

Welcome

We would like to thank you for coming along to our public consultation event. Inland Homes are proposing a residential development of 80 homes at the land north of London Road and to the east of Riding Court Road in Datchet.

Presented here is information and work on our plans which we would like your feedback and comments on.

While initial discussions with The Royal Borough of Windsor & Maidenhead Council have taken place and continue to do so, the scheme has not been finalised and a planning application has not yet been submitted. This process is about engaging with and listening to the local community before a planning application is submitted.

Inland Homes

Inland Homes is devoted to providing high quality residential and mixed used developments. Through their activities as a brownfield regeneration specialist or as a self-delivering housebuilder, inland Homes are passionate about their sites.

As their business and markets have developed, inland Homes have begun to focus on the self-delivery of projects to create high quality homes.

With developments in Staines-upon-Thames, High Wycombe and Iver, Inland Homes is earning a reputation for creating new homes across the Home Counties. Their ethos is to deliver high quality sustainable homes to the community and to enhance the environment in which people live.



Borghetto, Ipper (Development Map Consult)



Whitley, Chesham (Development Map Consult)

London Road, Datchet
Land North of London Road and East of Riding Court Road





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| Site | Potential landscape/ noise buffer alongside northern boundary | Proposed frontages to protect development behind from motorway noise |
| Existing vehicular access point into site from Riding Court Road reused for development | Potential woodland area | Realignment of Riding Court Road as part of M4 widening works |
| Proposed vehicular access point from London Road | Adjacent motorway (M4) | Existing trees |
| Proposed pedestrian access points | Noise from road | Existing hedges |
| Potential development areas | Existing acoustic fence | Conservation Area |
| | Proposed acoustic fence in addition to existing | Relationship with neighbouring residential properties |

We believe that the key considerations which need to be taken into account are:

- Retention and strengthening of existing trees and vegetation on site where possible on the boundaries.
- The need to consider and minimise any potential effects the proposed development might have on existing neighbouring dwellings along London Road and others within the vicinity in respect to overlooking, privacy and amenity.
- The proximity of the M4, London Road (B470), Heathrow Airport, and the existing noise contours of the site during the day and at night.
- There are two possible vehicular access points into the site from London Road and Riding Court Road.
- The site is located near the Datchet Conservation Area to the south-west.
- Surrounding land uses include mostly residential to the south, with Datchet Cricket Ground to the west of Riding Court Road. Beyond the M4 Motorway is CEMEX sand and gravel quarry and Ditton Park employment site.
- The site is partly within Flood Zone 2.

Heritage

As part of our work assessing the site, a heritage study was completed and found that there are no designated or undesignated heritage assets located within the site. While it is located to the east of the Datchet Conservation area, given that the surrounding area is already residential in nature, it is not considered that the development of the site for residential purposes in a sensitive manner would adversely impact upon the setting of the conservation area.

There is a small handful of listed buildings just over 100m to the east of the site, however it is considered that there is sufficient distance between the site and these heritage assets to ensure no impact upon the setting of the listed buildings would arise.

London Road, Datchet
Land North of London Road and East of Riding Court Road



Transport

Accessing the site

We plan to provide two vehicular access points into our proposed site. One from London Road and another at Riding Court Road. These would be simple priority junctions and access for pedestrians and cyclists would also be provided onto London Road and Riding Court Road.

Access to public and sustainable transport

There are bus stops located on London Road along the front of our site and we are currently exploring opportunities to improve them for all local residents as part of our development.

Datchet Station is a short walk / cycle (within 800m) from our proposed development and provides two services per hour to destinations including Windsor, Clapham Junction and London Waterloo.

As part of our work, a walking and cycling audit will be undertaken on the existing pedestrian and cycle infrastructure in the vicinity of the site. This will identify any routes between the development and existing local services and facilities that require improvement. Given the importance of pedestrian links to the village centre, railway station and amenities, the development would provide a number of pedestrian crossings across Riding Court Road and London Road to link the site and surrounding properties to Datchet village centre.

How will traffic be impacted

A detailed Transport Assessment is currently being produced which will assess the traffic impact of the proposals. The work will consider the capacity and safety of local junctions, taking into account background traffic growth.

The scope of the Transport Assessment is being agreed with the Royal Borough of Windsor & Maidenhead who are the local planning and Highways Authority.



View of proposed site access from London Road



View of proposed site access from Riding Court Road





- A site area of 3.83 hectares
- 80 dwellings of high quality design in accordance with site's allocation in The Royal Borough of Windsor & Maidenhead Local Plan
- A mix of 2, 3 and 4-bedroom family homes along with 1 and 2 apartments
- 40% affordable housing across the site equating to 32 affordable units
- Vehicular access points from London Road and Riding Court Road
- New cycle and pedestrian links through the site to improve access to the village centre
- Improving the existing tree belts with additional planting
- On-site open space, play facilities and allotments/community orchards
- Sustainable drainage strategy (SuDS)
- Reducing noise impact on new and existing residents through landscaping to the north of the site along with additional acoustic fencing and planting

Appearance

Having studied local buildings in Datchet and considering the Datchet Conservation Area, we would want to use similar and established materials, details and features found in Datchet.

Therefore the development will use an Arts & Crafts style, creating a distinctive character area to this part of Datchet. We anticipated that the key materials used will be reflective of the variety of materials found in the local area, dominated by brick and partial render at upper floors or timber decorative gable or projecting attic gable features.

Local details such as chimneys, open storm porches, bay windows, gable features and barge boards will be used. Roofs will be a variety of gable, half-hipped or hipped, and some of the dwellings will have exposed rafter feet.



London Road, Datchet
Land North of London Road and East of Riding Court Road



Landscaping & Ecology

Landscaping is a key factor in our planning for the site. Structural tree planting will define the main spaces and routes through the site. This includes along the access road, into the proposed open spaces, and continuing towards the green buffer along the northern boundary. Much of the existing vegetation will be retained and enhanced with further planting along sensitive boundaries.

Shrub and herbaceous species will include evergreen and deciduous species that are wildlife-friendly.

The existing vegetation along the site's northern boundary is to be retained and enhanced with further native boundary planting, which will include both shrub and tree species. This will provide a strong landscaped buffer, natural in appearance with stock selected of local provenance to ensure longevity.

Pockets of open space are located throughout the site in areas which will receive good levels of natural surveillance. Several play areas are proposed to provide play activities and nature play which are easily accessible throughout the development. Examples of play space styles which could be incorporated here are shown below. Formal and informal areas of grassland will enhance the play value of the open space while providing additional wildlife benefits and habitats. Tree species will be chosen for their upright and clear stem form and include rear garden fruiting species, including apple, plum, cherry, decorative pear and maple varieties.

Additional public facilities include allotment spaces for residents to grow their own produce, close to where they live. There are also a variety of multi-functional spaces that provide attenuation for rainfall, provide attractive landscape features and provide opportunities for natural biodiversity.



Flooding, Noise and Air Quality

Flooding

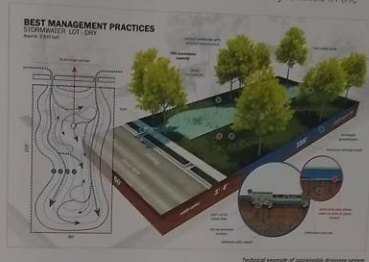
The Environment Agency flood map places the site outside of Flood Zone 3 (the highest risk category) and as such, the site has less than a 1 in 100yr probability of flooding from main rivers. The site is however partly within Flood Zone 2, land classed as having between a 1 in 100yr and 1 in 1000yr annual probability of river flooding. The normal measurement of how flooding effects an area is to test it against a 100 year plus climate change event.

Having examined the site against this, the extent to which it would affect our site has been found to be very low. It is reasoned that the higher elevations along London Road and Riding Court Road, act as a form of embankment to flood water, this in turn protects the site above a certain threshold.

The site is not shown to flood during the 100 year + 20% climate change event, however a 35% climate change allowance is now generally applied in the Thames region, and the site is partially located in the historical floodplain.

Therefore, to ensure robust mitigation it is recommended that finished floor levels are raised above predicted flood levels.

Run-off from roofed and paved areas will be controlled to the original greenfield run-off rates using sustainable drainage techniques to store water and slowly release to nearby watercourses.



Noise Impact

A noise assessment will be undertaken to determine the potential noise effects on the development. This identifies the M4, B470 and overhead aircraft movements as existing noise sources that will affect future development of the site.

The assessment showed that the northern and southern site perimeters are exposed to noise conditions which will require specific mitigation for compliance with the Council's noise related policies. A 2m high noise fence is already in place adjacent to the M4 and a range of technical solutions will be available to the developers to mitigate noise from the existing roads. The proposed masterplan has evolved to protect not only future residential use of the application site but also enhance the noise protection for the existing residential properties off London Road.

The design of the proposed development will include the provision of specific noise barriers and buffers, optimum orientation of buildings and integration of appropriate glazing and ventilation to protect new and existing receptors.

Air Quality

The impact on air quality during the construction and operational phases will be assessed. Should the application be approved, through the implementation of suitable mitigation measures, it is anticipated that construction related impacts will be insignificant.

Air quality impacts from road traffic associated with the site once it is constructed will be assessed using detailed dispersion modelling. Air pollutant concentrations at the site will also be assessed by detailed modelling which will determine concentrations across the entire site.

Due to the fact that traffic is usually moving at speed when travelling along the M4, elevated pollutant concentrations directly adjacent to the M4 motorway drop off quickly with distance from the road and it is expected that pollutant concentrations at residential dwellings will be below air quality objectives.

However, suitable mitigation measures would be incorporated into the design of the proposed development should these be required following completion of the detailed assessments.

Illustrative Views of proposed development



London Road, Datchet
Land North of London Road and East of Ringing Court Road



Thank You

Thank you for taking the time to attend our public consultation event. We will take away and analyse your comments as part of our work to further the proposals for this development.

What happens now

You can leave your feedback in a number of ways outlined below. The easiest way is to fill in a feedback form before you leave today and leave it with us.

We will be developing the scheme using the feedback received here and a planning application for the site will be submitted in the coming weeks.

How to leave your feedback



Feedback Forms

These can be filled out here at the event or at home and posted free of charge



Write to us

We have a freepost address, just write it on an envelope and pop it in the post. Freepost: FPM8998, Cratus Communications Ltd, Fora, 180 Borough High Street, London, SE1 1LB



Call us

You can get in touch with our Consultation Manager Duncan Flynn by calling: 07769 653052



Email us

Email us at: dflynn@cratus.co.uk

