

### **3.0 Description of Proposal**

3.1 A dedicated route of safe escape for the residents of the St Mary's Park development to an area outside of the floodplain is required under PPS 25 (Development and Flood Risk) – 29<sup>th</sup> March 2010.

3.2 The route proposed comprises a number of separate elements, which are delivered by different mechanisms. The route is described below (and should be read in conjunction with the coloured plan on page 5) as is how each section would be delivered:

- The safe escape route leaves the site adjacent to No. 100 Blackamoor Lane (shown by the white star)
- The route then crosses a raised table (which incorporates a zebra crossing) opposite No 100 Blackamoor Lane (small red arrow). This part of the route is delivered under condition 3 part h) of 07/01239.
- The route then turns south on the route of the existing footpath which would be raised with a double kerb arrangement (large red arrow) which is shown at Appendix 1.0. This part of the route is also delivered under condition 3 part h) of 07/01239.
- Adjacent to the boundary of the former Ray Park social club and the Thames Water pumping station, the route turns west and takes the form of a raised walkway of 3.00m width (green arrows). The form of this walkway is shown on the Technical Plan submitted by Clark Smith Partnership. This part of the route requires planning permission under this submission.
- This dedicated route then continues to rise to the west where it turns to join a new metal footbridge which lies to the north of the existing pedestrian footbridge. In this area the existing public footpath passes under the raised walkway and connects to the existing public footpath network (including the

existing bridge) in its current position. The existing public footpaths are not therefore prejudiced by the dedicated safe escape route

- On the far side of the bridge the raised walkway then continues west to join Holmanleaze / Kennet Road which is an area outside of the flood plain. This part of the route requires planning permission under this submission.
- The blue arrows indicate a previously proposed route, however the green route has considerably less impact on Town Moor and is therefore considered to be an improvement to that previously proffered







- ➔ Previously identified safe escape route
- ➔ Part of route covered by s278 Agreement (as previously proposed)
- ➔ New raised footway and bridge proposed under this submission

#### **4.0 Assessment**

- 4.1 The section of the dedicated safe escape route which is the subject to this submission is the part identified by the green arrows in the plan in section 3.0. Pre-application discussions were held with the Council on site on 17<sup>th</sup> January 2011.
- 4.2 It is important to acknowledge, the existence of the remainder of the route and how this is to be delivered. This has also been set out within the previous section.
- 4.3 In terms of flooding, the raised walkway has been set at a minimum level of 24.2m AOD which achieves a hazard rating of 'low', which is acceptable to the Environment Agency.
- 4.4 This route then rises to where it joins the footbridge, where the underside of soffit is set at a level of 24.7m AOD, which allows 300mm freeboard above the 1 in 100 year plus climate change flood event. This is a requirement of the Environment Agency.
- 4.5 The underside of the footbridge has also been set at a level which is compatible with the aspirations of the Maidenhead Riverside Group which is seeking to upgrade this channel so that it may take river traffic. The route also doubles as part of the Council's upgrades to the strategic cycle network.
- 4.6 The details pertaining to flooding and hazard ratings are set out within the accompanying Flood Risk Assessment prepared by Golder Associates.
- 4.7 In terms of the positioning of the dedicated route, it has been positioned just to the north of the former Ray Park social club and the Thames Water pumping station. The route does not conflict with the existing dropped kerbs and vehicle access to the Moor.
- 4.8 By locating the dedicated route in this area, it is intended to minimise the impact of the route on the openness of Town Moor. This positioning does require the removal of some scrub planting which will be replaced. This has been agreed with the Council.

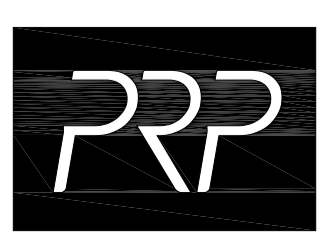
- 4.9 Indicative landscaping proposals have been shown within these proposals, however it is suggested that a detailed scheme is secured by a suitably worded planning condition in the normal manner.
- 4.10 The dedicated route (which is 3.0m in width to allow two cyclists to pass each other as per Council requirements) then rises to join the new pedestrian bridge, which is described in the accompanying Design and Access Statement.
- 4.11 It is considered that the bridge itself is an important piece of public art and that it achieves a level of design which sits well with the aspirations of the Maidenhead Waterways Group who intend to open up this route as a navigable waterway.
- 4.12 On the far side of the bridge, the raised walkway reduces in height to a point where it joins existing ground level at Holmanleaze / Kennet Road where it is possible to escape to an area outside of the flood plain.
- 4.13 As set out within 1.2, this dedicated route may be provided as a consequence of the St Mary's Park development, but it does provide a wider community benefit in allowing the residents of the Riverside area who are either located in the floodplain or trapped on a dry island, to escape to an area fully outside of the floodplain whereby access to services and facilities in the town centre can then be achieved.
- 4.14 This wider community benefit is recognised by the Council and also by the Environment Agency.



- KEY
-  EXISTING TREES
  -  TREES TO BE REMOVED
  -  WILDFLOWER/NATIVE GRASSES
  -  REED BED ZONE

St. Mary's Park, Maidenhead

title	Site Plan	drawn	ACCB
		checked	JHC
		scale	1:500@A1
drawing no	AA1848/2.1/003	date	JAN '11



Leisure

Mosque

Citizens Advice Bureau

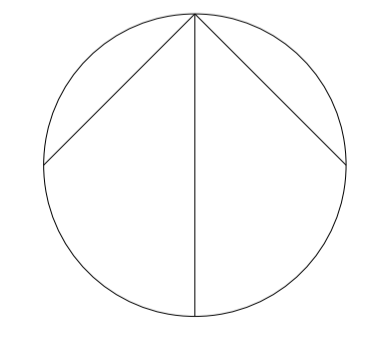
Mayflower

Jakes House

Club

Drain

N



WILDFLOWER NATIVE GRASSES REED BED

SAFE WALKWAY REFER TO CLARK SMITH PARTNERSHIP DRAWING NO.: GDS6-001 - P6

HARD STAND THRESHOLD @ BRIDGE ACCESS, GRANITE SETS, GROUND BOARDING

GROUND BOARDING WILDFLOWER NATIVE GRASSES REED BED

GROUND BOARDING HARD STAND THRESHOLD @ BRIDGE ACCESS, GRANITE SETS

EVENLODE

WINDRUSH WAY

CHERMELL CLOSE

KENNET ROAD

HOLMANLEAZE

HOLMANLEAZE

