Dedworth Road, and then Fair Acres Farms. To the east is an area of open undeveloped land and a driveway to a large property and beyond is a modern development at The Limes which includes a number of detached, semi-detached and terraced houses of gault and red brick construction. There are fields used for grazing to the north of the site.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed by Dedworth Road to the south - The nearest bus stop is within approximately 250m of the site - The nearest train station is Windsor and Eton Central which is just approximately 4.5km away. - The cycle network runs within approximately 450m of the site. 				

Windsor area sites

B

Recommended approach	
Heritage	<ul style="list-style-type: none"> - There is 1 Grade II* and 2 Grade II listed buildings near to the site. There are no Conservation Areas within 100m. - There is potential for archaeological finds relating to human habitation since the Mesolithic period, with large amounts of material relating to exploitation of the fertile land close to the river. Previous uses of the site may have disturbed archaeological remains in some areas but in the undeveloped parts of archaeological remains are likely to survive in situ. A programme of assessment and evaluation should take place prior to submission of any planning application. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - There are no known nature constraints on this site.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the Settled Farmed Sands and Clays landscape character area (8d). The key characteristics are:</p> <ul style="list-style-type: none"> - Pastureland with drainage features - Mix of building styles and materials - Influences of recent residential development of Dedworth - Actual and perceived proximity to urban conurbations - Urbanising influences of busy rural roadways - Transmission lines <p>The assessment recommends conserving the distinctive dispersed character of lowland settlements and rural road network, conserve historic buildings their structure and setting, restore traditional boundary features, seek to restore degraded urban edges and seek to halt the trend of urban edge land uses and development within the locality.</p>
Facilities & services	<ul style="list-style-type: none"> - There is a pharmacist within 800m of the site and the nearest dental surgery is approximately 1.5km distance. - The nearest Doctors surgery is 1.6km away on Vale Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest school being Homer First School within 700m walking distance. - There is good access to shops and supermarkets along Dedworth Road to the east of the site. - There are a number of publicly and privately run community centres and places for gatherings within 1km of the site. - There are several smaller parks and play areas within 800m of the site and several slightly larger ones within 1km, such as Clewer Park. - There are a number of public houses along Dedworth Road near the site, however The Greene Oak is the closest approximately 200m distance away. - Thames Water has raised concerns about the sewerage and water supply in this area. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 84% of those responding to the options consultation objected to redevelopment on the site. - Of those supporting, 8% preferred to see smaller houses and 5% preferred a mix of smaller houses and apartments on the site. - 3% of all respondents preferred a different approach to the site. Suggestions of these approaches included a local supermarket, travellers site, leisure or green space, lower density housing and to retain the existing garden centre by only building some apartments on one part of the site. - Of those objecting issues cited included the site is in the Green Belt, impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	The site is located within the Green Belt.
Other notes	Trees at boundaries should be retained.
Availability and deliverability	
<p>The landowner has indicated that this site could become available for residential development in the early stages of the plan and they support the initial proposal for the approach to development on the site. Residential development carries a significantly greater value than garden centres and a scheme along the lines of the proposed approach would also increase floorspace further enhances viability. An alternative site for the garden centre may need to be identified in advance of redevelopment occurring at this site.</p>	

B Windsor area sites

Squires Garden Centre, Maidenhead Road, Windsor



Recommended approach					
<p>This site is considered to have potential to be redeveloped for residential use in the form of 2 storey houses to the western boundary and flatted development to the boundaries with Maidenhead Road. The design of any development here will need to be mindful of the Green Belt setting and the surrounding properties and also of its position as a gateway to Windsor. Retention of existing screening should be part of a strong landscaping scheme at this site.</p>					
No. dwellings	c.40 gross / 40 net	Type of dwellings	Low rise flats and small houses	Phase of plan	Mid-late
Site information					
Gross site size	0.74 hectares / 1.83 acres				
Other references	SHLAA: WM WI 0008				
Planning history	11/00273/FULL	Construction of a new detached building			Permitted
Site description & uses	The site is a relatively flat area used as a garden centre with car parking to the eastern side of the site. Much of the site consists of hardstanding and built structures. There is also a screen of trees running along the western and southern edges of the site including some mature trees and some low scale vegetation as landscaping across the site.				
Surrounding uses & character	To the south and east of the site is the public highway of Windsor Road. Immediately to the north of the site is the old Maidenhead Road and beyond this are residential properties. To the west are more residential properties. All these buildings are generally 2 storey of brick construction.				
Accessibility	<ul style="list-style-type: none"> - The site is accessed by the old Maidenhead Road. - The nearest bus stop is within 100m of the site on Ruddlesway. - The nearest train station is Windsor and Eton Central which is just approximately 3.5km away, and about a 6 minutes drive. - The cycle network runs along the northern boundary of the site. 				
Heritage	<ul style="list-style-type: none"> - There are no Conservation Areas or listed buildings within 100m. - There is archaeological potential relating to the Prehistoric and other periods because of the site's location in the river terrace. However previous development and land uses will have reduced the potential for remains surviving. Dependent on the scope and scale of proposals, development on this site may attract a condition requiring a programme of archaeological works to be agreed and implemented. 				

Windsor area sites

B

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The north east of the site falls within flood zone 2, with the remainder of the site falling within flood zone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	There are no known nature conservation designations on this site
Pollution	<ul style="list-style-type: none"> - The site lies within an area identified by DEFRA as a traffic noise hotspot. Any development will require a noise impact assessment and may also include a noise mitigation package. - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. - The site lies within an area that is affected by elevated levels of aircraft noise. Any development will require a noise mitigation scheme.
Townscape / landscape character	<p>Falls within the Settled Developed Floodplain landscape character area (14b). The key characteristics are:</p> <ul style="list-style-type: none"> - Wide meandering river course of the Thames - Shelter belts and linear woodlands - Detached riverside residential development - M4 road corridor - Windsor Racecourse - Absence of extensive land management (farming) - Varied and dispersed mix of small scale traditional and modern settlement <p>The assessment recommends protecting the individual identity of settlements by conserving the rural character of the landscape between them, to seek to restore degraded urban edges, halt the trend of urban edge land uses and development within the locality and to resist further visual intrusion within the floodplain.</p>
Facilities & services	<ul style="list-style-type: none"> - There is a pharmacist approximately 900m of the site and the nearest dental surgery is approximately 1.5km distance. - The nearest Doctors surgery is 1.5km away on Vale Road. - In the catchment area for 12 first schools, 4 middle schools and 2 senior schools with the nearest school being Homer First School within 800m walking distance. - The nearest shops and supermarkets are along Dedworth Road which are approximately 1km away. - There are a number of publicly and privately run community centres and places for gatherings within 1km of the site. - There are several smaller parks and play areas within 800m of the site and several slightly larger ones within 1km, such as Clewer Park. - There are a number of public houses nearby, including the Windsor Lad on Windsor Road, and The Greene Oak on the Dedworth Road. There are other pubs along the Dedworth Road also. - Thames Water has raised concerns about the sewerage in this area. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 12% of those responding to the options consultation objected to redevelopment on the site. - Of those supporting, 4% preferred to see smaller houses and 2% preferred a mix of smaller houses and apartments on the site. - 2% of all respondents preferred a different approach to the site. Suggestions of these approaches included a travellers site, a bigger scale development and limited extensions for employment structures. - Of those objecting issues cited included the site is in the Green Belt, impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	The site is within the Green Belt
Other notes	Trees to the south and east of the south should be retained.
Availability and deliverability	
<p>The landowner has indicated support for the potential allocation for residential development on the site. Residential development carries a significantly greater value than garden centres and a scheme along the lines of the proposed approach would also increase floorspace further enhances viability. An alternative site for the garden centre may need to be identified in advance of redevelopment occurring at this site.</p>	

Ascot area sites

Sites in urban areas

Gas holder site, Bridge Road, Sunninghill



Recommended approach					
<p>This site is considered to have potential to deliver a mix of larger and smaller houses, reflecting the housing types on Bridge Road and on Cavendish Meads, with the possible addition of some flatted element. Safe and appropriate access to the site will need to be demonstrated to be deliverable, either through acceptable solutions to access from Bridge Road or through the two entrances onto the adjacent Cavendish Meads, or through another acceptable option. Improvements to pedestrian and cycling routes for residents of Cavendish Meads to Sunninghill village centre should be delivered across this site. A strong landscaping scheme should be an integral part of any development and some public open space should be incorporated. Opportunities for the relocation of St Michaels School to this site could be investigated to increase the school's capacity.</p>					
No. dwellings	c.80 gross / 80 net	Type of dwellings	Small medium houses possibly with some flats	Phase of plan	Mid
Site information					
Gross site size	2.08 hectares / 5.14 acres				
Other references	SHLAA: WM SH 0002				
Planning history	No relevant history				
Site description & uses	<p>The site currently consists of a gas storage tower and an accompanying depot and office block that has fallen into disrepair. The site is fairly flat, although there is some undulation and local level change. Much of the site is currently hard standing with some areas of scrub land. There is a woodland area in the south eastern area of the site and there is some tree screening in parts of all boundaries.</p>				
Surrounding uses & character	<p>The railway line runs along the northern boundary and beyond there is some residential development. To the south and the east of the site there is a mid to late 20th century residential estate in Cavendish Meads which consists of 1 and 2 storey detached houses. These properties are typically of gault brick and wood or hung-tile cladding but some properties are mock Tudor and / or white render. To the west of the site there are 2 storey red brick Victorian terraced properties along Bridge Road, some early 20th century 2 storey semi-detached houses on Charters Lane and a playing field used by St Michael's School.</p>				

Ascot area sites

C

Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site is currently access via Bridge Road, a fairly narrow private road with parking for residents of Bridge Road owned by National Grid, although there is potential to access the site from Cavendish Meads where two accesses could be extended to serve the site. All options for access lead to Bagshot Road / High Street, Sunninghill. - The number 1 bus route runs along Bagshot Road / High Street linking the site with Ascot, Sunningdale and Windsor. The nearest bus stops are at the top of Bridge Road less than 200m walking distance from the site - There are railway stations in neighbouring Sunningdale and Ascot, both of which are approximately 1.5km linear distance from the site - The cycle network is approximately 1.7km from the site
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on site or within 100m - The site is within an area of archaeological potential, lying within 1km of the Devil's Highway, the main Roman road from Silchester to London, with evidence of Roman activity within the vicinity of the road in the wider area. The area is also considered to have potential for Prehistoric archaeology. A desk based heritage assessment should be undertaken in advance of a planning application and if the development is likely likely to impact upon areas with potential for archaeological survival then archaeological evaluation (by trial trenching) is also likely to be required.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is within 500m of some ancient woodland - The site is within 5km of the Thames Basin Heaths Special Protection Area, but is within the catchment of the Suitable Alternative Natural Greenspace at Allen's Field. - The woodland on the site could provide a valuable habitat for wildlife
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>According to the Townscape Assessment, this site takes up a standalone character area identified as Industrial and Commercial Estates (17B), but relates well to surrounding character areas, specifically Victorian Villages (5D) to the west, and Post war Suburbs (1960s onwards) (10K) to the south. It is considered that this site is large enough and detached enough from surrounding areas to be fairly self-contained, but any development on this site should seek to relate to these surrounding character types where development physically or visually links in with them.</p>
Facilities & services	<ul style="list-style-type: none"> - There is 1 doctors surgery, 2 dentists and 1 pharmacy within 800m - In the catchment area for 2 primary schools, with the nearest being St Michaels which is approximately 300m linear distance away, and in the catchment for Charters secondary school which is approximately 600m linear distance away - Within 200m walking distance of Sunninghill High Street where there is a library, convenience store, cafes and some specialist independent shops and services. Nearest supermarkets are in neighbouring Ascot and Sunningdale - There are a number of publicly and privately run community centres and places for gatherings within 800m. - Although there is open space near to this site, including a playing field immediately adjacent to it, access is limited and there is also a shortage of play facilities locally - There are 3 public houses within 800m of the site - Thames Water has raised concerns about the sewerage in this area. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 85% of those responding to the options consultation supported redevelopment of the site, 87% in the Ascot, Sunninghill and Sunningdale neighbourhood area - The majority of respondents supporting redevelopment preferred smaller houses at this location (37% of all responses), but there was also support for smaller houses and some apartments at this site (20% of all responses). - More than 25% of respondents preferred an alternative approach, suggestions included larger houses, mix of housing styles and sizes, lower density, include a green space in the site, 2 storey nursing home, mixed use development, include buildings and spaces for public use, and consider incorporating adjacent sites. - Of those objecting, issues cited included impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	
Other notes	<ul style="list-style-type: none"> - This site represents an opportunity to enhance the appearance of this site and to improve accessibility to the High Street
Availability and deliverability	
<p>Residential land values are significantly higher than land values for the gas holder and associated buildings. However, the cost of removing the equipment and remediating the land may be significant and this will have to be borne in mind when considering what is delivered on the site. Access issues remain unresolved at this time with two competing options available. The access that is eventually used may impact on viability and may impact on the number of dwellings that can be delivered. However, it is considered that a viable approach with acceptable solutions to access can be identified and that the site could be delivered in the early or middle stages of the plan period.</p>	

Ascot area sites

Telephone Exchange, Upper Village Road, Sunninghill



Recommended approach					
<p>This site is considered to have potential for redevelopment for two rows of terraced houses similar to the neighbouring property in The Mews. This could potentially be accessed by the mews or by a separate access. There is an opportunity to enhance permeability between the High Street and residential areas by incorporating a pedestrian and cycle pathway through the site to join up Bowden Road with Upper Village Road. Any development will need to deliver parking on site, to avoid an exacerbation of parking on nearby roads.</p>					
No. dwellings	c.10 gross / 10 net	Type of dwellings	Small houses	Phase of plan	Late
Site information					
Gross site size	0.21 hectares / 0.51 acres				
Other references	SHLAA: WM SH 0096				
Planning history	No relevant history				
Site description & uses	<p>The site is predominantly covered by the telephone exchange building itself and surrounded by hardstanding for car parking. The building is roughly equivalent to 3 storeys when compared to surrounding dwellings. The northern most building is red brick construction with white fenestration and stone detailing and has a pitched red roof. The building behind this to the south of the site is large office type building, constructed of red brick and approximately 3 storeys in height with a flat roof.</p>				
Surrounding uses & character	<p>The site is bound on all four sides by residential buildings, and abuts mature vegetation to the south west along the railway line. The dwellings to the east and south are typically terraces. The properties to the west are generally semi-detached properties with long gardens down to the railway line. There are also semi-detached buildings to the north. Generally the properties are of brick construction with white fenestration.</p>				
Accessibility	<ul style="list-style-type: none"> - The site accessed from the north of the site, off Upper Village Road to the east of the railway line. Upper Village Road is an adopted highway with a 30mph speed limit. The strategic road network is within 5km of the site. - Buses run along Sunninghill High Street with the nearest stop being located approximately 400m walk away to the east. - Ascot train station is the closest station, located approximately 1.6km drive away. - The cycle network is approximately 1.8km to the north of the site. 				
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas affecting the site or within 100m. - This site is located within an area of unknown archaeological potential and with the current level of development on the site it is highly unlikely that any archaeological mitigation would be required for development on this site. 				

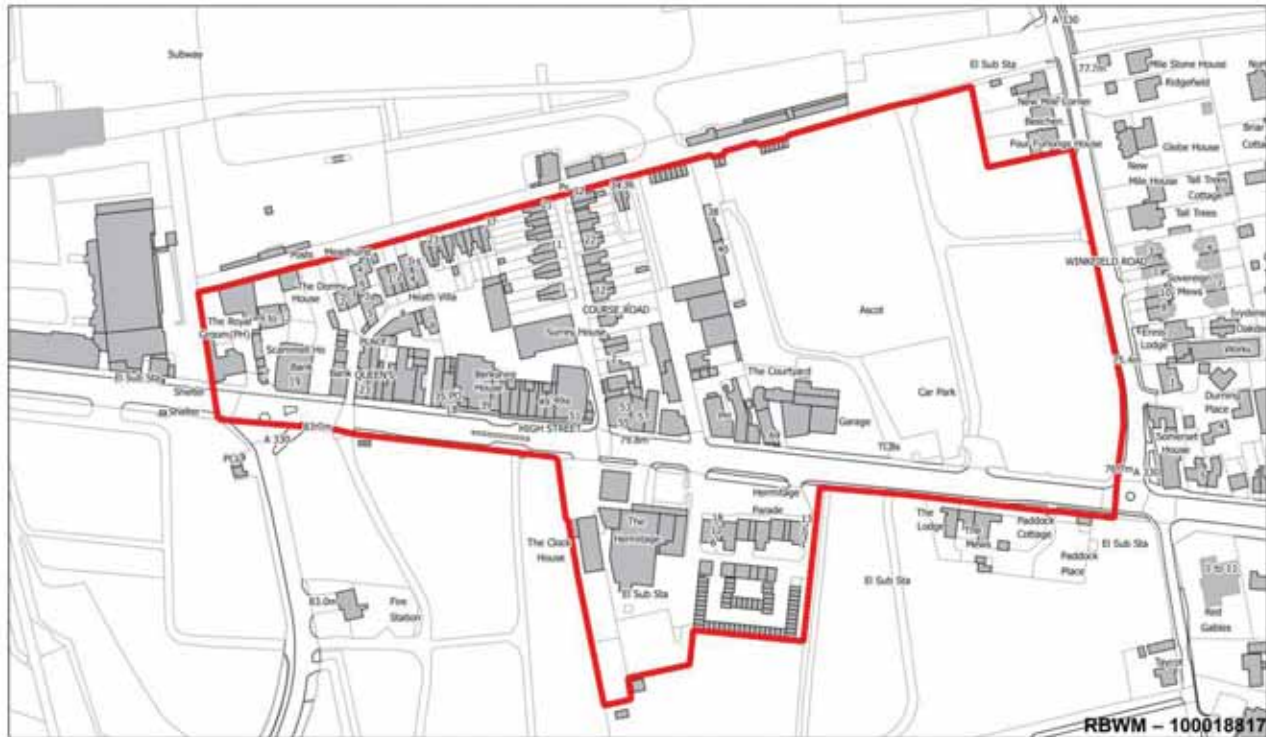
Ascot area sites

C

Recommended approach	
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site is within a 500m buffer of ancient woodland. - - The site is in 5km of the Thames Basin Heaths Special Protection Area and within 2km buffer of Allen's field SANG.
Pollution	<ul style="list-style-type: none"> - The site is close to land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to the railway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>According to the Townscape Assessment, the site is in the Victorian Villages (5d) character area. The study recommends that for Victorian Villages the following development guidance should be followed:</p> <ul style="list-style-type: none"> - Development should take account of the clear hierarchy of streets with principal through routes and residential side streets. Buildings should reflect the staggered building and variation in the roof line on the main streets, and should typically not be more than 3 storeys on main streets/ corners. - Should take account of the primary views along main routes and secondary views up side streets. - Take account of the Victorian street and block pattern of regular streets, and narrow plots with domestic scale buildings. - Retain active street frontages - Reflect the rhythm and variation of roofscape. - Conserve and seek opportunities to reinstate Victorian detailing, including steeped gables, and making reference to the Victorian colour palette. - Should conserve the use of traditional low brick boundary walls and low clipped hedges. - Important trees, vegetation and open spaces should be retained, and planting of new trees encouraged.
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is on Kings Road approximately 600m away. - The nearest pharmacy is approximately 200m away on Sunninghill High Street, and the nearest dentist is approximately 100m away further along Upper Village Road. - There are 5 primary schools in the Ascot area, the nearest to the site is St Michael's C of E Primary School which is located approximately 250m walking distance from the site. - The site is approximately 200m from Sunninghill village centre which is located to the south of the site, providing good access to shops and supermarkets. - There are a number of publicly and privately run community centres and places for gatherings within 800m. - There are several areas of open space and play areas within 800m of the site. - There are a number of public houses within 800m of the site Sunninghill High Street, although the closest is the Dog and Partridge to the west of the site along Upper Village Road. - Thames Water has not raised concerns on development at this site.
Public opinion	<ul style="list-style-type: none"> - Overall 80% of those responding to the options consultation supported the redevelopment of the site. - 51% preferred redevelopment to smaller houses, with 17% supporting a mix of smaller houses and 2/3 storey apartments. - Of those objecting, the main issues cited was local parking or highways issues, but other issues cited included impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted and not enough local services. - 12% of respondents preferred an alternative approach, suggestions included lower density housing which are in-keeping with the surrounding, the need for visitor/ tradesmen parking on site, to convert the existing building and that the area is already dangerous for pedestrians due to high levels of parking.
Policy context	<ul style="list-style-type: none"> - The site is within the area covered by the emerging Ascot, Sunninghill and Sunningdale Neighbourhood Plan.
Other notes	
Availability and deliverability	
<p>The landowner has confirmed that this site will not be available for ten years. However, the site is currently unoccupied and as such it is considered that residential redevelopment will be attractive to the owners within the plan period. Redevelopment would not necessarily increase the floorspace on the site, but the value for residential development in this location, in the region of £5,500/m², is significantly higher than the land value of the site in its current use. It is considered that residential development will be viable and deliverable in the later stages of the plan period.</p>	

Ascot area sites

Ascot Centre Rejuvenation Opportunity



Recommended approach					
<p>This site is part of the opportunity to rejuvenate Ascot High Street, as being pursued by the community in their neighbourhood plan. The approach for the whole area should be generally along the lines of the Prince's Foundation report produced to support the neighbourhood plan with small and medium sized houses in the undeveloped areas of this site and flats above new retail units. This development will also fund significant improvements to the High Street</p>					
No. dwellings	c.110 gross / 110 net	Type of dwellings	Small and medium houses and flats above High Street units	Phase of plan	Mid-late
Site information					
Gross site size	8.76 hectares / 21.65 acres				
Other references	SHLAA: WM SH 0050 / WM SH 0085 / WM SH 0103				
Planning history	No relevant history				
Site description & uses	<p>This site is part of a wider village centre improvement opportunity. The overall area for improvement includes some of Ascot race course land which includes the pavilion, the entire village centre including the High Street, Course Road and other small roads and buildings around the centre. The main area of focus for redevelopment in this site is an open undeveloped area to the north of the High Street which is used for car parking by Ascot Racecourse. This area is generally flat and includes a number of mature trees across the site. It also includes Hope Technical Developments Ltd and an enclosed open area to the west of the car park.</p>				
Surrounding uses & character	<p>The High Street provides a retail centre for the area with a range of shops, services and leisure uses. There are a variety of materials, styles and scales of buildings along the High Street with some of the more characterful buildings being of red brick and buildings typically not exceeding 3 storeys. The nearby racecourse is a significant landmark offering world class architecture and the associated track and the open area of Ascot Heaths is to the north of the site. To the east of the area there is a residential area characterised by large houses and blocks of flats in a green setting with some Victorian buildings remaining. Buildings in this area tend to be of red brick and light stone construction and are typically 2-3 storeys in height. To the south of the site is an open area which is also being proposed for development as part of the rejuvenation of the High Street.</p>				

Ascot area sites

C

Recommended approach	
Accessibility	<ul style="list-style-type: none"> - The site has good accessibility to the wider road network as the A329 runs through the middle of the site. - Race days bring significant traffic to this location and so consideration about movement on these dates is needed - The number 1 bus route runs along Station Hill and part of the High Street linking the site with Sunninghill, Sunningdale and Windsor. The nearest bus stops are located near the race course entrance less than 100m to the west of the site - Ascot railway station is approximately 400m linear distance to the south of the site - The cycle network is approximately 100m from the site to the north east
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site and there are none within 100m. - Archaeology comments: There is little recorded archaeological information for this area, mainly as a result of a lack of previous investigative work, but also perhaps reflecting a lower density of exploitation for settlement and agriculture than other parts of the borough. Given the size of the site however, it is likely that some archaeological deposits would be present, and the potential for remains from various periods explored prior to any large-scale applications, through a desk-based assessment. These are unlikely to be of sufficient significance to warrant preservation in situ, therefore if this is demonstrated in an assessment, 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.
Flooding	<ul style="list-style-type: none"> - The entire site is within flood zone 1 - A detailed assessment of flooding will be undertaken in the SFRA
Nature	<ul style="list-style-type: none"> - The site is within 500m of some ancient woodland. - The site is within 5km of the Thames Basin Heaths Special Protection Area, but is within the catchment of the Suitable Alternative Natural Greenspace at Allen's Field. If there is not sufficient capacity at the SANG to mitigate residential development at this site, additional SANG will be required in advance of development occurring. - The mature trees and grassland on the site could provide a valuable habitat for wildlife.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site includes a major 'A' Road and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The Townscape Assessment identifies this site as a Victorian Village character type (5B). The guidance for this character type is:</p> <ul style="list-style-type: none"> - take account of clear hierarchy of streets with buildings reflecting the staggered building and variation in roof line, typically of 3 storeys on main streets and 2 storeys on side streets - design to take account of primary views along main routes and secondary views down side streets with occasional views between buildings - take account of Victorian street and block pattern, responding to scale, grain and urban form - retain active street frontages - reflect rhythm and variation of roofscape - conserve and seek opportunities to reinstate Victorian detailing and palette of materials - preserve and enhance the setting of listed buildings and respect the form and function of local landmarks - conserve the use low brick boundary walls, clipped hedgerows and cast iron railings and retain garden areas, avoiding hard standing - retain mature trees to provide a strong link to the landscape setting - use a coordinated approach to street furniture, paving and lighting. <p>Specific guidance for this character area states that development should conserve and enhance the node at the junction of Ascot High Street and Station Hill as a point of focus in the townscape and maintain the parkland setting to the village.</p>
Facilities & services	<ul style="list-style-type: none"> - There are 2 doctors surgeries, 2 dentists and 2 pharmacies within 800m - In the catchment area for 2 primary schools, with the nearest being South Ascot Primary which is approximately 900m linear distance away, and in the catchment for Charters secondary school. - The High Street in Ascot has all main conveniences such as supermarkets, cafes, restaurants, book makers, hardware store, florist, butchers, bakers and some specialist independent shops and services. Nearest supermarkets are in neighbouring Ascot and Sunningdale - There is a library on the High Street along with the parish council office, but there is a shortage of community facilities available for gatherings in the vicinity. - Ascot Heath is near to the site with almost year round access to a pleasant walking area and cricket ground and Ascot football ground and golf course are both within 800m of the site. - There are 2 public houses on the high street and Jagz pub and night club at the station
Public opinion	<ul style="list-style-type: none"> - This site is being looked at by the Ascot, Sunninghill and Sunningdale Neighbourhood Plan as an opportunity to deliver development and deliver improvements to the centre. The consultation asked whether the public supported the council assisting community-led proposals to regenerate the High Street, in terms of and improved retail offer, enhanced visitor environment, parking improvements, and housing. 96% of respondents supported this.
Policy context	<ul style="list-style-type: none"> - The eastern part of the site is currently designated as an Important Urban Open Space. - The site is within the area covered by the emerging Ascot, Sunninghill and Sunningdale Neighbourhood Plan.
Other notes	
Availability and deliverability	

Ascot area sites

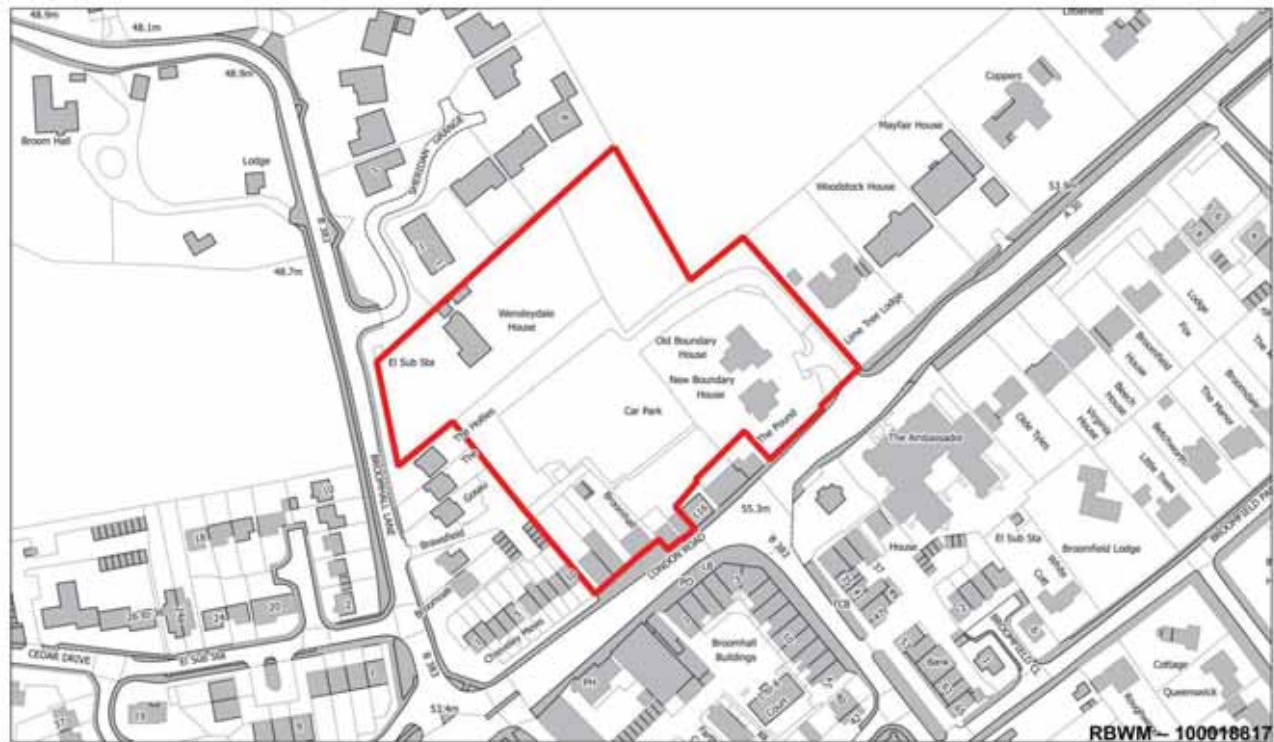
Recommended approach

The proposed development approach across the regeneration opportunity is considered to be viable, even with a large amount of the value uplift being used to deliver the improvements needed. There are a number of owners across the site, but discussions have been ongoing and it is considered that the proposals can be delivered either as a holistic redevelopment or through individual owners delivering development on their individual sites under an umbrella of a Development Brief. It is likely that an additional SANG will be required in order for this site to be developed.

Ascot area sites



Broomhall Car Park and surrounds, Sunningdale



Recommended approach					
<p>This site is suitable for residential dwelling in the form of houses and flats above shops as part of a comprehensive development including the car park. Any retail must link in to the existing retail area on London Road and Chobham Road and existing parking levels for visitors must be retained or increased. Any development resulting in an increase of 10 or more dwellings would need to be mitigated by the delivery of a new SANG or other accepted mitigation against impacts on the Thames Basin Heaths SPA.</p>					
No. dwellings	c.31 gross / 28 net	Type of dwellings	Mixed use including smaller style houses and low rise flats with retail and car parking	Phase of plan	Mid-late
Site information					
Gross site size	1.67 hectares / 4.13 acres				
Other references	SHLAA: WM SD 0066, WM SD 0065 and WM SD 0040				
Planning history	89/01608/OUT	Demolition of existing and erection of shops and offices with rear servicing and car parking facilities			Withdrawn
	90/01371/FULL	Two storey side and rear extensions to provide additional office accommodation plus new windows and entrance on the front elevation			Permitted
	90/01372/FULL	Two storey side and rear extensions plus single storey rear extension to provide additional office accommodation			Permitted
	90/01374/FULL	Erection of a single storey side extension to create a lock up shop			Refused
	90/01375/FULL	Erection of a detached single storey one-bedroom flat at rear of existing shop			Refused
	90/01376/FULL	Single storey side extension to enlarge existing hairdressing salon			Permitted
	91/01268/OUT	Redevelopment to provide a three storey office building with on-site car parking and access to Broomhall Lane			Refused
	03/83238/FULL	Erection of a two storey rear extension to provide an extension to the restaurant and a first floor staff flat			Permitted

Ascot area sites

Recommended approach			
	06/01933/FULL	Formation of hardstanding for additional car parking	Permitted
	08/01409/FULL	Erect a timber triple garage with storage space above	Permitted
	10/00766/FULL	Change of use of Solicitors offices to Retail (A1)	Permitted
	10/02920/FULL	Change of use from B1 (offices) to A2 (financial and professional services)	Permitted
Site description & uses	The site is predominantly used for car parking with a local recycling centre, but also contains some commercial buildings fronting London Road, some 2 storey offices and a large residential property in a large plot. Part of the site in the northern most corner is open land with mature trees. Buildings across the site are generally 2 storey and of brick construction with white detailing, with mature trees in the grounds providing screening between the different uses.		
Surrounding uses & character	To the north west of the site there is a gated development of large detached houses in large plots at Sheridan Grange and further to the north there is some farmland. To the north east of the site there are large detached houses fronting London Road. Sunningdale centre is to the south of the site on both sides of London Road and Chobham Road. To the south of the site there are some terraced and detached properties. The majority of buildings in the vicinity are predominantly 2 storey in height, with brick and white clad facades. The site is bounded to the north, east and west by large residential properties in generous plots. These properties are well screened from the site by mature vegetation and trees.		
Accessibility	<ul style="list-style-type: none"> - The site is accessed from a straight stretch of the A30 London Road, beyond the junction with Chobham Road to the south of the south east of the site. - Buses run along London Road with the nearest stop being located approximately 100m to the south east of the site. - Sunningdale train station is approximately 250m to the west of the site. - The cycle network is approximately 2km to the north east of the site around Virginia Water lake. 		
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site or within 100m. - This site is within an area of unknown archaeological potential, mainly due to a lack of previous investigations. The current buildings and any previous developments are likely to have caused some impact to any surviving deposits in places; however if large-scale construction over the entire site is proposed, then some archaeological investigation would be required, to mitigate areas not previously disturbed. These works could be carried out post-determination, secured by a condition. 		
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA. 		
Nature	<ul style="list-style-type: none"> - The northern most part of the site is within a 500m buffer of ancient woodland. - The site is within 5km of the Thames Basin Heaths SPA and Suitable Alternative Natural Greenspace will need to be delivered to mitigate residential development at this location. 		
Pollution	<ul style="list-style-type: none"> - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. 		
Townscape / landscape character	<p>According to the Townscape Assessment, the north of this site is in a Post War Suburbs character area(1960s onwards) (10Q), and the southern part of the site relates to Victorian Villages (5G). The study recommends that for Post War Suburbs the following development guidance should be followed:</p> <ul style="list-style-type: none"> - Take account of the street pattern of wide curving feeder roads with grass verges. - Retain the open character of front gardens, avoiding enclosing walls, fences, gates and railings. - Sensitive contemporary design which responds to its immediate context, such as height, massing, proportion, stylistic references. - Reflect the existing hipped or gabled roofscape character using architectural styles and materials palette - Respect the existing building line, including the retention of grass verges and front gardens. - Retain important trees and use a coordinated approach to street tree planting in terms of species palette and stature. <p>The study recommends that for Victorian Villages the following development guidance should be followed:</p> <ul style="list-style-type: none"> - Development should take account of the clear hierarchy of streets with principal through routes and residential side streets. Buildings should reflect the staggered building and variation in the roof line on the main streets, and should typically not be more than 3 storeys on main streets/ corners. - Should take account of the primary views along main routes and secondary views up side streets. - Take account of the Victorian street and block pattern of regular streets, and narrow plots with domestic scale buildings. - Retain active street frontages - Reflect the rhythm and variation of roofscape. - Conserve and seek opportunities to reinstate Victorian detailing, including steeped gables, and making reference to the Victorian colour palette. - Should conserve the use of traditional low brick boundary walls and low clipped hedges. - Important trees, vegetation and open spaces should be retained, and planting of new trees encouraged. 		

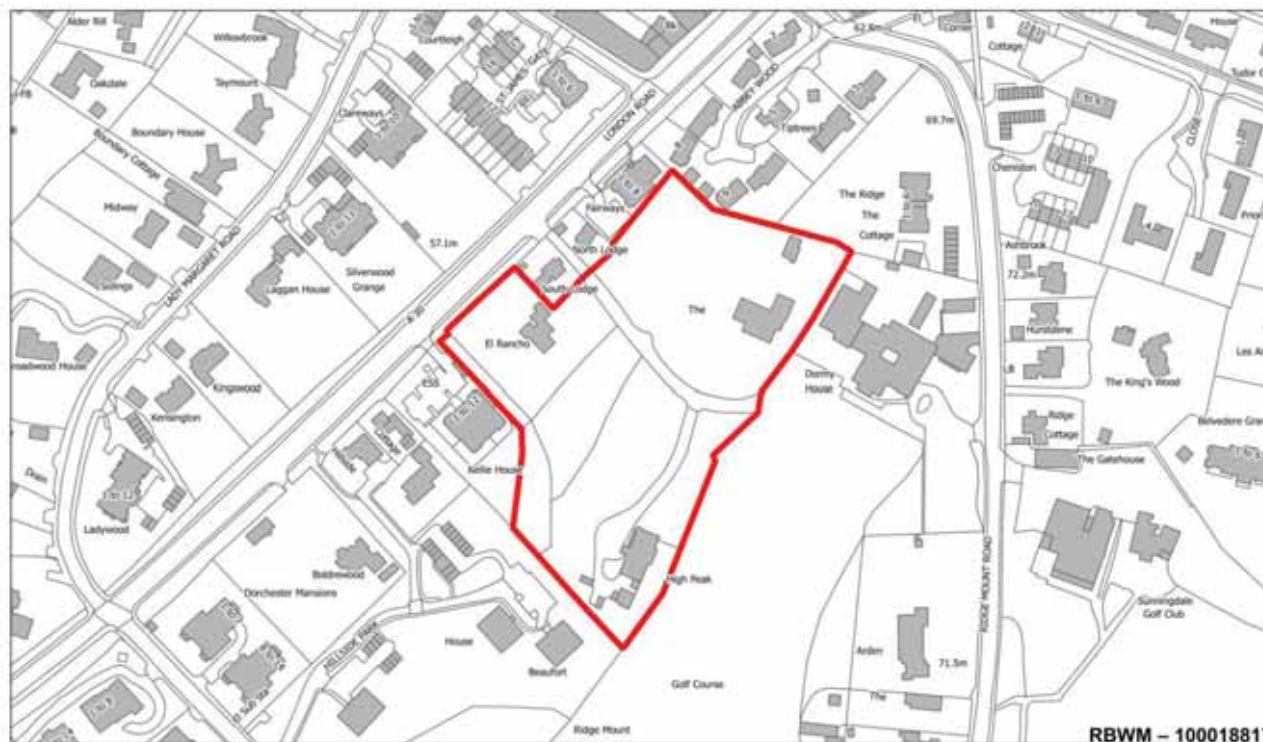
Ascot area sites

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Recommended approach	
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is Magnolia House on Station Road approximately 850m away. - The nearest pharmacy is opposite the site on Chobham Road, and the nearest dentist approximately 200m away on London Road. - There are 5 primary schools in the Ascot area, the nearest to the site is Holy Trinity Church of England Primary School which is located approximately 700m walking distance from the site. - The site is in Sunningdale district centre which extends south and west of the site, providing good access to shops and supermarkets. - There are a number of publicly and privately run community centres and places for gatherings within 800m. - There are several areas of open space and play areas within 800m of the site, the closest being Broomhall recreation ground. - There are a number of public houses within 800m of the site along London Road in Sunningdale.
Public opinion	- The site was not consulted on as part of the BLP sites consultation.
Policy context	- The site is within the area covered by the emerging Ascot, Sunninghill and Sunningdale Neighbourhood Plan.
Other notes	
Availability and deliverability	
<p>This site is actively being promoted by the main landowners who support the general approach being suggested on the site. Decking the parking area will result in additional costs, but are not considered to be insurmountable given the value being created through additional retail and residential floorspace. Appropriate SANG will need to be identified in advance of a development along these lines being delivered.</p>	

Ascot area sites

High Peak, White House and Holcombe House, London Road, Sunningdale



Recommended approach					
Development of this site to for houses similar to neighbouring properties whilst maintaining the green and leafy setting, possibly with some flatted development. Improved access to the site will be required to enable development along these lines and significant tree coverage on this site should be retained in any scheme. Any development resulting in a net increase of 10 or more dwellings would need to be mitigated by the delivery of a new SANG or other accepted mitigation against impacts on the Thames Basin Heaths SPA.					
No. dwellings	c.25 gross / 20 net	Type of dwellings	Low rise flats and medium and large houses	Phase of plan	Mid
Site information					
Gross site size	2.26 hectares / 5.58 acres				
Other references	SHLAA: WM SD 0015, WM SD 0029 and WM SD 0067				
Planning history	92/01168/OUT	Renewal of consent su 89/0019 for erection of a detached two storey dwelling			Permitted
	05/00265/FULL	Construction of sixteen 4-bedroom terraced houses in four blocks with parking and access drive following demolition of existing dwellings			Refused
	05/02693/FULL	Construction of 2 x 4 bed detached dwellings with integral garages, 2 x 3 bed and 1 x 4 bed town houses with integral garages, 2 x 5 bed and 2 x 3 bed terraced dwellings, 4 x 3 bed and 1 x 2 bed and 1 x 1 bed apartments, landscaping, garages and parking following demolition of existing dwellings with access via private drive onto London Road. [Holcombe House And South Lodge]			Refused
	12/03468/FULL	Construction of building to provide 8 apartments and 4 detached dwellings, with detached garaging and store, following demolition of existing building. [High Peak]			Refused
	13/01658/FULL	Erection of a building to provide 9 apartments, together with the erection of 3 detached houses, following demolition of the existing building. [High Peak]			Pending
Site description & uses	The site comprises 3 large detached properties which are in residential use, one of which houses flats. The grounds are largely wooded with large areas left to grassed lawn near to each property. The properties are typically of brick construction with pitched roofs, and generally 2 or 3 storeys in height.				

Ascot area sites

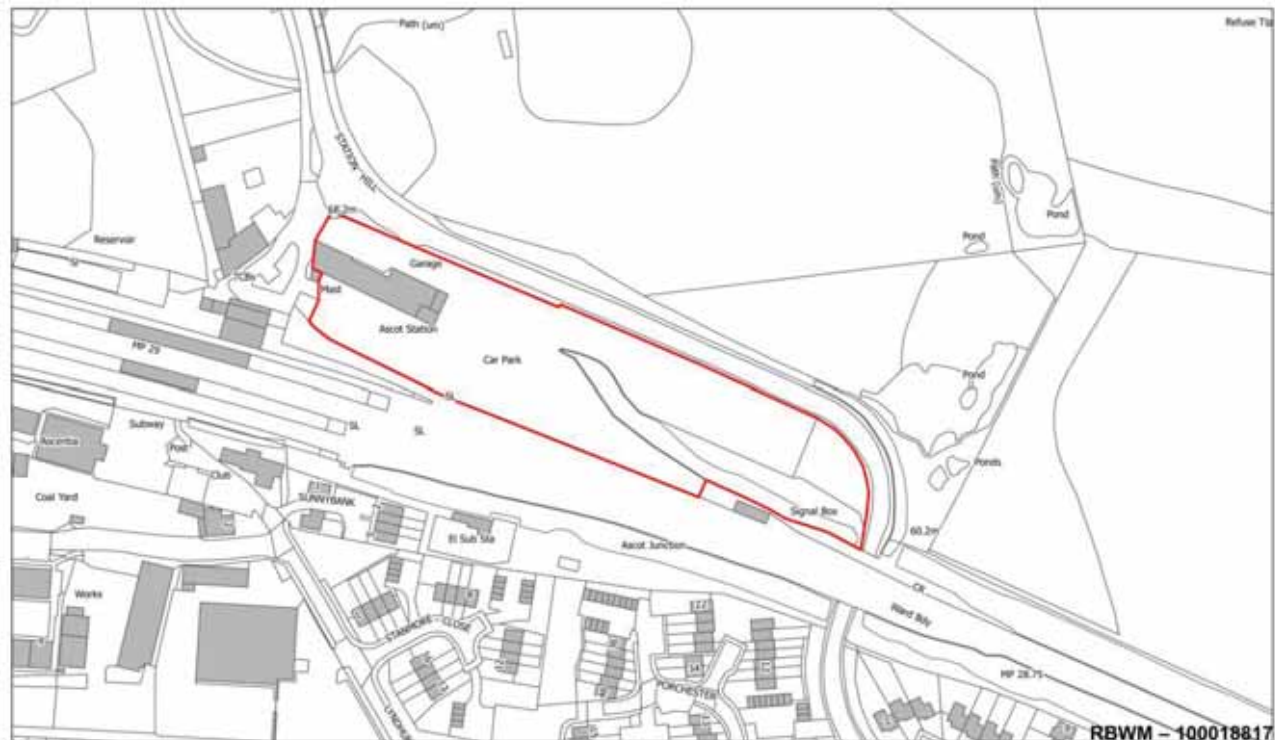
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Recommended approach	
Surrounding uses & character	The south eastern boundary of the site abuts Sunningdale golf course, and to the north east there is a care home accessed from Ridgemount Road. The other surrounding land use is residential, in the form of large detached properties in spacious plots with mature trees. Some of these residential properties have been converted into flats, which have an increased area of hardstanding. These properties are on the whole 2-3 storeys in height.
Accessibility	<ul style="list-style-type: none"> - The site is accessed from a track off a straight stretch of the A30 London Road. The strategic road network is within 5km of the site. - Buses run along London Road with the nearest stop being located approximately 250m to the east of the site. - Sunningdale train station is approximately 200m to the north of the site. - The cycle network is approximately 3km to the north east of the site around Virginia Water lake.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas on the site or within 100m. - This site is within an area of unknown archaeological potential. If large-scale construction over the entire site is proposed, then some archaeological investigation may be required, to mitigate areas not previously disturbed. Such works are likely to be fairly limited and could be carried out post-determination.
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site is within 5km of the Thames Basin Heaths SPA and is further than 2km from Allen's Field Suitable Alternative Natural Greenspace and therefore new SANG will be required in advance of development on this site. - There are a number of TPOs on this site.
Pollution	- The site lies close to a major 'A' Road and any development will require an acoustic noise survey.
Townscape / landscape character	<p>Falls predominantly within the Leafy Residential Suburbs character area (13e). Townscape Assessment suggests developments in Villas in Leafy Residential Suburbs should:</p> <ul style="list-style-type: none"> - Retain mature trees and woodland belts, including future planting of larger trees at key locations. - Conserve and use trees as part of a leafy streetscape. - Conserve and promote the use of hedges for boundaries in preference to other boundary treatments. Use gravel for driveways where possible. - Retain remaining Victorian and Edwardian and arts and craft style buildings. - Maintain the unmarked nature of roads. <p>Additionally, it states that sensitive contemporary design responding to its immediate context and existing materials.</p>
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is Magnolia House on Station Road approximately 1.1km away. - The nearest pharmacy is approximately 500m to the east of the site on Chobham Road, and the nearest dentist approximately 300m away on London Road. - There are 5 primary schools in the Ascot area, the nearest to the site is Holy Trinity Church of England Primary School which is located approximately 1.2km walking distance from the site. - The site is approximately 100m from Sunningdale district centre which is to the east of the site, providing good access to shops and supermarkets. - There are a number of publicly and privately run community centres and places for gatherings within 800m. - There are a couple of areas of open space and play areas within 1km of the site, the closest being Broomhall recreation ground. - There are a number of public houses within 800m of the site along London Road in Sunningdale. - Thames Water has not raised any concerns over development on this site.
Public opinion	<ul style="list-style-type: none"> - The complete site was not consulted on as part of the BLP Sites Consultation – only High Peak house was. The results below therefore relate to High Peak: - Overall opinion was split over how best to redevelop the site, with 33% supporting 2/3 storey apartments, 33% objecting and 33% supporting a different approach of those responding to the options consultation. - 33% of respondents preferred an alternative approach, suggestions included small affordable housing units, villas in a woodland setting, development for over 55s, lower density housing rather than apartments. - Of those objecting, issues cited included impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	- The site is within the area covered by the emerging Ascot, Sunninghill and Sunningdale Neighbourhood Plan.
Other notes	
Availability and deliverability	
This site includes land being actively promoted by different home builders either through this process or through planning applications. A suitable access will need to be delivered for this development to occur and a potential solution has been identified by one land owner. An additional appropriate SANG will be needed in advance of development at this site.	

Ascot area sites

Developed sites in the Green Belt

Ascot Station Car Park, Station Hill



Recommended approach					
<p>This site has been identified as an opportunity for redevelopment by the community in the development of the neighbourhood plan. It is a gateway location for people arriving by train and car to Ascot and so the design of development here needs to respond to views from both the road and the railway. Station parking will need to be retained or the number of spaces increased through the decking of the western part of the existing car park. Residential development can occur to the eastern part of the site in the form of flats, but should look to retain the existing vegetation where possible and should avoid the bog area at the extreme east of the site. The comprehensive redevelopment of the entire site including the garage is preferred although the garage has permission for refurbishment and renewal of parts of the site and as such may not be included in the wider opportunity.</p>					
No. dwellings	c.50 gross / 50 net	Type of dwellings	Medium rise flats	Phase of plan	Mid
Site information					
Gross site size	1.25 hectares / 3.11 acres				
Other references	SHLAA: WM SH 0030 and WM SH 0003				
Planning history	90/00054/FULL	Single storey office extension			Permitted
	06/01542/FULL	Single storey front extension to existing car showroom area, replace facade to existing offices upgrade washing/valeting bay incorporating new staff facilities			Permitted
	07/01956/FULL	Single storey front extension to existing car showroom area, replace facade to existing offices, replacement washing/valeting bay incorporating new staff facilities and widening of vehicular access from Station Hill			Allowed at appeal
	11/00329/FULL	Renewal of planning permission 07/01956 Single storey front extension to existing car showroom area, replace facade to existing offices, replacement washing/valeting bay incorporating new staff facilities and widening of vehicular access from Station Hill			Permitted
	13/00198/FULL	Part refurbishment, part reconstruction of the car showroom and forecourt area. Glazed screens to boundaries.			Permitted

Ascot area sites

C

Recommended approach	
Site description & uses	This site includes a large parking area associated with the station and also a parking area historically used by the car sales and repair operation on the site. There is also a taxi office operating at the western end of the site. There is a belt of trees and a small wooded and boggy area to the east of the site. Access is required across the site to signal boxes at the south east of the site.
Surrounding uses & character	The site is bound to the south by the railway line and beyond this there is a belt of trees providing screening from the houses beyond. The north and east of the site are bound by Station Hill and beyond this there are wooded areas with steep banks to the north. To the west of the site is the station itself, a pick up, drop off area and Jagz, a restaurant / nightclub.
Accessibility	<ul style="list-style-type: none"> - The site accessed from Station Road. The strategic road network is within 5km of the site. - Buses run along Station Road with the nearest stops immediately to the west of the site for the train station. - Ascot train station is immediately to the west of the site. - The cycle network is approximately 1km to the north of the site to the east of Ascot Racecourse.
Heritage	<ul style="list-style-type: none"> - There are no listed buildings or conservation areas affecting the site. - Archaeology: Whilst this area of Ascot has some moderate archaeological potential (in particular for Prehistoric and Roman remains), the site itself has seen fairly intensive development in the past, which will inevitably have much reduced the potential for survival in below-ground remains. It is unlikely that any development on the site would attract a requirement for archaeological mitigation.
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site is within 500m of ancient woodland. - The site is within 5km of the Thames Basin Heaths SPA and is within 2km of Allen's Field Suitable Alternative Natural Greenspace.
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. - The site lies close to the railway and any development will require an acoustic noise survey.
Townscape / landscape character	<p>The site falls within the Settled Woodland Sands landscape character area (10c). The Landscape Character Assessment suggests that development in Settled Woodland Sands should:</p> <ul style="list-style-type: none"> - Conserve and restore traditional boundary features, with particular regard to local styles, materials and construction methods. - Promote a common vocabulary of new features, based on building vernacular. - Conserve historic buildings their structures and setting within settlements with particular regard to the proportion and scale between elements - Promote the use of appropriate plant species, including the strong framework of mature mixed woodland, and roads enclosed by woodland. - Seek to enhance and restore degraded and fragmented landscapes through prioritising these landscapes, and raise awareness of the historic dimension of landscape. - Resist pressures for development within the rural landscape between Ascot, Sunningdale and Sunninghill. - Seek to integrate development proposals into landscape framework to minimise impact to key characteristics.
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery Radnor House Surgery in Ascot approximately 700m away. - The nearest pharmacy is approximately 500m away in South Ascot, and the nearest dentist is also approximately 500m away on Ascot High Street. - There are 5 primary schools in the Ascot area, the nearest to the site is South Ascot Village Primary School which is located approximately 500m from the site. - The site is to the south of Ascot High Street approximately 500m away, with good access to shops and supermarkets. To the south of the site is South Ascot local centre, with additional facilities. - There are a number of publicly and privately run community centres and places for gatherings within 1km. - There are several areas of open space and play areas within 800m to the south of the site, the closest being Victory Fields off London Road in South Ascot. - There are a number of public houses within 800m of the site along Ascot High Street and to the west of the site 'Jagz' near the train station. - Thames Water has raised concerns about the sewerage in this area. Any development will need to investigate the impact of development on the system.
Public opinion	<ul style="list-style-type: none"> - Overall 83% of those responding to the options consultation supported redevelopment of the site. - The majority of respondents supporting redevelopment preferred a mix of houses and apartments at this location (32% of all responses), but there was also support for smaller houses (16% of all responses). - 24% of respondents preferred an alternative approach, suggestions included double deck parking, retain as car dealership, public amenity use, hotel, retail outlets, mixed use of retail and housing or a car park for the station. - Of those objecting, issues cited included it is in the Green Belt, impact on local character, loss of gardens, impact on neighbours, wrong location for homes, too many homes being promoted, not enough local services, and local parking or highways issues.
Policy context	<ul style="list-style-type: none"> - The site is in the Green Belt, but includes development. - The site is within the area covered by the emerging Ascot, Sunninghill and Sunningdale Neighbourhood Plan.
Other notes	
Availability and deliverability	

Ascot area sites

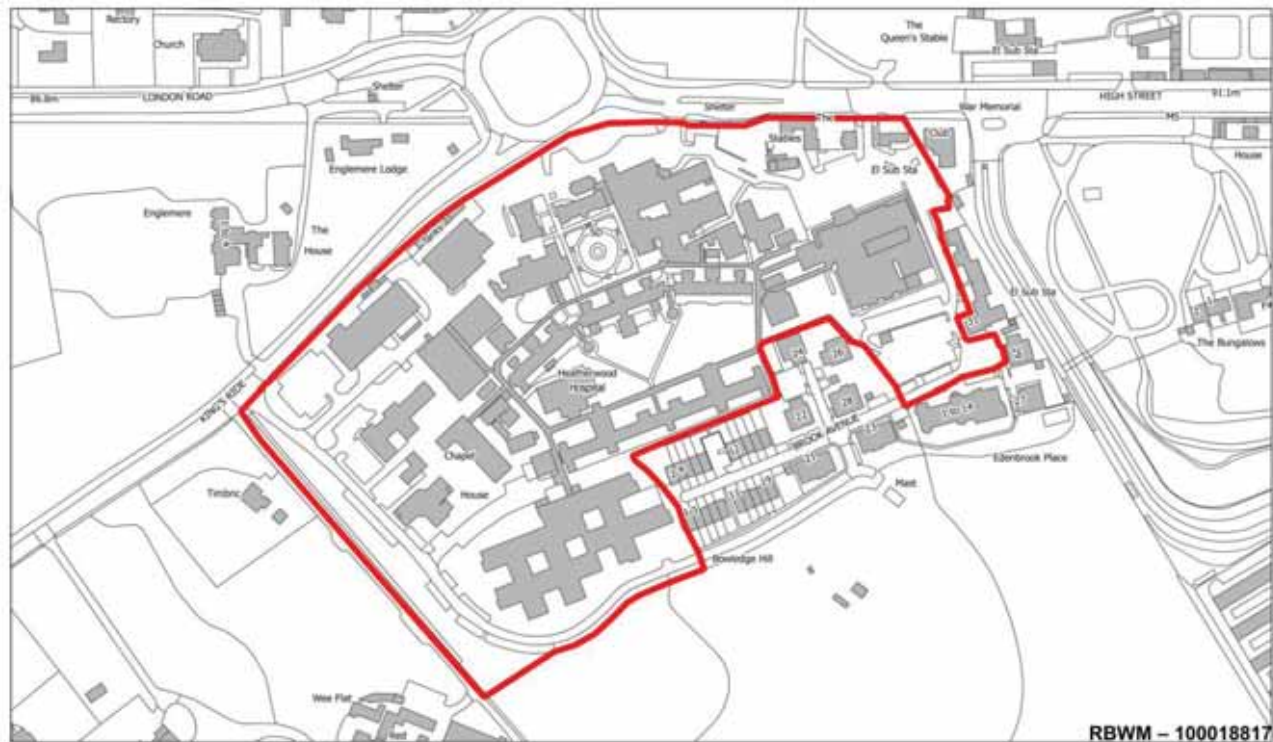
Recommended approach

Network Rail have indicated that they support the approach being proposed and that they envisage the site being available in the early to middle stages of the plan period. Residential land values are significantly higher than land values for car parking. The decking of car parking will incur a cost as the overall amount of parking for rail users will need to remain the same at the very least. It is considered that the quantum of development being proposed aligned with the high values for flatted development in the area will mean that a scheme along the lines of the proposed approach will be viable.

Ascot area sites

C

Heatherwood Hospital, Ascot



Recommended approach					
<p>Redevelopment of the majority of the site following the rationalisation of the hospital services. Retention of some healthcare provision on the site whilst releasing the rest of the site for residential development of a variety of sizes and types of houses, possibly with some flatted elements. Any development fronting the High Street would need to respond to its gateway location. A strong landscaping scheme will be required across the site to reduce the impact of development and it may be possible for the area to the south of the hospital site to be used as Suitable Alternative Natural Greenspace to mitigate the impacts of development here on the Thames Basin Heaths Special Protection Area</p>					
No. dwellings	c.200 gross / 200 net	Type of dwellings	Small, medium and larger houses and some flats	Phase of plan	Mid
Site information					
Gross site size	5.67 hectares / 14 acres				
Other references	SHLAA: WM SH 0084				
Planning history	91/00033/FULL	Erection of a 120 bedroom hotel including leisure and conference facilities basement car parking and alterations to access road			Withdrawn
	92/00028/FULL	Erection of a new two storey building on land adj the red cross unit to provide a day care centre for cancer patients and including office accommodation for home care staff and teaching facilities			Permitted
	96/75041/OUT	Residential development comprising town houses, flats and maisonettes with associated parking and access road			Withdrawn
	99/78477/FULL	Residential development of 71 flats in two blocks of three and four storeys, associated car parking and new roundabout (amended 7.2.00)			Allowed at appeal
	99/78545/FULL	Residential development of 79 flats in two blocks of three and five storeys, associated car parking and new roundabout (duplicate of 99/78477)			Allowed at appeal
	99/78744/FULL	Erection of a single storey extension to the dining room at the Paul Bevan Cancer Hospice			Permitted
	02/82877/TEMP	Erection of a twenty six bed ward for a temporary period of 5 years			Permitted

Ascot area sites

Recommended approach			
	04/84861/FULL	Erection of a single storey extension and alteration to existing X-Ray building (Block 27, S.E. side) to accommodate new C.T. and M.R. diagnostic imaging scanners (revision of 03/84333)	Permitted
	04/00708/FULL	Construction of 20 x 3-bed terraced houses in 4 blocks (A), 18 x 2-bed flats in 2 blocks (B) and 108 keyworker bedsits in 6 blocks (C) plus associated access, parking and landscaping following demolition of 2 existing buildings and part of Heatherwood House.	Permitted
	06/00147/CPU	Use of Heatherwood House as 14 flats rather than the present 18 flats, through internal works.	Permitted
	08/00253/CPU	Use of Heatherwood House as 14 flats rather than the present 18 flats, through internal works. Amendment to approved 06/00147	Permitted
	08/02283/FULL	Consent for two modular buildings for use with the Hospital facilities	Permitted
	09/00390/FULL	Consent for two modular buildings for use with the Hospital facilities	Permitted
Site description & uses	The site is currently used as a hospital, comprising a variety of different buildings across the site ranging from single storey to 5 storeys and including a range of styles and materials. The frontage along High Street and Kings Ride are mainly bordered with closed-board fences and some soft landscaping. There are other areas of landscaping around the site between the buildings. The site is generally flat at its northern end but starts to slope down towards the southern end.		
Surrounding uses & character	The site is bound by the High Street to the north and the Heatherwood roundabout and beyond this is an open area of Ascot Racecourse which is open, undeveloped land for most of the year, but is used for parking and for temporary structures during Royal Ascot events. On the opposite side of the roundabout there is a flatted development of up to 5 storeys. The site is bound to the west by Kings Ride and beyond this there is some wooded areas and some large houses in a wooded setting. To the south of the site there is a wooded area that is within the ownership of the hospital and Englemere conference centre, and beyond this is the railway line. To the east of the site there are open fields and some small buildings used by Ascot Racecourse during race meetings.		
Accessibility	<ul style="list-style-type: none"> - The site is primarily accessed from the A329 Ascot High Street, immediately before a roundabout. The road is an adopted public highway. The strategic road network is within 5km of the site. - Buses run along Ascot High Street with stops located immediately to the north of the site. - Ascot train station is approximately 1km walking distance. - The cycle network is approximately 1km to the east of the site beyond Ascot Racecourse. 		
Heritage	<ul style="list-style-type: none"> - There are no listed buildings on the site or within 100m. There is a grade II listed church to the north and Turnstiles & Offices to Ascot Racecourse to the east of the site just beyond 100m. - The site includes the Bell barrow on Bowledge Hill Scheduled Ancient Monument. - The site contains heritage assets of the highest significance, in the form of a barrow cemetery including a Scheduled Bronze Age bell barrow which must be protected from any impacts, as per its statutorily designated status. It is likely that other associated Prehistoric features also survive below ground, and these may also require preservation in situ. A heritage statement including full desk-based archaeological assessment should be produced at an early stage in order to inform on what mitigation may be required, and it is likely that a fieldwork evaluation would also be required, the results of which would accompany a planning application 		
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA. 		
Nature	<ul style="list-style-type: none"> - The site contains ancient woodland to the south west of the site, and outside the boundary to the south of the site. The remainder of the site is therefore within 500m buffer of ancient woodland. - The site is surrounded on most boundaries by RBWM habitats, with Lowland mixed deciduous woodland RBWM habitat located to the south west of the site. - The western part of the site just falls within a TPO area designation. 		
Pollution	<ul style="list-style-type: none"> - The site includes land that may have historic contamination or contaminative uses and any development will require a contaminated land investigation. - The site lies close to a major 'A' Road and any development will require an acoustic noise survey. 		
Townscape / landscape character	<p>The site falls within the Settled Woodland Sands landscape character area (10c). The Landscape Character Assessment suggests that development in Settled Woodland Sands should:</p> <ul style="list-style-type: none"> - Conserve and restore traditional boundary features, with particular regard to local styles, materials and construction methods. - Promote a common vocabulary of new features, based on building vernacular. - Conserve historic buildings their structures and setting within settlements with particular regard to the proportion and scale between elements - Promote the use of appropriate plant species, including the strong framework of mature mixed woodland, and roads enclosed by woodland. - Seek to enhance and restore degraded and fragmented landscapes through prioritising these landscapes, and raise awareness of the historic dimension of landscape. - Resist pressures for development within the rural landscape between Ascot, Sunningdale and Sunninghill. - Seek to integrate development proposals into landscape framework to minimise impact to key characteristics. 		

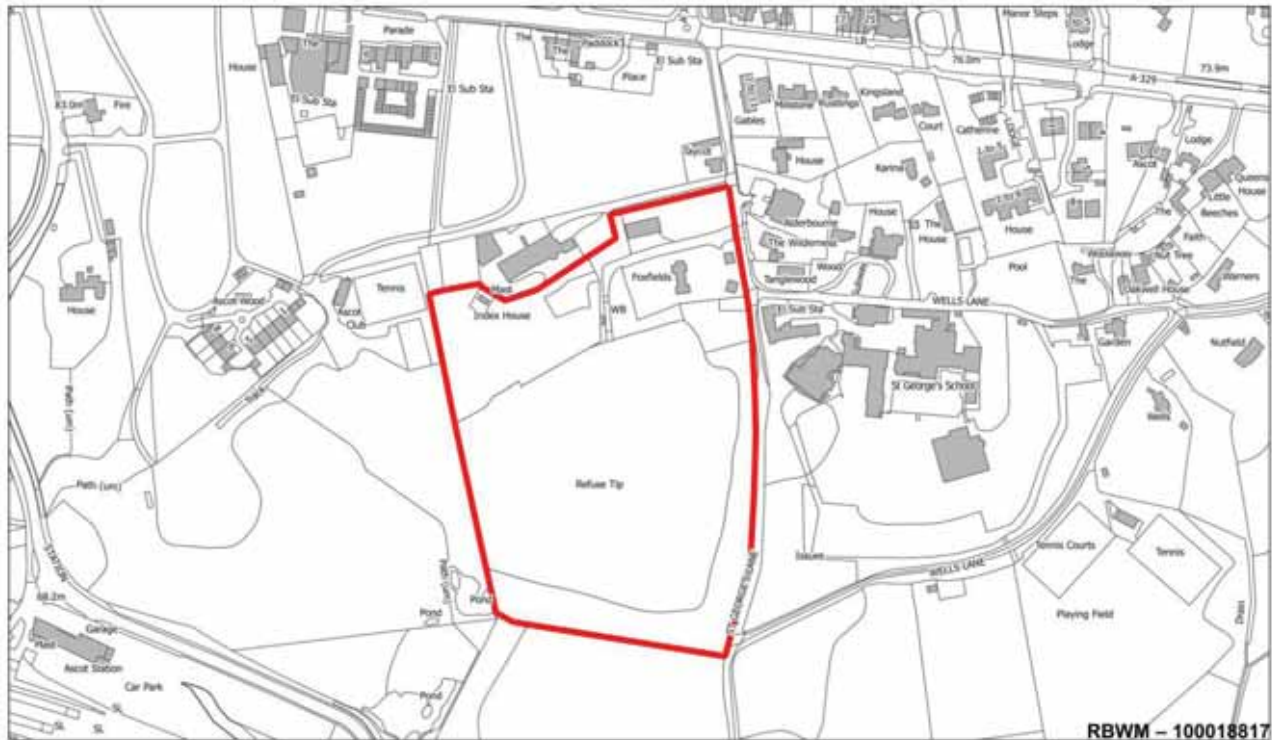
Ascot area sites

C

Recommended approach	
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is on the site. The next closest is Radnor House Surgery approximately 1.4km away on London Road, Ascot. - The nearest pharmacy is approximately 1km away on Ascot High Street, and the nearest dentist is also approximately 1km away on Ascot High Street. - There are 5 primary schools in the Ascot area, the nearest to the site is South Ascot Village Primary School which is located approximately 1.8km from the site. - The site is to the west of Ascot High Street with good access to shops and supermarkets - There are a number of publicly and privately run community centres and places for gatherings within 1km. - There is Ascot Racecourse, South Ascot recreation ground other areas of open space and play areas are within approximately 1km of the site. - There are a number of public houses within 800m of the site along Ascot High Street.
Public opinion	<ul style="list-style-type: none"> - This site was not consulted on as part of the BLP Sites Consultation - There have been several other consultations organised by the Trust/ RBWM regarding medical facilities to be provided on the site.
Policy context	<ul style="list-style-type: none"> - The site is in the Green Belt and designated as a Major Developed Site in the current Local Plan. - The site is in 5km of the Thames Basin Heaths Special Protection Area - The site is included in the pre-submission draft Ascot, Sunninghill and Sunningdale Neighbourhood Plan. - The site has a scheduled ancient monument on the site.
Other notes	
Availability and deliverability	
<p>Representatives of the Hospital have indicated that they support the proposed approach for the site and that it is likely to come forward in the earlier stages of the plan period. The redevelopment for residential uses on the site will attract a significant uplift in values, some of which will be used to provide new health facilities on a smaller part of the site. It is likely that an additional SANG will be required in order for this site to be developed and the area of the land to the south, also in the ownership of the NHS may be suitable mitigation for the residential development here and elsewhere. It is considered that the proposed approach to redevelopment is suitably flexible to ensure viability on this site.</p>	

Ascot area sites

Shorts Ltd, St George's Lane, Ascot



Recommended approach					
Residential development on this site of medium and larger houses with significant green landscaping to improve the appearance of the site. Improvements to the access road should be a central part to any development and any contamination on the site will need to be remediated in advance of development. Development here should not occur in advance of the other significant developments at the High Street.					
No. dwellings	c.50 gross / 50 net	Type of dwellings	Medium and large houses	Phase of plan	Late
Site information					
Gross site size	5.67 hectares / 14.01 acres				
Other references	SHLAA: WM SH 0100				
Planning history	95/00051/OBCM	Erection of mini transfer station for selecting recyclable materials from site			No objection
	96/74676/OBCM	Erection of temporary structure to cover existing waste recycling and transfer area			No objection
	07/02734/CLU	Certificate of Lawfulness to determine whether the existing use of the part of the site being used for wood chipping activities in accordance with the attached schedule is lawful.			Permitted
	08/02715/FULL	Retrospective application for the continuing use of the Waste Transfer Station and Recycling facility with parking and storage for skip containers and vehicles			Withdrawn
	10/00989/FULL	Continued use of waste transfer station and recycling facility with parking and storage for skip containers and vehicles.			Permitted
	10/02981/VAR	Continued use of waste transfer station and recycling facility with parking and storage for skip containers and vehicles, without complying with Condition 1 of permission 10/00989 for the use to cease within 3 years			Allowed at appeal
Site description & uses	This site is currently used as a recycling centre and waste transfer station. The site includes some buildings and open storage to the northern end of the site. The site boundary shown also includes a large residential dwelling to the north east. The site slopes down from the north west to the south east and it includes mature trees and other vegetation at all boundaries.				

Ascot area sites

C

Recommended approach	
Surrounding uses & character	To the south of the site there is an open field and beyond this is the train line. To the east of the site is St Georges School, it's playing fields and some large dwellings in a leafy setting. To the west of the site there is some private woodland. To the north of the site there is a large 3 storey office building and beyond this are unmade car parks currently used during race days for Ascot and for car boot sales. This car park area is being considered as part of the Ascot regeneration opportunity.
Accessibility	<ul style="list-style-type: none"> - The site is accessed off St George's Lane (northern end). Whilst the road is an adopted public highway, although the road is too narrow for white line demarcations. The strategic road network is within 5km of the site. - Buses run along Ascot High Street the nearest stop approximately 650m walking distance away. - Ascot train station is approximately 800m walking distance away. - The cycle network is approximately 400m to the north of the site.
Heritage	<ul style="list-style-type: none"> - There no listed or heritage designations affecting the site or within 100m of the site. - Archaeology: Given the previous land uses at this site, it is very unlikely that any archaeological potential remains. Therefore no archaeological mitigation would be required for redevelopment.
Flooding	<ul style="list-style-type: none"> - The entire site is within floodzone 1. - A detailed assessment of flooding will be undertaken in the SFRA.
Nature	<ul style="list-style-type: none"> - The site abuts ancient woodland to the west of the site, and therefore the entire site is within 500m buffer of ancient woodland. - The site is surrounded on the most of the south, east and western boundaries by RBWM habitats, with Lowland mixed deciduous woodland on the site itself. - There is a local wildlife site beyond the south east boundary of the site for 'Fen, willow carr, wet grassland/lowland meadow remanat, acid grassland, rough grassland, woodland'. - There are no TPOs on the site, although there are several group and individual TPO designations to the east of the site beyond St Georges Lane.
Pollution	The site may have historic contamination or contaminative uses and any development will require a contaminated land investigation.
Townscape / landscape character	<p>The site falls within the Settled Woodland Sands landscape character area (10c). The Landscape Character Assessment suggests that development in Settled Woodland Sands should:</p> <ul style="list-style-type: none"> - Conserve and restore traditional boundary features, with particular regard to local styles, materials and construction methods. - Promote a common vocabulary of new features, based on building vernacular. - Conserve historic buildings their structures and setting within settlements with particular regard to the proportion and scale between elements - Promote the use of appropriate plant species, including the strong framework of mature mixed woodland, and roads enclosed by woodland. - Seek to enhance and restore degraded and fragmented landscapes through prioritising these landscapes, and raise awareness of the historic dimension of landscape. - Resist pressures for development within the rural landscape between Ascot, Sunningdale and Sunninghill. - Seek to integrate development proposals into landscape framework to minimise impact to key characteristics.
Facilities & services	<ul style="list-style-type: none"> - The nearest doctor's surgery is on the site. The next closest is Radnor House Surgery approximately 250m away on London Road, Ascot. - The nearest pharmacy is approximately 300m away on Ascot High Street, and the nearest dentist is also approximately 150m away on Ascot High Street. - There are 5 primary schools in the Ascot area, the nearest to the site is South Ascot Village Primary School which is located approximately 750m from the site. - The site is to the east of Ascot High Street with good access to shops and supermarkets. - There are a number of publicly and privately run community centres and places for gatherings within 1km. - There is Ascot Racecourse, South Ascot recreation ground other areas of open space and play areas are within approximately 800km of the site. - There are a number of public houses within 800m of the site along Ascot High Street.
Public opinion	This site was not consulted on as part of the BLP Sites Consultation
Policy context	<p>The site is in the Green Belt.</p> <p>The site is in 5km of the Thames Basin Heaths Special Protection Area</p> <p>The site is included in the pre-submission draft Ascot, Sunninghill and Sunningdale Neighbourhood Plan.</p>
Other notes	
Availability and deliverability	
The landowner has confirmed that this site could occur at any point throughout the plan period and that residential development along the lines of the proposal would be supported. Residential development would represent a significant uplift in values that the owners agree would be viable, however, investigations into the potential contamination on the site have yet to occur.	

Rejected sites

D.1 Table 2 below makes a comparison of sites already included in the 2011 Strategic Housing Land Availability Assessment with additional sites that were promoted to the council and that were subsequently taken through the site assessment methodology as indicated in Chapter 2 of this study. Please note that sites where planning permission has been granted or sites that have been submitted too late to be included in this study may not be included in Table 2.

Table 3 Rejected Sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMBI0002	Stubbings Farm (Area A), Burchetts Green Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0003	Stubbings Farm (Area B), Burchetts Green Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0004	Compound at Stubbings nursery	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0005	Dell Cottage, Hockett Lane	Unlikely to meet threshold	No
WMBI0006	Land Adjacent Honey House Winter Hill Road Maidenhead	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMBI0007	Part of Town Farm, North of Quarry Wood Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0008	Town Farm, Marlow Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0009	Part of Town Farm, east of A404(M)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBI0010	Beeches, Henley Road, Pinkneys Green	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMBR0001	65 Windsor Road Maidenhead SL6 2DN (65 plot excluding Coach House, was 59-65)	Unlikely to meet threshold	No
WMBR0003	Wayside, Holyport Road, Maidenhead, SL6 2EY	Unlikely to meet threshold	No
WMBR0005	Fairview Cottage	Unlikely to meet threshold	No
WMBR0006	Summerleaze Processing Plant, Monkey Island Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0007	Land at Windsor Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0008	Bray marina	Owners confirmed site not being promoted for residential development.	Yes, in SHLAA list of Green Belt sites
WMBR0009	The Bourne, Ascot Road	Unlikely to meet threshold	No
WMBR0011	Land North and East of Tithe Barn Drive	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMBR0012	Moneyrow Green, Holyport	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0013	Land at Lodge Farm & Philberds	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMBR0014	Cruchfield Manor Hse/Buildings, Ascot Road	Agricultural buildings only in Green Belt area - outside of this study.	No
WMBR0015	Oakley Mushroom Farm, Oakley Green Road	Agricultural buildings only in Green Belt area - outside of this study.	Yes, in SHLAA list of Green Belt sites
WMBR0016	Little Westcott and land adjoining Oakley Green Road	Unlikely to meet threshold	No
WMBR0018	Land South of A308(M)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0019	Land at Kimbers Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0020	Land at Harvest Hill Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0021	St Leonards Farm St Leonards Hill	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0022	Garden Cottage, Fifield Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMBR0023	Land West Braywick Corner, Ascot Rd	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0024	40 Windsor Road & 95 Priors Way	Unlikely to meet threshold	Yes
WMBR0025	Land to West of Fifield Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0037	Land at 19 Earlsfield, Holyport	Unlikely to meet threshold	No
WMBR0038	Land to rear of Oakwood Lodge and Maplefield, Fifield Road	Unlikely to meet threshold	No
WMBR0040	1 Farm Close Holyport Maidenhead SL6 2LG	Unlikely to meet threshold	No
WMBR0043	Creswells Farm Cottage	Unlikely to meet threshold	No
WMBR0044 HC	Creswells Farm, Ascot Road, Holyport	Unlikely to meet threshold	No
WMBR0048	Thimble Farm, Stud Green	Unlikely to meet threshold	No
WMBR0052	Land at 94 Priors Way, Maidenhead	Unlikely to meet threshold	No

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMBR0053	Land between A404 & A308	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0054	Land to rear of Windsor Road, Bray	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0055	Land adjacent to Braywick House,, Maidenhead	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0056	Land fronting Monkey Island Lane, Bray	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0063	Longfields Farm Oakley Green Road Oakley Green Windsor SL4 4QF	Agricultural buildings only in Green Belt area - outside of this study.	No
WMBR0064	Patterdale Farm Drift Road Maidenhead SL6 3SU	Agricultural buildings only in Green Belt area - outside of this study.	No
WMBR0065	Lakeside Farm Fifield Lane Winkfield Windsor SL4 4QA	Unlikely to meet threshold	No
WMBR0066	Land At 22 Tithe Barn Drive Maidenhead	Unlikely to meet threshold	Yes
WMBR0067	Land To Rear of 19 And 21 Byland Drive Maidenhead	Unlikely to meet threshold	No
WMBR0068	Homefield House Paddocks, Fifield Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0069	Lillibrooke Estate area c, south of M4	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0081	Land at the corner of Windsor Road and Fifield Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMBR0082	Land at Peters Lane, Holyport	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0001	The McGraw Hill Site, Shoppenhangers Road	Highways officers confirmed unsuitable for residential development	No
WMCG0003	Land adjacent to Ockwells Manor, Ockwells Road	Protected by a covenant	No
WMCG0004	Land West of Cannon Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0006	Land adj Ockwell Park entrance	Identified as a new area to be designated as Green Belt	No
WMCG0009	Land at Jasmine Cottage, Ockwells Road	Unlikely to meet threshold	No

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMCG0010	Land at Woodlands Park Avenue	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0011	Land at Ockwells Road A	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0012	Land at Ockwells Road B	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0015	Homer Farm Cox Green Lane Maidenhead SL6 3ES	Unlikely to meet threshold	Yes
WMCG0016	Lillibrooke Estate area a, Woodlands Park Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCG0017	Lillibrooke Estate area b, north of M4	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCO0001	Land at Poundfield Lane	Important open space for setting of conservation area and historic setting of Cookham Village. Development here would go against the wishes of the Cookham Village Design Statement and would be contrary to the wishes of residents.	No
WMCO0003	Land at Butts Legh Cottage, School Lane	Unlikely to meet threshold	Yes
WMCO0005	Moor Hall, Cookham	Availability not certain and existing business ongoing concern.	Yes, in SHLAA list of Green Belt sites
WMCO0006	Former Farmhouse at Formosa Place	Agricultural buildings only in Green Belt area - outside of this study.	No
WMCO0007	Land rear of 124 and 116-126 Whyteladyes Lane	Unlikely to meet threshold	Yes
WMCO0009	Garages adj to 20 Windmill Road, Cookham, Maidenhead, SL6 9NE	Unlikely to meet threshold	Yes
WMCO0011	Land adj to Grubwood Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCO0012	Land adjoining Lee Cottage	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCO0013	Land to SE of Maidenhead Road	Functional flood plain	No
WMCO0014	Land opposite Sutton Close	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCO0015	Cannon Court Farm	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMCO0016	Land adjacent nursery school, Station Hill	Undeveloped Green Belt - outside of this study	No
WMCO0017	Land at Lower Mount Farm	Undeveloped Green Belt - outside of this study	No
WMCO0018	Land North of Burnt Oak	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMCO0019	Site at Jobs lane	Unlikely to meet threshold	No
WMCO0034	Holly Place and land to the rear, Lower Road	Unlikely to meet threshold	Yes
WMCO0040	Land Adjacent Hedsordene Lower Road Cookham Maidenhead	Unlikely to meet threshold	No
WMCO0042	Beggars Shaw Alleyns Lane Cookham Maidenhead SL6 9AE	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMCO0047	Payton Houses Gorse Road Cookham Maidenhead SL6 9LN	Unlikely to meet threshold	No
WMDA0001	Land at Beaulieu Close, Datchet	Functional flood plain	No
WMDA0003	Land between Eton Road and Slough Road	Multiple ownerships	No
WMDA0004	Land North of Datchet	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMDA0005	Land at Slough Road / London Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMDA0011	Connection House Slough Road Datchet Slough SL3 9AU	Flooding issues considered to be insurmountable.	No
WMDA0012	64 London Road Datchet Slough SL3 9LQ	Unlikely to meet threshold	Yes
WMDA0013	Old Council Offices, The Green, Datchet	Unlikely to meet threshold	Yes
WMDA0014	2 Swan Court, Southlea Road	Functional flood plain	No
WMDA0015	St. Augustines Field, Eton Road, Datchet	CHECK School playing fields and flooding	Yes, in SHLAA list of Green Belt sites
WMDA0016	115 Horton Road Datchet Slough SL3 9HW	Unlikely to meet threshold	Yes
WMDA0017	21A Queens Road Datchet Slough SL3 9BN	Unlikely to meet threshold	Yes
WMDA0018	Land at Horton Road	Functional flood plain	No
WMET0002	Willowbrook, Eton College	CHECK	Yes, in SHLAA list of Green Belt sites

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMET0003	Mesopotamia, Eton College	Functional flood plain	No
WMET0004	Old Swimming Pool, Eton Colleg	Functional flood plain	No
WMET0005	Rossey Place, Eton College	Functional flood plain	No
WMET0006	Colenorton, Eton College	Functional flood plain	No
WMET0007	Farrer Theatre, Eton College	Unlikely to meet threshold	Yes
WMET0009	Headmasters Garden, Eton College	Unlikely to meet threshold	Yes
WMET0010	The Briary, Eton College	Unlikely to meet threshold	Yes
WMET0011	Burnham Thorpe Garden, Eton Co	Functional flood plain	No
WMET0014	Church Hall Site, Eton College	Functional flood plain	No
WMET0017	New Schools Extension, Eton College	Unlikely to meet threshold	Yes
WMET0019	Masters Boat House, Eton College	Functional flood plain	No
WMET0020	Barnes Pool Car Park, Eton College	Functional flood plain	No
WMET0021	All weather pitch, Eton College	Facilities for Eton College not actively promoted recently.	Yes, in SHLAA list of Green Belt sites
WMET0027	Land At 13 - 20 South View Eton Wick Road Eton Wick Windsor SL4 6PF	Unlikely to meet threshold	No
WMET0029	Garage Block At Queens Road And 24 And 26 Victoria Road Eton Wick	Unlikely to meet threshold	No
WMHO0001	Land adj Coppermill Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMHO0002	Land south Stanwell Road	Undeveloped Green Belt - outside of this study	No
WMHO0004	Orchard Cottages and land adjacent	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHO0005	Berkyn Manor & Stables, Stanwell Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHO0006	Broom Lodge, Stanwell Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHO0007	Land off Layburn Crescent	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMHO0008	Land East of Queen Mother Reservoir	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMHO0009	Home Close Farm	Agricultural buildings only in Green Belt area - outside of this study.	Yes, in SHLAA list of Green Belt sites
WMHO0010	Waste Transfer Station	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHO0011	Berkyn Manor & adjoining	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHO0014	Pickins Piece	Undeveloped Green Belt - outside of this study	No
WMHU0001	Beckford and Woodlands, Warren Row Road, Warren Row	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHU0003	Appletree Cottages site, Burchetts Green Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHU0004	Meadow View Site, Burchetts Green Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMHU0005	Goulders Farm, Cockpole Green	Agricultural buildings only in Green Belt area - outside of this study.	No
WMHU0017	The Old House Warren Row Road Warren Row Reading RG10 8QS	Unlikely to meet threshold	Yes, in SHLAA list of Green Belt sites
WMHU0019	Park House And Whiting Cottage Warren Row Road Warren Row Reading	Unlikely to meet threshold	Yes, in SHLAA list of Green Belt sites
WMMA0006	35-39 Courthouse Road	Multiple ownerships	Yes
WMMA0021	Land Rear of 18 20 22 And 24 Clarefield Drive And Land Rear of 6 And 7 Clarefield Close Maidenhead	Unlikely to meet threshold	No
WMMA0025	Agnes Hayward Nursery School 29 Lincoln Road Maidenhead SL6 5HW	Unlikely to meet threshold	Yes
WMMA1000	13 - 25 Malvern Road	Complex ownership and confirmed by previous promoters that no longer being promoted	No
WMMA1005	39 Gloucester Road	Unlikely to meet threshold	Yes
WMMA1009	Land adjoining 80 Aldebury Road	Unlikely to meet threshold	No
WMMA1011	4 Harrow Lane	Unlikely to meet threshold	No

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMMA1013	Land At 10 And To Rear of 6 And 8 And 12 Linden Avenue Maidenhead	Unlikely to meet threshold	No
WMMA1015	Land Between 69 Gardner Road And Childrens Play Area Fawley Close Maidenhead	Unlikely to meet threshold	Yes
WMMA2001	St Marks Hospital, 112 St Marks Road, Maidenhead	Important hospital use and no information available about rationalisation of services on site	No
WMMA2002	2 Marlow Road. Commonwealth War Graves Comission	Uncertain of availability	Yes
WMMA2004 & WMMA2014	59, 61 and 63 Harrow Lane	Owner confirmed site not available	No
WMMA2014	59 Harrow Lane	Unlikely to meet threshold	Yes
WMMA2016	98 Cordwallis Road	Unlikely to meet threshold	Yes
WMMA2017	British Red Cross Society 6 The Crescent Maidenhead SL6 6AB	Unlikely to meet threshold	Yes
WMMA2018	Clivemont House (Spectrum House), Clivemont Road, Maidenhead	Council looking to maintain employment allocation	No
WMMA2019	2 Castle Hill Terrace Maidenhead SL6 4JP	Unlikely to meet threshold	Yes
WMMA2020	19 - 21 Craufurd Rise Maidenhead	Unlikely to meet threshold	Yes
WMMA2021	South West area of St Marks Hospital	Important hospital use and no information available about rationalisation of services on site	No
WMMA2022	Church and Andrew Ward, St Marks Hospital	Important hospital use and no information available about rationalisation of services on site	No
WMMA3004	Glengary Cottage, Norden Road	Unlikely to meet threshold	Yes
WMMA3008	23 Boyn Hill Avenue	Unlikely to meet threshold	Yes
WMMA3009	Brocket House,Boyn Hill Avenue	Unlikely to meet threshold	Yes
WMMA3011	Chandlers Removers 5 Boyn Valley Road, Maidenhead, SL6 4DY	Unlikely to meet threshold	No
WMMA3012	183-189 Clare Rd	Unlikely to meet threshold	Yes
WMMA3013	Land adjacent 44 Stamford Rd	Unlikely to meet threshold	No
WMMA3015	Western side of 59 Altwood rd	Unlikely to meet threshold	Yes

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMMA3019	Land at 57 and 59 Altwood Road	Unlikely to meet threshold	Yes
WMMA3027	Kings Grove Industrial Estate	Council looking to maintain employment allocation	No
WMMA3028	Firtrees And Overton East Road Maidenhead	Unlikely to meet threshold	No
WMMA3029	145 Grenfell Road Maidenhead SL6 1EY	Unlikely to meet threshold	Yes
WMMA3030	1 Boyn Hill Road Maidenhead SL6 4HQ	Unlikely to meet threshold	Yes
WMMA4000	Spencers Farm, Land North of Maidenhead	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA4005	2 Horton Close, Maidenhead, SL6 8TP	Unlikely to meet threshold	No
WMMA4006	13 & The Poplars Woodhurst, and Suncourt, Frances Road	Unlikely to meet threshold	Yes
WMMA4008	21 - 29 Florence Avenue	Unlikely to meet threshold	Yes
WMMA4010	Fullers Yard Sheephouse Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMMA4011	Clappers Meadow, Ray Mill Rd	Functional flood plain	No
WMMA4012	Blackamoor Lane & North town Moor A	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA4013	Blackamoor Lane & North town (B)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA4016	Whitebrook Park A, Lower Cookham Road (field behind offices)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA4020	Chef Peking, Ray Mead Road	Unlikely to meet threshold	Yes
WMMA4021	The Playroom, Lock Avenue	Unlikely to meet threshold	Yes
WMMA4022	84 Ray Mill Road West	Unlikely to meet threshold	Yes
WMMA4023	85-87 Lower Cookham Road	Unlikely to meet threshold	Yes
WMMA4024	Tudor Lodge, Lock Avenue	Functional flood plain	No
WMMA4025	Meadow End, Fawley and the Bungalow, Ray Park Avenue	Unlikely to meet threshold	Yes
WMMA4026	55-57 Lower Cookham Road. GIS and the file just refer to 55 Lower Cookham Road	Unlikely to meet threshold	Yes
WMMA4027	Brook House & Rosebank, Widbrook Road	Unlikely to meet threshold	Yes

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMMA4028	66 Lower Cookham Road	Unlikely to meet threshold	No
WMMA4029	35-37 Summerleaze Road	Unlikely to meet threshold	No
WMMA4030	Little Raylands, The Squirrels and High Trees, Ray Mill Road East	Unlikely to meet threshold	No
WMMA4031	9, 10, 11 Ray Lea Close	Unlikely to meet threshold	Yes
WMMA4032	22 Cookham Road	Unlikely to meet threshold	Yes
WMMA4034	Land opposite Clappers Meadow	Functional flood plain	No
WMMA4036	Land at Derek Mead, Derek Rd	Unlikely to meet threshold	Yes
WMMA4045	99 Blackamoor Lane	Unlikely to meet threshold	No
WMMA4048	Sheephouse Trout Farm, Sheephouse Road, Maidenhead, SL6 8HJ	CHECK	Yes, in SHLAA list of Green Belt sites
WMMA4052	146 Blackamoor Lane	Unlikely to meet threshold	Yes
WMMA4054	39 - 41 North Town Road Maidenhead SL6 7JQ	Unlikely to meet threshold	Yes
WMMA4056	Land At Ashley 61 Lower Cookham Road Maidenhead	Unlikely to meet threshold	Yes
WMMA5020	3-6 Bridge Avenue, SL6 1RR	Owner confirmed site not available	No
WMMA5031	Land at Manor Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA5039	Highclere, Shoppenhangers Road	Unlikely to meet threshold	Yes
WMMA5040	102-104 Norden Road	Unlikely to meet threshold	Yes
WMMA5043	16-20 Braywick Road	Not certain of availability and unlikely to meet thresholds	No
WMMA5046	25-27 Braywick Road	Unlikely to meet threshold	Yes
WMMA5047	Land opp Allotments, Green Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMMA5065	Methodist Church, King Street	Unlikely to meet threshold	Yes
WMMA5071	The White House Harvest Hill Road And Joydens And Dormy Corner, Manor Road, Maidenhead, SL6 2QG	Multiple ownerships	Yes
WMMA5074	R/O Farm Bungalow, Forlease Drive	Unlikely to meet threshold	No

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMMA5075	Linkside, Shoppenhangers Road	Unlikely to meet threshold	Yes
WMMA5077	9-27 Walker Road	TPOs result in limited potential.	No
WMMA5085	Manor House, Manor Lane	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMMA5091	71 - 73 High Street Maidenhead	Unlikely to meet threshold	Yes
WMMA5093	Redroofs Bed And Breakfast Oldfield Guards Club Road Maidenhead SL6 8DN	Unlikely to meet threshold	Yes
WMOW0002	Priory Stables Church Road A	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMOW0003	Priory Stables Church Road B	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMOW0004	The Boat Yard, 105 Straight Road	Functional flood plain	No
WMOW0005	12-14 Warrington Spur	Unlikely to meet threshold	Yes
WMOW0006	71-73 Straight Road	Unlikely to meet threshold	Yes
WMOW0008	Land At 14 Pelling Hill Old Windsor Windsor, SL4 2LL	Unlikely to meet threshold	Yes
WMOW0009	16 Orchard Road	Unlikely to meet threshold	Yes
WMOW0012	Land at Newtonside Orchard, Burfield Road, Old Windsor	Undeveloped Green Belt - outside of this study	No
WMOW0014	18 Lyndwood Drive	Unlikely to meet threshold	No
WMOW0015	Land Opposite 1 And 2 Pelling Hill Old Windsor Windsor	Unlikely to meet threshold	No
WMOW0016	15 Lyndwood Drive Old Windsor Windsor SL4 2QN	Unlikely to meet threshold	Yes
WMOW0018	1 Burfield Road Old Windsor Windsor SL4 2RB	Unlikely to meet threshold	Yes
WMOW0022	Lord Nelson PH, Straight Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMSD0002	Wardour Lodge Estate, Rise Road	Owner confirmed site not available	No
WMSD0004	Rear of Lynwood Crescent	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMSD0005	Land North of Cedar Drive	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMSD0006	Garages off Bedford Lane	Unlikely to meet threshold	No

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMSD0007	Pond Field, Earleywood Farm	Undeveloped Green Belt - outside of this study	No
WMSD0008	The Post Box Field, Earleywood Farm, Bagshot Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMSD0018	Sunningdale Station & Car Park	Emerging neighbourhood plan not supportive of residential development here.	Yes
WMSD0021	55 - 79 Chobham Road	Within 400m of SPA	No
WMSD0024	2 and 3 Greenways Drive	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSD0025	CMI Ltd, 5 Rise Road	Unlikely to meet threshold	Yes
WMSD0028	The Ridge Ridgemount Road Sunningdale Ascot SL5 9RN	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSD0030	Big Cedar, London Road	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSD0033	3 Cedars, Silwood Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSD0034	Brackenber Lodge London Road Sunningdale Ascot SL5 0JZ	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSD0037	Sacred Heart College, London Road, Sunningdale	Not likely to meet threshold in developed part of the site	No
WMSD0053	Station Parade, London Road, Sunningdale, Ascot SL5 0EP	Availability not certain.	Yes
WMSD0054	Land To The Rear Of Midway Lady Margaret Road Sunningdale Ascot	Unlikely to meet threshold	No
WMSD0055	1a and 3a Galton House	Unlikely to meet threshold	Yes
WMSD0056	2 Sunning Avenue	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSD0058	Land At 1 Rise Road Sunningdale Ascot	Unlikely to meet threshold	Yes
WMSD0061	Land at Sacred Heart College	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSD0062	Garages at Coworth Close	Undeveloped Green Belt - outside of this study	No

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMSD0063	107 - 111 Chobham Road Sunningdale Ascot	Within 400m of SPA	No
WMSH0007	Ascot gasholder site 2, Bridge Road (substation part)	Owner confirmed site not available	No
WMSH0014	Tradewinds, Cheapside Road	Unlikely to meet threshold	Yes
WMSH0016	Kenilworth, Windsor Road	Emerging neighbourhood plan not supportive of residential development here that would meet threshold.	Yes
WMSH0024	Site at London Rd, Ascot / House in the Wood, London Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSH0025	Land at Nell Gwynne Avenue	Unlikely to meet threshold	Yes
WMSH0026	Land adj Hilltop Close	Undeveloped Green Belt - outside of this study	No
WMSH0027	Cheapside, Hilltop Close	Unlikely to meet threshold	No
WMSH0028	Charters Lane Garages	Unlikely to meet threshold	Yes
WMSH0035	33 High Street, Sunninghill	Unlikely to meet threshold	Yes
WMSH0059	Ridgefield And Milestone House Winkfield Road Ascot	Unlikely to meet threshold	Yes
WMSH0060	Land at St Clouds & Glebelands, Brockenhurst Road, Ascot, SL5 9HB	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSH0061	1 Fox Covert Close	Unlikely to meet threshold	Yes
WMSH0065	29 And Land At 29 Francis Chichester Close Ascot	Unlikely to meet threshold	Yes
WMSH0066	Land At Endeavour House Queens Road Ascot	Unlikely to meet threshold	Yes
WMSH0071	Site at Larch Avenue	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMSH0078	Silwood Park Nurseries, Cheapside Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSH0079	Land at Blacknest House, Sunninghill	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMSH0082	Old Huntsmans House Kennel Avenue Ascot SL5 7NZ	With emerging neighbourhood plan policies, not likely to meet threshold	Yes
WMSH0088	97 New Road Ascot SL5 8PZ	Unlikely to meet threshold	No

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMSH0092	80 Upper Village Road Ascot SL5 7AQ	Unlikely to meet threshold	No
WMSH0095	Ashurst Manor, Sunninghill	Neighbourhood Plan looking to retain employment at this site, so allocation not pursued.	Yes, in SHLAA list of Green Belt sites
WMSH0102	Maryland, Horse Gate Ride	Unlikely to meet threshold	Yes, in SHLAA list of Green Belt sites
WMWI0001	Land north of A308, Oakley Green	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWI0002	Land South of A308, Oakley Green	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWI0003	Windsor Marina, Maidenhead Road	Important leisure use, potentially difficult to deliver housing on site above threshold and retain leisure use.	Yes, in SHLAA list of Green Belt sites
WMWI0004	Land at Oakley Green; Alternative name "Land east of Rainworth, Oakley Green Road"	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWI0005	Kennels (a), Sunnymeads	Not likely to meet threshold in developed part of the site	No
WMWI0007 WMWI0006 WMWI0005	Kennels and Sunnymeads, Dedworth Road	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMWI0011	Land at Dedworth Drive and Stuart Way	Council looking to retain site as an open space	No
WMWI0012	Land at Stuart Way (West)	Council looking to retain site as an open space	No
WMWI0013	Land at Stuart Way (East)	Council looking to retain site as an open space	No
WMWI0014	13& r/o 11&15Parsonage Lane	Multiple ownerships	Yes
WMWI0016	Land at Dedworth Road (opp the Nag's Head PH); Alternative name "Land at the junction of Dedworth Road and Oakley Green Road	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWI0018	7 and 9 Parsonage Lane	Unlikely to meet threshold	Yes
WMWI0020	5 Hylle Close	Unlikely to meet threshold	Yes
WMWI0028	Land rear of 38 Dedworth Road	Unlikely to meet threshold	No
WMWI0032	Land Rear Of 61 To 63 West Crescent Fronting Hanover Way	Unlikely to meet threshold	Yes

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMWI0035	Land at 1 and 2 Bradshaw Close and 21 Aston Mead	Unlikely to meet threshold	No
WMWI0037	Garage Block Maidenhead Road Windsor	Unlikely to meet threshold	Yes
WMWI0038	The Annexe 18 Knights Close Windsor SL4 5QR	Unlikely to meet threshold	Yes
WMWI0040	Land North of Hanover Way	Unable to contact owner	No
WMWI1000	Land at and to the rear of 63-71 Forest Road	Unlikely to meet threshold	Yes
WMWI1006	Land at Keepers Farm Close	Unlikely to meet threshold	Yes
WMWI1007	Land adjacent to Broom Farm Estate	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWI1015	Land at 110 Tinkers Lane	Unlikely to meet threshold	Yes
WMWI1016	Land Rear of 91A Dedworth Road Windsor SL4 5BB	Unlikely to meet threshold	No
WMWI2000	Land at 85 and 87 Alma Road	Unlikely to meet threshold	No
WMWI2001	Former Trevelyan Play Fields	Important open space in the urban area.	No
WMWI2008	Land at 4 Springfield Road	Unlikely to meet threshold	No
WMWI2013	Land At Lord Raglan House 132 St Leonards Road Windsor	Unlikely to meet threshold	No
WMWI3001	Keeler, Ellison Close Windsor (also known as Keeler Ltd, Clewer Hill Road, Windsor, SL4 4AA)	Owner confirmed site not available	No
WMWI3003	King Edward VII Hospital	Important hospital use and no information available about rationalisation of services on site	No
WMWI3005	38-42 Winkfield Road	Unlikely to meet threshold	Yes
WMWI3020	Essex Lodge 69 Osborne Road Windsor SL4 3EQ	Unlikely to meet threshold	Yes
WMWI3021	35 - 37 Hemwood Road Windsor SL4 4YX	Unlikely to meet threshold	Yes
WMWI3025	Windsor and Eton Football Club	Important leisure use.	No
WMWI4003	Car Park, Thames Avenue / River Street	Deliverability of site in plan period uncertain without wider parking strategy	Yes

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMWI4005	Land at Alma Road Car Park,	Deliverability of site in plan period uncertain without wider parking strategy	Yes
WMWI4014	36 a, b and c Alexandra Road	Unlikely to meet threshold	Yes
WMWI4015	Queen Annes Court, Peascod Street	Unlikely to meet threshold	Yes
WMWI4019	1 Thames Street	Unlikely to meet threshold	Yes
WMWI4022	24 Alma Road	Unlikely to meet threshold	Yes
WMWI4055	54 Vansittart Road Windsor SL4 5BY	Unlikely to meet threshold	No
WMWI4059	Thames Court, Victoria Street	Unable to contact owner	Yes
WMWI5000	Land Adj to Tom Jones Boatyard	Functional flood plain	No
WMWI5004	Windsor and Eton Riverside Station Car Park	Deliverability of site in plan period uncertain without wider parking strategy	Yes
WMWL0001	Lewins, The Street	Unlikely to meet threshold	No
WMWL0003	Milley Farm, Milley Lane	Agricultural buildings only in Green Belt area - outside of this study.	Yes, in SHLAA list of Green Belt sites
WMWL0004	Whitfields Farm, Hungerford Lane	Agricultural buildings only in Green Belt area - outside of this study.	Yes, in SHLAA list of Green Belt sites
WMWL0012	Land South Of Weycock Cottage Milley Road Waltham St Lawrence Reading	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWR0002	Land opposite the former Old Green Man pub	Functional flood plain	No
WMWR0004	Land at Hythe End Road	Functional flood plain	No
WMWR0005	Concorde Garage, 31 Windsor Road	Unlikely to meet threshold	Yes
WMWR0006	Land rear 255-271 Staines Road	Functional flood plain	No
WMWR0007	Douglas Lane	Functional flood plain	No
WMWR0008	Sarsby Drive is this Land Adjoining 24 Sarsby Drive	Functional flood plain	No
WMWR0009	Rear of Breakers Yard	Functional flood plain	No
WMWR0010	90-94 Welley Road	Functional flood plain	No
WMWR0011	Land at Ferry Lane&Colne WayA	Functional flood plain	No

Rejected sites

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMWR0012	Land at Ferry Lane&Colne WayB	Functional flood plain	No
WMWR0013	Land at Wraysbury Station	Functional flood plain	No
WMWR0020	Land at Hythe End Road	Functional flood plain	No
WMWR0022	Bell Weir Garage And Engineering Co 2 Wraysbury Road Staines TW19 6HE	Unlikely to meet threshold	Yes, in SHLAA list of Green Belt sites
WMWR0023	37 The Drive Wraysbury Staines TW19 5ES	Not likely to meet threshold in developed part of the site	No
WMWR0024	98 - 100 Welley Road Wraysbury Staines	Unlikely to meet threshold	Yes, in SHLAA list of Green Belt sites
WMWR0028	Land Adjacent To 2 Wharf Road Wraysbury Staines	Functional flood plain	No
WMWR0029	58 Wraysbury Road Staines TW19 6HA	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMWR0030	40 Douglas Lane Wraysbury Staines TW19 5NG	Functional flood plain	No
WMWR0031	BCL Depot, Feathers Lane	Functional flood plain	No
WMWW0001	Land at Cannon Lane and Breadcroft Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0004	Land East of the Grove Park Estate.	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0005	Land North of Maidenhead Office Park (Area A)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0006	Land North of Maidenhead Office Park (Area B)	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0007	Bury Court Farm, Waltham Road	Agricultural buildings only in Green Belt area - outside of this study.	Yes, in SHLAA list of Green Belt sites
WMWW0008	Land South of 4 Butchers Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0009	White Waltham Airfield	Airfield going concern and not development where residential development could be considered under the terms of this study.	Yes, in SHLAA list of Green Belt sites
WMWW0018	Brook House, Paley Street	Not likely to meet threshold in developed part of the site	Yes, in SHLAA list of Green Belt sites
WMWW0020	Land r/o Brook House,Paley Street	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites

Rejected sites

D

SHLAA Reference	Address	Reason for exclusion from allocation process	Contained in 2011 SHLAA?
WMWW0021	Land at Glebelands Farm	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0022	Land SW of Breadcroft Lane	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0023	Land at the corner of Burchetts Green Lane and the A4, Littlewick Green	Undeveloped Green Belt - outside of this study	Yes, in SHLAA list of Green Belt sites
WMWW0025	Highcroft And Lantivet And Woodbury And Mallia Cannon Lane Maidenhead	Unlikely to meet threshold	Yes