

# INFRASTRUCTURE OVERVIEW & SCRUTINY PANEL

TUESDAY, 19TH JANUARY, 2021

At 6.15 pm

in the

VIRTUAL MEETING - ONLINE ACCESS, [RBWM YOUTUBE](#)

## SUPPLEMENTARY AGENDA

### PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
6.	<u>INFRASTRUCTURE DELIVERY PLAN</u>  To receive the above report.	1 - 146

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Report Title:	<b>Infrastructure Delivery Plan</b>
Contains Confidential or Exempt Information?	No - Part I
Meeting and Date:	Infrastructure O&S
Responsible Officer(s):	Chris Joyce, Head of Infrastructure, Sustainability and Economic Growth
Wards affected:	All

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## REPORT SUMMARY

1. The Infrastructure Delivery Plan sets out the key infrastructure required to support housing and employment growth in the borough. It is a key part of the evidence base for the Borough Local Plan and will support the planning and delivery of infrastructure in the borough over the life of the plan.
2. Infrastructure planning is an iterative process and the document should be reviewed and updated regularly to ensure it remains fit for purpose and represents the infrastructure priorities of the borough.

## 1. DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION:** That Infrastructure Overview and Scrutiny Panel:

- i) ***Notes the report and the current infrastructure planning process and evidences base.***

## 2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 This report is for information to assist the O&S panel in understanding the infrastructure planning process and the current Infrastructure Delivery Plan document and evidence base that supports it.

## 3. Background

- 3.1 The Infrastructure Delivery Plan sets out the key infrastructure requirements to support housing and employment growth in the Borough. It is a living document that should be updated regularly. It is a key part of the evidence base for the Borough Local Plan (BLP) and should support infrastructure planning and delivery over the life of the BLP.
- 3.2 It covers a broad range of infrastructure, including transport, education, health, green and blue infrastructure, utilities and community infrastructure. The approach and methodology for determining the requirements is different for each type of infrastructure. The details of the assessment are generally set out within the IDP and then the requirements are presented within the document and held in a series of schedules that are included as a series of appendices to the document.

- 3.3 The document includes infrastructure that is not designed and delivered by the Local Authority and therefore requires work across the council services and with other partners such as the NHS, local utility companies and national organisations such as Highways England, Network Rail.
- 3.4 The IDP has been developed and refined through the BLP process. A full version of the IDP was undertaken and published January 2018 to support the BLP. A detailed analysis of the requirements for four different infrastructure types (transport, green, social and utilities) was undertaken. The report set out the detailed methodology and engagement with key partners to ensure that a full set of requirements was provided and agreed with key stakeholders.
- 3.5 As part of the consultation for the 'Proposed Changes Version' of the BLP, a review of the IDP was undertaken. The purpose of the review was to assess whether the changes to the local plan had any significant impact on the IDP and to seek to provide consistency with the updated BLP, including site proformas.
- 3.6 The review concluded that the changes to the BLP had a limited impact on the IDP and therefore a short update report was prepared setting out the changes to the schedule of the projects in each infrastructure areas, which were also split out into more granular categories (transport, green, education, health, sport and leisure, community and utilities).
- 3.7 As part of the examination of the BLP, we have undertaken a further review of the IDP prioritisation to ensure it is clear. This has been based on the following categories:
- **High Priority:** needed to deliver planned growth within the Plan period.
  - **Medium Priority:** required to mitigate against the impacts from new development, with the precise timing of delivery not critical.
  - **Low Priority:** desirable infrastructure to encourage sustainable development and highest quality of development.
- 3.8 The prioritisation process will allow the council to focus on the delivery of the most important infrastructure first. This will ensure that the development and delivery of critical infrastructure required to support the plan is in place ahead of or alongside delivery of additional housing and employment space.
- 3.9 The council is committed to delivering all the infrastructure within the IDP and will utilise the full range of external and internal funding sources to ensure that. This will include external Government and Local Enterprise Partnership funding as well as CIL, S106 and council capital funding.

#### **4. Next steps**

- 4.1 There is uncertainty in any long-term planning process, particularly in light of the current Covid-19 pandemic and its long-term effects on the economy and society. The council will regularly review its IDP to ensure it continues to be fit for purpose and is delivering against the requirements of the BLP and wider council objectives.
- 4.2 As part of any future updates we will seek to work closely with local communities to ensure their priorities are considered within the infrastructure planning process. There are also opportunities to present the document in a more accessible way to help communities understand the plans for infrastructure in their area.

#### **5. Appendices**

- 5.1 This report is supported by three appendices:
  - Infrastructure Delivery Plan (January 2018)
  - Proposed Changes to BLP IDP Update (October 2019)
  - Updated Schedule for Local Plan Examination (October 2020)



# ROYAL BOROUGH OF WINDSOR & MAIDENHEAD

## INFRASTRUCTURE DELIVERY PLAN

### REVISION

January 2018

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# **1 Introduction**

## **1.1 Background**

- 1.1.1 The Royal Borough of Windsor and Maidenhead is currently preparing a new Borough Local Plan (BLP) that will guide development decisions in the Borough to 2033. The Council has prepared this Infrastructure Delivery Plan (IDP) to ensure the BLP can be supported by necessary infrastructure provision.
- 1.1.2 The IDP has been prepared with the involvement of key infrastructure partners and service providers and draws together the latest evidence and information available to the Council. It is important to note that infrastructure planning is an iterative process and the precise nature of infrastructure needed to support future development is influenced by a range of factors and arrangements that change over time.
- 1.1.3 The IDP is a 'living document' subject to regular review, building upon and updating the Infrastructure Delivery Plan that was first published by the Council in 2015 as evidence for the adoption of the Community Infrastructure Levy (CIL) and work on the emerging Borough Local Plan (BLP).
- 1.1.4 This revision of the IDP is produced in support of the Borough Local Plan 2013-2033 Submission Version to be submitted to the Secretary of State for the purposes of Section 20 (3) of the Act.

## **1.2 Purpose**

- 1.2.1 The primary purpose of the IDP is to identify the infrastructure considered necessary to support the development proposed in the BLP and to outline how and when this will be delivered. The IDP plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure.
- 1.2.2 The IDP is also an infrastructure planning tool which can be used as a framework to guide decision-making on infrastructure delivery, including the future allocation of funds from the CIL. The IDP provides a strategic overview of how and when key infrastructure will be required, highlighting schemes which may be required to unlock development, and providing the basis for supporting the delivery and implementation of the BLP.

## **1.3 Policy Context**

- 1.3.1 The National Planning Policy Framework (NPPF) directs local planning authorities, amongst other things, to plan positively for the development and infrastructure required in their area. The NPPF places considerable emphasis on local authorities to undertake infrastructure planning, joint working, and viability testing as part of the plan preparation process.
- 1.3.2 For infrastructure planning, the NPPF requires authorities to work with relevant partners and providers to demonstrate that infrastructure will be available to support development:

*“Local planning authorities should work with other authorities and providers to:*

- *assess the quality and capacity of infrastructure for transport, water supply, waste water and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*



- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.” (NPPF, paragraph 162)*

- 1.3.3 The NPPF also states that it is equally important that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate that, Local Plans should pay careful attention to viability and ensure that the cost of any requirement, including infrastructure contributions does not threaten the viability of developments identified in the plan (including specific sites allocated for development).
- 1.3.4 An IDP was prepared in May 2017 in support of the BLP as part of the regulation 19 submission version. Work for this revision of the May 2017 IDP has been undertaken in parallel with the preparation of the Regulation 20 submission version of the BLP.
- 1.3.5 Planning Practice Guidance provides further guidance on infrastructure planning and the delivery aspects of plan making. In planning for infrastructure, local authorities should make clear, for at least the first five years of the local plan period, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.

## 1.4 Borough Local Plan 2013-33

- 1.4.1 This IDP has been prepared to support the Borough Local Plan Submission Version 2013-33 (BLP). The Council's strategy for infrastructure planning is to optimise existing infrastructure, direct developments to the most sustainable locations, reduce the need to travel and seek new infrastructure where required.
- 1.4.2 The loss of existing facilities will generally be resisted as indicated in BLP Policy IF1 (4) and in specific cases, such as sport, leisure and community facilities, land will be allocated for the provision of future infrastructure requirements where necessary (see BLP Objectives 6 and 7). The BLP also commits the Council to a co-ordinated approach to infrastructure management and investment through partnership working with key infrastructure and service providers<sup>1</sup>.
- 1.4.3 The spatial vision and objectives form Section 4 of the BLP, and the relevant spatial objectives for infrastructure comprise:
- **Objective 6 Infrastructure** – *To retain, improve and provide new facilities and other infrastructure to support new development and ensure a high quality of life for residents of all ages:*
    - *Secure the provision of utilities, services, and facilities to enable planned development in a coordinated and timely manner*
    - *Ensure that new development makes an appropriate contribution towards infrastructure needs arising from such development*
  - **Objective 7 Sustainable Transport** – *To promote sustainable transport and alternatives to the use of private vehicles:*
    - *Encourage the provision of facilities for pedestrians and cyclists in new development*
    - *Locate development to minimise the need for travel*
    - *Promote the use of public transport*
  - **Objective 9 Environmental Protection** – *To maintain and enhance the natural environment of the borough:*
    - *Ensure that new development contributes to environmental improvement*
    - *Protect designated areas and features*

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<sup>1</sup> BLP Policy IF1 (S), BLP 2017

- **Objective 10 Open Space and Leisure** – To provide adequate open space for planned development and appropriate leisure and recreation facilities:
  - Ensure that new development contributes to providing open space within new development
  - Maintain and enhance leisure and recreation facilities
- **Objective 11 Climate Change and Biodiversity** – To ensure that new development takes account of the need to mitigate the impacts of climate change and on biodiversity:
  - Promote sustainable design and construction
  - Promote the use of renewable energy
  - Manage flood risk through the location and design of development

## 1.5 Scale and Distribution of Development

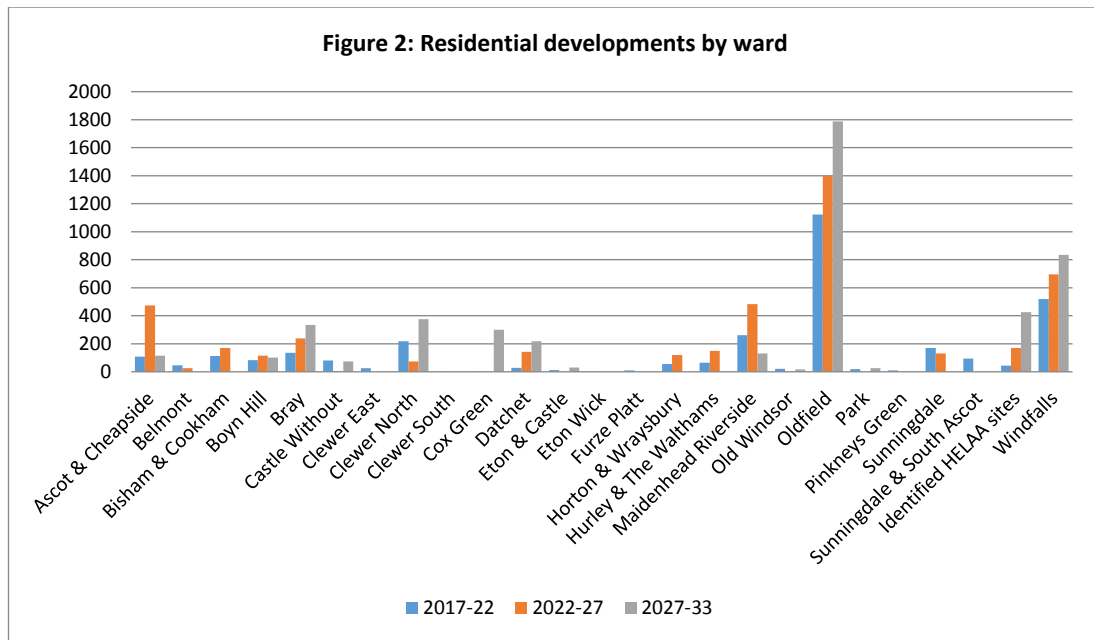
- 1.5.1 This IDP has been prepared on the basis of 14,260 new residential units being built during the plan period (2013-33). The BLP will direct development primarily to locations in and around urban areas of Maidenhead, and other identified strategic locations. Maidenhead town centre in particular will be a focus for high density developments.
- 1.5.2 In total, the BLP proposes to allocate land for around 8,286 additional homes over the period of the plan. Figure 1 below sets out the scale and timing of residential development considered in this IDP.

Figure 1: BLP residential development assumptions

	2013-17	2017-22	2022-27	2027-33	Total
<b>Completions and commitments</b>	1,476	2,296	n/a	n/a	<b>3,772</b>
<b>BLP proposed allocations</b>	0	1,657	3,314	3,315	<b>8,286</b>
<b>Identified Housing and Economic Land Availability Assessment (HELAA) sites</b>	0	26	99	237	<b>362</b>
<b>Windfalls</b>	0	413	624	803	<b>1,840</b>
<b>Total</b>	<u>1,476</u>	<u>4,392</u>	<u>4,037</u>	<u>4,355</u>	<b><u>14,260</u></b>

- 1.5.3 The IDP assumes that about 1,476 units have been built in the Borough between 1st April 2013 and 31st March 2017<sup>2</sup>, and approximately an additional 4,400 residential units will be delivered over the first five years of the BLP, between 1st April 2017 and 31st March 2022. Allocations proposed in the BLP make up a significant proportion of the forecast growth, in particular from strategic proposals in Maidenhead town centre and the Maidenhead Golf Course.
- 1.5.4 Elsewhere, growth is expected to be focused around areas south of Maidenhead (Bray), north of Maidenhead (Bisham and Cookham), north Windsor (Clewer North) and areas around Sunningdale and South Ascot. Figure 2 provides a breakdown of residential development by wards.

<sup>2</sup> Based on planning monitoring figures available in Feb 2017



- 1.5.5 The BLP does not generally specify the level of new jobs or employment floorspace to be provided at different locations. Instead, the BLP suggests that the majority of employment floor space will be from the redevelopment and intensification of existing employment locations, centre locations and identified sites. It is proposed that approximately 130,700 square metres of employment floor space will be provided in the plan period.
- 1.5.6 It is important to note that the IDP is a mechanism for identifying the future infrastructure requirements of development proposed as a result of the BLP. It does not address existing deficiencies in infrastructure provision.

## 2 Development of the IDP

### 2.1 Types of Infrastructure

- 2.1.1 The NPPF gives a very broad definition of infrastructure, covering all generally understood meanings of the term. However, it would not be reasonable for this IDP to consider every element of infrastructure falling within the Framework's definition. The Government is clear that evidence supporting Local Plans should be proportionate and relevant to the local circumstances and could adequately justify proposals in Local Plans.
- 2.1.2 National level infrastructure that is fully funded by the Government has not been covered by this IDP in great detail. It is recognised that there are other plans and strategies that will provide more details about how this infrastructure will be delivered.
- 2.1.3 Specific development infrastructure for sites (including internal access roads, connections to mains, site specific mitigations, Sustainable Urban Drainage (SUDs) schemes, and on site open space provision) has been excluded from this IDP. Such requirements will be considered as part of the development management process.
- 2.1.4 General development costs (including abnormal costs and contingencies) will be built into the Council's viability evidence to ensure development sites are deliverable over

the plan period of the BLP<sup>3</sup>. Privately owned infrastructure has not been covered in this IDP unless the requirement is considered to be necessary to support development from the BLP.

- 2.1.5 The assessments have primarily focused on infrastructure that is necessary to support the developments identified in the BLP. However, other key infrastructure that contributes towards wider spatial objectives from the BLP has been considered. The infrastructure groups covered by this IDP are highlighted in Figure 3 below.

Figure 3: Types of Infrastructure

Infrastructure Areas	Infrastructure Types
<b>Schedule A</b> Transport Infrastructure	<ul style="list-style-type: none"> <li>Local Transport Schemes</li> <li>Major Transport Schemes</li> <li>Junction Improvement Schemes</li> </ul>
<b>Schedule B</b> Green Infrastructure	<ul style="list-style-type: none"> <li>SANG</li> <li>Public Open Space</li> </ul>
<b>Schedule C</b> Social Infrastructure	<ul style="list-style-type: none"> <li>Early Years education</li> <li>Primary and first schools (incl. infant and junior)</li> <li>Secondary, middle &amp; upper schools</li> <li>Special educational needs</li> <li>Health</li> <li>Libraries and Community centres</li> <li>Emergency services</li> <li>Sports and leisure facilities</li> </ul>
<b>Schedule D</b> Utilities and hard infrastructure	<ul style="list-style-type: none"> <li>Flood Defences</li> <li>Sewerage</li> <li>Water supply</li> <li>Gas</li> <li>Electricity</li> <li>Waste</li> <li>Telecommunications and Broadband</li> </ul>

## 2.2 Prioritisation of Infrastructure

- 2.2.1 For this IDP, the following categorisation has been adopted to indicate the prioritisation of infrastructure requirements as illustrated in Figure 4 below. As far as possible, the IDP identifies the highest priority infrastructure requirements, and the dependencies or factors that could prevent or significantly delay delivery over the period of the BLP.

Figure 4: Prioritisation of infrastructure

Category	Definition
<b>High priority</b>	Required to enable new development to come forward within the plan period.
<b>Medium priority</b>	Required to mitigate against the impacts from new development and contribute towards the Spatial Objectives of the Borough Local Plan, but the precise timing of delivery is not critical.
<b>Low priority</b>	Required to support sustainable development. The delivery of the identified infrastructure is desirable to encourage sustainable development and contribute towards the Spatial Objectives of the Borough Local Plan.

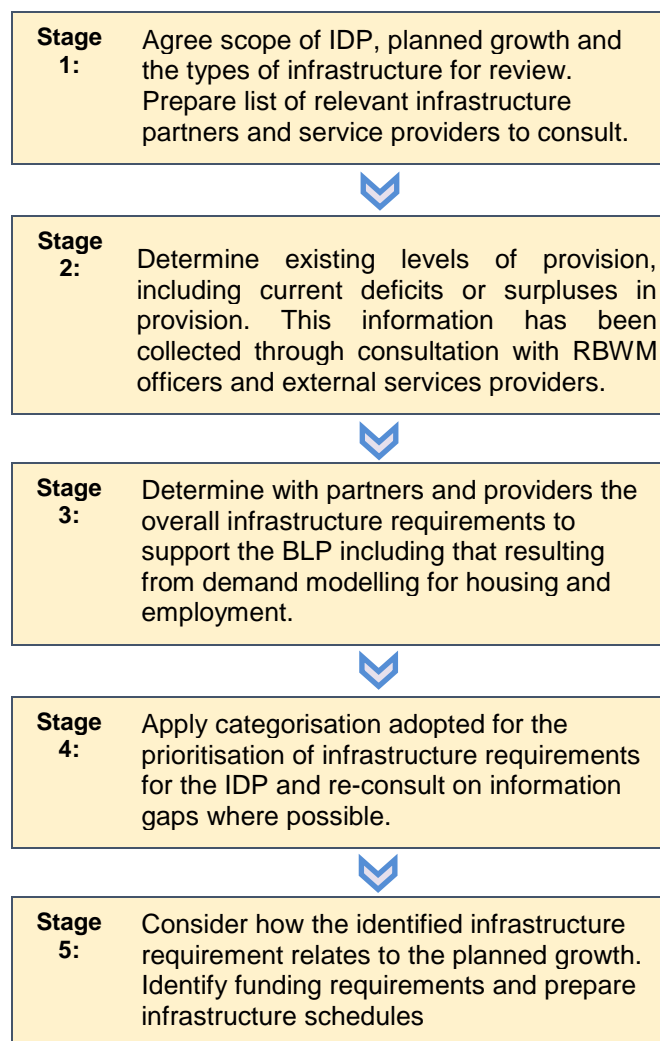
<sup>3</sup> HDH, *Viability Update: Local Plan Review 2017*, April 2017

- 2.2.2 The Council is currently collecting money through its Community Infrastructure Levy and through section 106 agreements. It also secures contributions to mitigate the impact of development on the Thames Basin Heaths Special Protection Area through section 111 agreements under the Local Government Act. Section 106 agreements continue to have a place to mitigate the direct impacts of new development on local infrastructure. The general purpose of monies collected through CIL is for strategic infrastructure provision. As the infrastructure investment plan is progressed it is expected that the Council will align its capital programme to the priorities set out in this IDP and also put in place a governance process for the spend of CIL monies collected in line with the IDP identified priorities.

## **2.3 Methodology and Approach**

- 2.3.1 Throughout the plan-making process, the Council has been working closely with infrastructure and service providers to build up a picture of the infrastructure needed to support development proposed in the BLP. The assessment of infrastructure requirements relies on input from infrastructure and service partners operating in the Borough and these assessments have been supplemented in some cases by modelling evidence and design work commissioned by the Council.
- 2.3.2 This IDP will form part of the evidence base for the BLP. Where information is available, the nature of provision, location, estimated costs, potential funding arrangements and responsibility for delivery will be identified but costs for the purchase of land for infrastructure are not included.
- 2.3.3 The approach takes into account Government guidance and best practice in assessing infrastructure needs arising as a consequence of growth and where information is available; infrastructure costs are based on estimates available to the Council at the time. It should be noted that some of the identified costs are indicative only and may not reflect the actual capital cost associated with the project.
- 2.3.4 Unless specified, costs for land assembly and land purchase have not been included in this report. Demographic projections are based on modelling assumptions related to population yield and calculations provided by the relevant infrastructure partners and service provider.
- 2.3.5 Infrastructure planning is a continuous and iterative process, and information recorded in this IDP will inevitably change over the course of time and the plan period of the BLP. Infrastructure requirements identified in this report will be further refined as information becomes available.
- 2.3.6 The overall methodology for the IDP that has been adopted is indicated in Figure 5 below.

**Figure 5: Key stages of the IDP**



2.3.7 Infrastructure delivery requires long-term commitment and effective joint working between the Council and its partners. An officer and stakeholder Infrastructure Reference Group (IRG) has been set up with representatives from key infrastructure and service providers to work jointly and coordinate strategies for the funding and delivery of necessary infrastructure.

2.3.8 This revision has sought to update the IDP through re-visiting stages 2-5 of the methodology above. This has been a collaborative exercise with the various stakeholders and infrastructure providers who contribute to the IRG.

### **Limitations**

2.3.9 This IDP is not a policy document and cannot commit the Council and its partners to the delivery of projects and requirements identified. Strategic infrastructure interventions may be required at a sub-regional level and it may therefore be necessary for further detailed work to be undertaken to establish the business case and funding strategy for larger strategic infrastructure items or groupings of infrastructure interventions where there still remains a funding gap.

2.3.10 It is important to note that this IDP relates to infrastructure appropriate for the purposes of the BLP, and specifically the cumulative impacts of development. Where

information is available, details of the requirements and costs of most of the relevant infrastructure items are identified but there are items for which costs are not known and similarly, there may be longer term funding sources which are not known or estimated at this stage.

- 2.3.11 For some social infrastructure items, broad brush assumptions have been applied to estimate net demand and costs over the entire plan period. Given the strategic nature of this document this is considered appropriate. Further detailed studies will be undertaken to establish the business and strategic case for infrastructure interventions as part of future work.

## **2.4 Collaborative Working**

- 2.4.1 Through the process of preparing this IDP, the Council has identified a number of strategic infrastructure projects considered to have cross-boundary implications and relating to areas beyond the Borough. These include two Expressions of Interest to the Planning Delivery Fund for two transport corridor studies with Runnymede Borough Council, Surrey Heath Borough Council and Surrey County Council; and Surrey County Council, Runnymede Borough Council, South Bucks District council and Bucks County Council; plus infrastructure with catchments serving beyond the Council's administrative boundary.
- 2.4.2 In accordance with the Duty to Co-operate (section 33A of the Planning and Compulsory Purchase Act 2004), the Council will continue to work with neighbouring authorities in the preparation of the BLP.
- 2.4.3 The delivery of the IDP requires long term commitment from the Council and its partners to engage proactively in the delivery process of the identified infrastructure. The IRG works collaboratively on matters relating to infrastructure delivery in order to ensure infrastructure priorities and progress are kept under regular review.
- 2.4.4 The IRG will produce an Infrastructure Investment plan which will set out the details of how the identified infrastructure requirements for the BLP will be funded.
- 2.4.5 It is recognised that due to the different timescale of Local Plans and evidence work, it is not practical for this Council and others to consider a joint IDP with other authorities at this stage. However, officers will continue to work with the group to identify infrastructure of strategic importance and further opportunities for joint working.

**Figure 6: List of groups contacted**

<b>Infrastructure Types</b>	<b>Organisations / Groups</b>
Waste Water Treatment Works, Sewerage and Water Supply	Thames Water; Southeast Water; Affinity Water
Flood Mitigations	RBWM; Environment Agency
Road Network and Junctions	RBWM; Highways Agency
Primary and Secondary Education and SEN	RBWM
Primary Health Care	WAM Clinical Commissioning Group (CCG); Bracknell and Ascot CCG
General Waste	RBWM
Transport	RBWM; Network Rail, Rail Providers
Gas and Electricity Distribution Network	National Grid; Scottish & Southern Energy; Southern Gas Network
Sports and Leisure Facilities	RBWM
Community Facilities, Public Realm and Parking	RBWM
Open Space and Green & Blue Infrastructure	RBWM

- 2.4.6 To ensure there is a shared understanding of the infrastructure requirements necessary to support the BLP among stakeholders, including developers and local communities, this IDP will be published as part of the evidence base that has informed the preparation of the this BLP.

## **2.5 Funding and Viability**

- 2.5.1 The funding of future infrastructure is often complex and varies between infrastructure sectors and the funding options available at the time. While the Council is expected to receive mainstream government grants (on per capita basis) for publicly funded infrastructure projects, capital costs of certain infrastructure are expected to be more reliant on contributions from site developers (via S106 and/or CIL), private sector investments and public sector grant schemes.
- 2.5.2 The information provided in this IDP is based on discussions with infrastructure and service providers. Further detailed investigation of funding sources will be required as part of the ongoing infrastructure planning process to identify the potential funding gaps and routes that could be pursued, risks and consequences for their delivery and



the necessary contingencies from the BLP.

- 2.5.3 The Council has an adopted Community Infrastructure Levy (CIL), which took effect from 1st September 2016. The CIL is expected to contribute towards the funding of a wide range of infrastructure requirements in the Borough and governance arrangements will be put in place to ensure that funds are spent locally, including in line with made Neighbourhood Plan policies.
- 2.5.4 The Council will review (and where necessary, make alterations to) its Regulation 123 List<sup>4</sup> to ensure it remains up to date and fit for purpose. It is expected that S106 will continue to be utilised alongside CIL contributions (on a case by case basis) to ensure development impacts on community facilities and infrastructure can be effectively mitigated.
- 2.5.5 The NPPF places particular importance on the viability testing of infrastructure requirements from new development sites. To ensure development viability is not put at serious risk by the cumulative impact from BLP's policies, including developer contributions towards infrastructure requirements, the Council has commissioned an update of its viability evidence for the BLP, which is available at <http://consult.rbwm.gov.uk/portal/blp/blpr19/blpr19?tab=files>.
- 2.5.6 The updated viability evidence will consider the theoretical viability of development sites against a range of policy options for affordable housing provision and different levels of developer contributions towards infrastructure requirements (combined s106 and CIL)<sup>5</sup>.

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<sup>4</sup> RBWM, *CIL Regulation 123 List*, December 2016

<sup>5</sup> RBWM, *Local Plan Review 2017 – Viability Update*, xx 2017 (Draft)

## 3 Infrastructure Requirements

### Schedule A: Transport Infrastructure

#### 3.1 Local and Major Transport Schemes

##### Scope

- 3.1.1 This section considers the transport infrastructure required to support growth over the Local Plan period to 2033. For this IDP, transport and transport infrastructure are defined as: private transport (including private vehicles, walking, and cycling); public transport modes (such as rail and bus); and the infrastructure required to support travel by these modes (including roads, railway lines, footways and public rights of way, cycle routes and waterways).
- 3.1.2 Transport interventions and future projects which would support transport development at a local and strategic level have been identified through modelling and needs analysis, drawing from the following relevant local policy and evidence base documents and consultation.

##### **Thames Valley Berkshire Strategic Economic Plan**

- 3.1.3 The Strategic Economic Plan (SEP) has been developed by the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) and covers the period 2015/16 to 2020/21.
- 3.1.4 It explains how the area's economy is performing currently, highlights key challenges and opportunities for the future, and sets out a vision of what TVB LEP needs to become.
- 3.1.5 The SEP raises concerns around transport and communications infrastructure and suggests they represent the biggest single risk to the future economic contribution of TVB LEP. It makes the point that local economic growth is fundamentally shaped by connectivity, including:
- Links to Heathrow Airport
  - Links with London via the M4 motorway, Great Western Main Line and the Windsor Lines to London Waterloo
  - Connections between towns within the TVB LEP area
- 3.1.6 However, transport and communications infrastructure is already very congested, which is threatening to undermine growth potential. It is therefore essential to invest in it and encourage local sustainable transport networks that promote active travel on foot, bicycle and public transport.
- 3.1.7 Projects on the motorway and rail networks are funded and resourced at the national level and the SEP makes the case for key projects such as: the Elizabeth Line (Crossrail); Great Western Electrification; Western Rail Access to Heathrow; and the M4 Smart Motorway. The M4 Smart Motorway project is a planned project which was started in March 2017 and is scheduled to be complete in March 2022<sup>6</sup>.
- 3.1.8 The SEP is accompanied by an Implementation Plan that sets out the major transport projects that are to be delivered locally with support from Local Growth Deal funding. These include major transport schemes such as 'Maidenhead Station Access' and 'Maidenhead Town Centre - Missing Links'.

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<sup>6</sup> <http://roads.highways.gov.uk/projects/m4-junctions-3-12-smart-motorway/>

## **Local Transport Plan**

- 3.1.9 The Royal Borough's Local Transport Plan (LTP) 2012-2026 was adopted in July 2012. The LTP is currently the main policy document which guides the future direction of transport strategy and delivery in the Borough. It provides details of the key transport challenges faced in the Borough and outlines the Council's vision and strategic plans with regard to transport infrastructure and service provision.
- 3.1.10 The key objectives outlined within the LTP are as follows:
- to improve access to everyday services and facilities for everyone;
  - to improve road safety and personal security for all transport users;
  - to support sustainable economic growth;
  - to improve quality of life and minimise the social, health and environmental impacts of transport; and
  - to mitigate and adapt to the effects of climate change.
- 3.1.11 The LTP covers all forms of transport, including walking, cycling, public transport, taxis, private cars and freight movement. It also highlights the importance of local interfaces with strategic road and rail networks.
- 3.1.12 The LTP is used to inform the Council's capital and revenue programmes, which are updated annually with an agreed budget for the forthcoming financial year and indicative budgets for the following two years.

## **Parking Strategy**

- 3.1.13 Policies relating to parking have been set out in the Borough Parking Strategy, which was adopted in May 2004 as a non-statutory plan. It provides detailed policy on parking throughout the Borough, including the level of parking expected in new developments.
- 3.1.14 The Strategy covers all aspects of parking across the borough and aims to manage the stock of public parking subject to public control in a manner that supports the objectives of the Local Transport Plan. The Windsor Parking Strategy (2009) replaces documentation specifically relating to parking in Windsor embedded in RBWM Parking Strategy (currently under review).

## **Borough Parking Plan**

- 3.1.15 The regeneration programme in Maidenhead will improve economic development opportunities, connectivity, and the borough's status as a major tourism destination. This will generate an increase in parking demand across the borough.
- 3.1.16 The principles applied throughout the development of the plan are that:
- Current unmet parking demand and need, and the impact of future development and regeneration plans, is fully met.
  - Parking needed to support new residential development must be provided as part of each housing development

## **Draft Cycling Action Plan**

- 3.1.17 Cycling is seen as a key mode of transport for local journeys, including commuting, education and shopping trips, as well as recreational cycling. Using an evidence led approach, the council has developed a draft Cycling Action Plan (CAP) with input from the Cycle Forum, local ward members, parish councils, and local neighbourhood plan groups.
- 3.1.18 The CAP covers the 10-year period from 2017 to 2026 and includes a series of Local

Area Profiles, which broadly correspond with the Neighbourhood Plan areas. A set of cycling schemes are identified in each Area Profile, which are based on an assessment of need, taking account of existing travel patterns, as well as journeys associated with planned development.

### **Maidenhead Town Centre Area Action Plan**

- 3.1.19 The Maidenhead Town Centre Area Action Plan (AAP) sets out a vision for Maidenhead to, '...become the distinctive heart of the community, a place that celebrates its green Thames Valley setting, which is welcoming, attractive and accessible to all, and provides a strong economic focus for the wider community'.
- 3.1.20 The AAP focuses on regeneration of the town centre and sets out how its true potential will be unlocked. Delivery of the AAP will help bring about:
- A vibrant, visually attractive town centre that will excite and surprise;
  - A memorable place with striking architecture, spaces and waterways;
  - A much larger shopping area with a host of new shops;
  - A strong local economic focus;
  - A centre for community art and culture;
  - Improved accessibility, particularly for pedestrians and cyclists;
  - A town centre that residents can relate to and be proud of.
- 3.1.21 The AAP has four key themes:
- Place making
  - Economy
  - People
  - Movement
- 3.1.22 Movement Objective 1 and 2 within the AAP highlight the need to enhance gateways to the town centre and improve access for all modes of travel, with a specific focus on:
- creating a safe and comfortable environment for pedestrians and cyclists
  - improving access by public transport
  - optimising traffic flow and circulation
  - providing adequate car parking
- 3.1.23 The AAP identifies the transport infrastructure required to support the regeneration of the town centre, including a multi-modal transport interchange at the station and various improvements to the town centre highway network and car parking.

### **Existing Capacity**

- 3.1.24 The RBWM Local Plan Assessment<sup>7</sup> used a strategic highway model, which provided an assessment of the impact the emerging Borough Local Plan growth is likely to have on the highway network. The assessment was undertaken through the use of a computerised transport model that predicts future year conditions based upon a validated and calibrated existing condition model. A Baseline scenario was produced to understand the existing capacity of the network, prior to a number of scenarios to represent further growth and the impact on the network.

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<sup>7</sup> [https://www3.rbwm.gov.uk/downloads/download/90/local\\_transport\\_plan\\_documents](https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents)

## **Planned and Committed Provision**

- 3.1.25 The M4 Smart Motorway scheme includes using the latest technology available to improve journeys by monitoring traffic flow, displaying information about road conditions and speed limits through electronic road signs, and setting speed limits accordingly to keep traffic moving smoothly. Additionally, the scheme includes permanently converting the hard shoulder into a traffic lane to create the extra capacity needed to support economic growth. Main works are scheduled to be completed by the end of March 2022. More information on the scheme can be found at [https://www3.rbwm.gov.uk/info/200133/strategies\\_plans\\_and\\_policies/229/strategic\\_economic\\_plan/3](https://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan/3).
- 3.1.26 Improvements are being delivered at Maidenhead station as part of the Crossrail programme, with an estimated completion date of 31 May, 2018. These improvements include:
- Improvements to the ticket hall
  - A new lift to platform 1
  - Platform extensions to accommodate the new 200-metre-long Elizabeth line trains
  - New platform canopies to accommodate overhead line equipment
  - New signage, help points, customer information screens and CCTV.
- From December 2019, four Elizabeth line trains an hour (six an hour at peak times) will allow passengers to travel through central London without having to change trains, and two Elizabeth line trains an hour (four an hour at peak times) will run between Maidenhead and Reading. More information can be found at <http://www.crossrail.co.uk/route/western-section/maidenhead-station>.
- 3.1.27 South Western Railways is also increasing the frequency of services for the Windsor lines, with Waterloo – Reading services increasing to four trains per hour throughout the day from Monday to Saturday and improved service levels on Sundays from noon onwards. Similarly, Waterloo-Windsor services will also increase from two trains per hour to four trains per hour. For more information, see <https://forum.southwesternrailway.com/updates-and-news/b/blogs/posts/timetable-consultation-december-2018>.

## **Future Requirements**

### **Local Transport Schemes**

- 3.1.28 For the IDP, local schemes have been grouped under key areas of intervention and concentrated within the three broad areas of the Borough; namely, Maidenhead, Windsor and Ascot and Sunningdale. These schemes, which can be found in the IDP Schedule in Appendix A, serve to improve connectivity within those areas of the borough. They are considered necessary to support economic development within specific areas of the Borough, but they are not likely to have a notable impact on transport functions at a strategic, borough-wide level.

### **Major Transport Schemes**

- 3.1.29 Key strategic transport projects are identified in the LTP and funded through a variety of sources, including programmes coordinated by the TVB LEP. The major schemes, either proposed, planned or in implementation, are noted below.

### **Bourne End Track and Signalling Work**

- 3.1.30 The scheme would involve constructing a new set of points and associated signals to allow trains to pass at Bourne End Station. This would enable the service frequency on the Marlow Branch Line to be increased to two trains per hour.
- 3.1.31 Although this project is just outside the Royal Borough, it would have benefits for the whole of the Marlow Branch Line including for passengers boarding and alighting at Cookham, Furze Platt and Maidenhead. It would therefore be reasonable for local funding to be allocated to it.
- 3.1.32 Great Western Railway (GWR) has commissioned consultants to undertake the GRIP 1-3 design work. Completion of GRIP 3 design is expected at the end of May 2018. That will give a more accurate cost estimate for the works with the aim of securing 'Approval in Principle' from Network Rail for the favoured design option. Some funding has been allocated to the project from the Thames Valley Buckinghamshire Local Enterprise Partnership and from GWR, but there is likely to be a funding gap.

### **Datchet Level Crossing**

- 3.1.33 The operation of 10-car trains on the London Waterloo to Windsor line means that London-bound trains overhang the level crossing when calling at Datchet Station. This causes significant congestion on roads around the village centre. Congestion will significantly increase if the current proposal to double the service frequency to four trains per hour is delivered from December 2018. This additional congestion may constrain development from coming forward in the area unless suitable mitigation measures can be identified.
- 3.1.34 The Royal Borough is in early discussions with South Western Railway and Network Rail to look at options for lengthening the platform and moving the signal head so trains can stop clear of the level crossing.

### **Maidenhead Station Access**

- 3.1.35 The Council has secured £3.75 million of Local Growth Deal funding from the TVP LEP towards a £4.5 million project to improve access to and interchange at Maidenhead Station.
- 3.1.36 The project is needed to cope with the predicted increase in passengers and vehicles accessing the station as a result of modernisation of the Great Western Main Line, the opening of the Elizabeth Line (Crossrail) in December 2019 and the possible future construction of the Western Rail Link to Heathrow.
- 3.1.37 The scheme has four elements:
  - 1) Construction of a multi-modal transport interchange on Maidenhead Station forecourt to improve connections between journeys made on foot, bicycle, bus, train, taxi and car.
  - 2) Improved pedestrian and cycle linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a proper gateway to the town centre.
  - 3) Construction of replacement parking for that displaced from the station forecourt with an additional floor constructed on Stafferton Way multi-storey car park providing 125 additional spaces.
  - 4) Traffic management improvements, converting Broadway to two-way operation.

- 3.1.38 A major scheme business case has been prepared in accordance with the Department for Transport's appraisal guidance. This shows that the scheme achieves 'very high' value for money.
- 3.1.39 The original scheme featured a bus interchange constructed on land within the Station Opportunity Area to the north of the station. However, neither landowner was prepared to enter into a joint venture agreement with the Council and the long leases on the existing properties meant that compulsory purchase costs were prohibitive. However, the Council may revisit this option at a future date.

### **Maidenhead Town Centre - Missing Links**

- 3.1.40 The Council has provisionally been allocated £3.048 million of Local Growth Deal funding by the TVP LEP for the 'Maidenhead Town Centre - Missing Links' project, subject to production of a satisfactory business case.
- 3.1.41 This £4.75 million project comprises a package of schemes designed to complete the 'missing links' between planned major development areas in and around Maidenhead and to improve their connectivity to the town centre and surrounding residential areas and local facilities. A new 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into new / enhanced crossings over the A4, including a pedestrian / cycle bridge between Kidwells Park and West Street. The routes will tie into infill public realm improvements in the town, which will in turn trigger a review of the core town centre road network.
- 3.1.42 The Council will work closely with Countryside PLC, the appointed joint venture development partners for the sites at St Cloud Way, West Street, Reform Road and York Road, to ensure that the scheme is integrated with their proposals. The project will also improve links to the recent major residential developments at Kidwells Close and Boulters Meadow and will link into the Waterways scheme.

### **Waterways – Maidenhead**

- 3.1.43 The Maidenhead Waterway project aims to restore and enlarge the neglected town centre channels into an accessible waterway for boating, walking, cycling, fishing or simply interacting with nature. The work involves selective widening of the narrower sections of the channel and dredging and lowering the bed to increase water depths. The construction of a weir and a lock at Green Lane is to be added at a later stage to allow larger boats to pass into the town centre.
- 3.1.44 The Maidenhead Waterways framework planning brief (June 2009), provides a framework for future planning decisions along the waterway corridor stretching from the Cliveden Reach of the River Thames near Cookham, through Maidenhead, to Bray Marina. Its purpose is to aid the restoration of the waterway including the achievement of the emerging Maidenhead Waterway Project. The project is estimated to require between £7.7 and £11.5 million.
- 3.1.45 Stage 1 was costed at £2 million and covers the section of York Stream between the A4 and Great Western Railway. Works started in July 2015 and Stage 1 is largely complete. £3 million of funding for Stage 2 of the build was agreed in December 2015 and works are ongoing.
- 3.1.46 With the Chapel Arches development and Stages 1 and 2 of the waterway build proceeding together as planned, the focus is now turning to Stage 3 of the build along Moor Cut. This part of the project will need to be integrated closely with regeneration of the major development areas, particularly the York Road and Reform Road sites.

### **Parking Projects**

- 3.1.47 A number of parking projects have been identified in the Borough Parking Plan. These include both permanent solutions in Windsor and Maidenhead plus temporary solutions to accommodate shopper and commuter parking while Broadway Multi-Storey Car Park is redeveloped. The total capital cost includes £5,170,000 for permanent parking provision and £7,164,600 for temporary parking provision.

### **Future Requirements**

## **3.2 Junction improvement schemes**

### **Scope**

- 3.2.1 Highways England is responsible for providing and managing the motorway and trunk road network in the Borough, whilst the local road network is managed by the Council as the Local Highway Authority. The IDP identifies various junction improvements which will be necessary to support BLP proposals.

### **Existing Capacity**

- 3.2.2 As part of the transport evidence for the BLP, the Council commissioned consultants WSP | Parsons Brinckerhoff to update the borough's strategic traffic model to provide a sound 2016 base year scenario for the AM and PM peak periods. These can be found at <https://www3.rbwm.gov.uk/downloads/download/492/infrastructure>.
- 3.2.3 Once validated, this base year model was used as the foundation for developing forecast scenarios to quantify and assess the likely impacts of allocated housing and employment development on local and strategic road networks up to 2032.

### **Planned and Committed Provision**

- 3.2.4 In developing the model, account has been taken of planned development in neighbouring local authorities, as well as national growth projections. It has also taken account of committed network improvements, such as the M4 Smart Motorways.
- 3.2.5 Analysis of the 2032 forecast scenarios considered the performance of junctions in terms of their 'level of service' and journey times on selected routes. Comparisons were then made with the 2016 base year to fully understand the impact of planned development on the road network.
- 3.2.6 The forecast scenarios highlighted a number of junctions within the detailed area of modelling which had one or more turns where the ratio of traffic flow to junction capacity was 0.9 or higher and therefore would be likely to lead to severe congestion issues. Of these, 15 junctions were identified by the Local Highway Authority as having strategic importance to supporting the delivery of the BLP:
- 1) M4 J8 / 9 \*
  - 2) A404 (M) / Shoppenhangers Road / Norreys Drive roundabouts \*
  - 3) A404 (M) / A404 / A4 Thicket roundabout \*
  - 4) A404 / A308 Bisham roundabout \*
  - 5) A4 / Henley Road / Cannon Lane
  - 6) A4 / A308 Castle Hill roundabout
  - 7) A4 / B4447 Cookham Road roundabout
  - 8) A4 / A4094 Ray Mead Road roundabout
  - 9) A308 Braywick Road / Stafferton Way / Rushington Avenue roundabout
  - 10) A308(M) / A308 / A330 / The Bingham's (Braywick) roundabout \*
  - 11) A308 / B3028 Upper Bray Road
  - 12) A308 / Mill Lane / Parsonage Lane roundabout
  - 13) A330 Winkfield Road / A332 Windsor Road



- 14) B376 London Road / B470 Horton Road
- 15) B3022 Winkfield Road / Clewer Hill Road

\* Denotes junctions affecting the motorway and trunk road network for which Highways England is the local highway authority

- 3.2.7 The Council commissioned consultants PBA to work up initial designs and cost estimates for mitigation schemes at the above junctions.
- 3.2.8 Discussions between Highways England and the Council suggest that of the identified junctions, five will have implications for the strategic road network. They will provide a formal response to the Council in due course, but it is noted that, while mitigations will be necessary to mitigate the impact of developments, these are not necessarily critical to the delivery of the BLP (they will result in additional journey time, but with no known safety concerns).
- 3.2.9 As part of the transport modelling work, a series of nine routes were also identified to assess overall network performance. Peak hour journey times along these routes were calculated for the base year and forecast year scenarios to show the likely impact of the development proposals and the effectiveness of the mitigation measures.
- 3.2.10 The results show that traffic associated with the planned development would result in significant increases in journey times along many of the routes. However, the introduction of the junction mitigation schemes demonstrates reductions in travel time in each peak period for the vast majority of routes.
- 3.2.11 There are some outstanding issues that would not be fully resolved through the provision of junction improvements. These include performance issues at a number of junctions in neighbouring local authority areas. The Council will be working with the relevant authorities as necessary to address these matters, including the proposed Corridor Studies for the A30 and A308.
- 3.2.12 Further information on the results of the modelling work and the proposed junction mitigation schemes is provided in the Royal Borough of Windsor & Maidenhead Local Plan Assessment, June 2017<sup>8</sup>.

### **Future requirements**

- 3.2.13 The transport model is strategic in nature and local junction validation may be required to model the operation of individual junctions.
- 3.2.14 The Council commissioned consultants Stuart Michael Associates Ltd to undertake an initial review of local highway issues, potential access points, visibility splays, and parking and servicing provision (for non-residential uses) and the suitability of sites for development from a Highways point of view. This will inform the development management stage.

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<sup>8</sup> [https://www3.rbwm.gov.uk/downloads/file/3274/strategic\\_highway\\_model\\_local\\_plan\\_assessment\\_-\\_june\\_2017](https://www3.rbwm.gov.uk/downloads/file/3274/strategic_highway_model_local_plan_assessment_-_june_2017)

## **Schedule B: Green and Blue infrastructure**

### **3.3 Public Open Space**

#### **Scope**

- 3.3.1 For the IDP, public open space is defined as public parks, commons, heath and woodlands and other open spaces with established and unrestricted public access. The Open Space Audit (2008) sets a standard of 4.3 hectares per 1,000 population, which is further sub-divided into the following provision requirements:
- 2.5 hectares per 1,000 population of informal open spaces
  - 1.8 hectares per 1,000 population for formal sports provision (pitches, courts, greens, tracks).
- 3.3.2 The Council has also adopted an accessibility standard of 480 metres based on the Borough's Open Space Study. The BLP sets out guidance on the Council's position to protect urban open spaces to meet the recreational needs of the community.
- 3.3.3 The Royal Borough of Windsor and Maidenhead Open Space Study (Final Draft, November 2017) was undertaken in support of the BLP and provides a qualitative and quantitative assessment of open space in the Borough. This study reviews and builds upon the Open Space Study 2008.

#### **Existing capacity**

- 3.3.4 The Open Space Study (Draft, 2017) undertook a qualitative and quantitative assessment against the following categories of open space:
- Public parks and gardens
  - Natural and semi-natural green space
  - Amenity green space
  - Provision for children and young people
  - Allotments and community gardens
  - Cemeteries and churchyards.
- 3.3.5 Figure 17 below identifies the current deficit or shortfall against prescribed standards for each type of open space, and the projected deficit or shortfall in 2033 taking into account population growth. Further details of the methodology and standards used in these calculations can be found in the Open Space Study (Draft, 2017).

**Figure 17: Current and future supply of open space**

Type of open space	Deficit (red) / over-supply (green) 2017 (Ha)	Deficit (red) / over-supply (green) 2033 (Ha)
Public parks and gardens	48.59	34.75
Natural and semi-natural green space	1868.03	1836.89
Amenity green space	57.15	67.53
Provision for children and young people	29.34	33.67
Allotments and community gardens	3.53	0.07
Cemeteries and churchyards.	n/a	n/a

- 3.3.6 In summary, in terms of the quantity of open space in the Borough, the analysis undertaken in the Open Space Study indicated the following:
- The supply of Parks and Gardens is adequate to meet current and projected levels of population
  - There is a very high level of provision of Natural and Semi-Natural Greenspace. This is mainly because of the availability of large expanses of accessible open space on the edge of the Borough, in particular at Windsor Great Park, Dorney Reach and Dorney Common
  - Levels of provision of Amenity Greenspace are relatively low. However this is counter-balanced as the Borough has access to very high levels of Natural and Semi-Natural Greenspace which compensate for this
  - Provision for Young People and Children is relatively low. This is partly because the area of playgrounds is determined by perimeter fencing which encloses equipped areas, and does not include significant adjacent areas for other activities such as a kickabout area, “green play,” picnic areas, pump tracks, etc.
  - Allotment provision is in excess of the Thorpe guideline at present, but is comparable with it by 2033
  - There are no standards for Cemeteries.
- 3.3.7 There are a number of mitigating factors which explain any shortfalls in provision. Borough provision varies considerably across the United Kingdom, and the national standards are only a guideline to give an indication of any variation across the open space typology. Deficiencies in one type of open space are partially balanced by adequate supply in others. In addition, the catchments do not reflect the significance of Windsor Great Park and other nearby open spaces which are not in the Borough, but which exert a significant influence across the Borough and across the region.
- 3.3.8 Analysis was also undertaken for the quality and accessibility of open spaces. In terms of quality, it was found that the standards of maintenance and provision were high in comparison to other local authorities in the UK. There are relatively few health & safety issues, and open spaces have low levels of littering. However signage is a problem in all types of open space. Greater use of ‘softer’ and more natural greenspace would enhance biodiversity and variety.

- 3.3.9 In terms of accessibility, the Study found the following:
- Provision for major towns (Windsor and Maidenhead) is generally very good.
  - There are deficiencies in Ascot and Sunninghill.
  - There are few formal open spaces in the north west of the Borough; and
  - It should be noted that the 2008 Open Space Study indicated that there is a shortage of burial space in Eton and Datchet.

#### **Planned and committed provision**

- 3.3.10 The Borough Open Space Audit (2008) outlines the Council's intentions to provide at least one additional park within each of the northern and southern wards through the formulation of existing green amenity space. Some Section 106 funding has been allocated to land purchase in order to increase provision of open space in the Borough. The Council has recently purchased Thriftwood Farm, Ockwell Road, Cox Green, Maidenhead, which includes 86 acres of open space.
- 3.3.11 The Planning Obligations SPD (2014) identified a number proposals for land purchases or leases for new playing pitches within the northern parishes and Maidenhead area, improvements to existing playing pitches, land purchases for informal use, and improvements to inform all open space and play space<sup>9</sup>.

#### **Future requirements**

- 3.3.12 With an increasingly constrained built environment, there is limited space for new open space provision. Taking account of future demand arising from new development, the Council has identified land purchases and leases in the Borough. These proposals include both informal open space and formal sports provision and are estimated to cost the Council approximately £17 million. These proposals are outlined in the IDP Schedule B (Green & Blue infrastructure).

### **3.4 Sustainable Alternative Natural Greenspace (SANG)**

#### **Scope**

- 3.4.1 The Thames Basin Heaths Special Protection Area (TBHSPA) is a network of heathland sites that provides a habitat for important ground-nesting bird species covering parts of Berkshire, Hampshire and Surrey. The TBHSPA covers a total of 8,400 hectares of which a small area measuring 0.27 hectares is located within the Royal Borough of Windsor and Maidenhead. The TBHSPA is particularly sensitive to increased recreational impacts from visitors as well as the effects of urbanisation. The European and national legislation that underpins the TBHSPA seeks to ensure that any proposed development scheme will not adversely affect the integrity of the SPA. It was designated as a Special Protection Area in March 2005 and is protected from adverse effects by law.
- 3.4.2 Within 7km of the TBHSPA measures are required to ensure that damage to the integrity of the SPA by increased recreational use is avoided or mitigated by providing alternative open spaces. This takes the form of the provision of Suitable Alternative Natural Green Space (SANG), which consists of suitable areas of land located to either attract or intercept visitors who would have otherwise visit the SPA<sup>10</sup>. Figure 19 shows that almost all of the land within the southern parishes of the Borough is within 5km of the SPA.

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<sup>9</sup> RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014

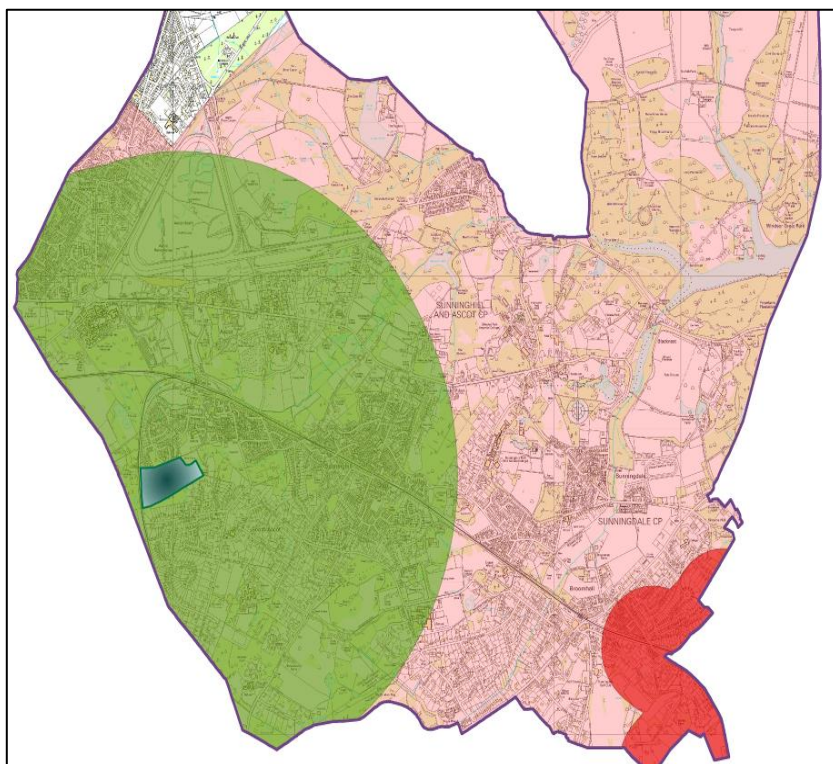
<sup>10</sup> RBWM Planning Obligations and Developer Contributions SPD, (October 2012)

- 3.4.3 Key policies for the SPA are saved South East Plan Policy NRM6 (2009) Thames Basin Heaths Special Protection Area (SPA), the Thames Basin Heaths Special Protection Area SPD (RBWM, 2010) and the Planning Obligations and Developer Contributions SPD (2014). Together these documents set out that:
- SANG must be provided for residential development within 5km of the SPA, and up to 7 kilometres for housing developments of 50 units or greater
  - a minimum of 8 Hectares of SANG must be provided per 1,000 residents
  - within a 400 metre exclusion zone immediately adjacent to the SPA, it will not be possible to mitigate adverse impacts, therefore new residential development (i.e. that which would result in a net increase in the number of dwellings) is not permitted.

#### **Existing capacity**

- 3.4.4 There is currently one SANG provided in RBWM called Allen's Field, in South Ascot. The Allen's Field SANG is 9.5 hectares and has a mitigation capacity of 462 dwellings.
- 3.4.5 SANG can be used to mitigate the impact of residential development of any size within 2km of its boundary. The financial contributions received will provide funding for the provision and ongoing maintenance of Allen's Field for the duration of the 99 year lease.
- 3.4.6 To date, developments totalling about 291 dwellings have gained permission, therefore a further 171 such dwellings can be given permission before the SANG capacity is reached.
- 3.4.7 The catchment area associated with each SANG is directly related to its size. Outside the 2km catchment area, Allen's Field SANG can only mitigate the impact of developments with a net increase of one to nine dwellings. There is no current mitigation solution in place for developments of over nine dwellings outside the two kilometre area.
- 3.4.8 As shown in Figure 19, contributions to prevent any adverse impact on the SPA extends to the southern parishes only. The area correlates broadly to the following wards:
- Ascot and Cheapside
  - Sunningdale
  - Sunninghill and South Ascot ward;
  - Part of Old Windsor.

**Figure 19: Allen's Field Suitable Alternative Natural Green Space**



Source: RBWM. Note: Allen's Field is identified in blue. A 2km buffer of Allen's Field is shown in green. A 5km buffer of the Special Protection Area (SPA) is shown in pink, and a 400m buffer zone surrounding the SPA is shown in red.

- 3.4.9 The developer contributions made per new dwelling include a fixed fee which contributes to the 99-year lease paid directly to the freeholder of Allen's Field. In addition, a contribution is required for Strategic Access Management and Monitoring (SAMM) that funds a number of measures. This includes ensuring avoidance and mitigation measures are functioning effectively to avoid any adverse impact of development on the bird populations, and site works and maintenance. This funding is administered by Hampshire County Council on behalf of the 11 local planning authorities affected by the Thames Basin Heaths SPA.

#### **Planned and Committed Provision**

- 3.4.10 The emerging Borough Local Plan proposes a southern expansion to Allen's Field that is anticipated to provide mitigation for an additional 84 dwellings. This will provide mitigation for some of the development proposed in the BLP, in addition to unidentified sites.
- 3.4.11 Larger development sites proposed in the Borough Local Plan are anticipated to provide bespoke on site SANG solutions, including Sunningdale Park and Silwood Park. In 2017 a Hybrid application was granted permission for the redevelopment of Heatherwood Hospital, Ascot, in addition to residential development that would be mitigated by an onsite SANG solution<sup>11</sup>

#### **Future Requirements**

- 3.4.12 The council will continue to pursue opportunities that could provide additional SANG to

<sup>11</sup> Further information is available from Planning Reference 16/03115/OUT  
<http://publicaccess.rbwm.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OEY74NI0CV00>

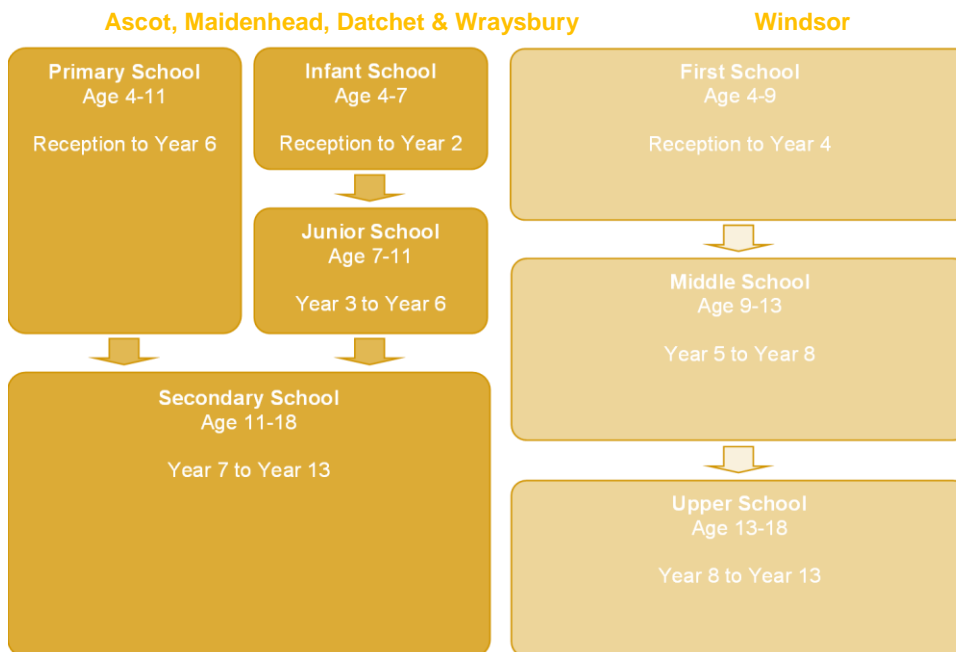
mitigate the impact of anticipated development in consultation with Natural England. It is intended that any new or extended SANG would use a similar funding model to that currently in operation at Allen's Field.

## Schedule C: Social Infrastructure

### 3.5 Education Definition

- 3.5.1 The Council is the Local Education Authority for the Borough and education provision is organised through two separate schooling systems. Within areas of Windsor, Eton and Old Windsor, schooling is arranged through a three tier system (first, middle, and upper school) whilst in Maidenhead and the rest of the Borough, a two tier system is in place (primary and secondary). Primary education covers primary and first schools; secondary education covers middle, secondary and upper schools.
- 3.5.2 For this IDP, primary covers all infant, junior, primary and first schools, whilst secondary covers all middle, secondary and upper schools as shown in Figure 20.

**Figure 20: School systems in the Borough**



- 3.5.3 There are a number of different types of school in the Borough:
- Local authority maintained schools:
    - Community.
    - Voluntary Controlled.
    - Voluntary Aided.
  - Academy schools, including free schools.
  - Independent schools (which are not funded by the state).
- 3.5.4 The local authority is required to work with all types of state funded schools to meet its statutory duty (Education Act 1996, Section 14, Subsections 1 and 2) to ensure that there are sufficient school places to meet demand.

### 3.6 Early years

#### Scope

- 3.6.1 Early years education (or pre-schools) typically refers to provision for children under five years old, which can be delivered in a variety of settings including pre-schools, day nurseries and childminders. Childcare facilities in the Borough are increasingly



provided alongside a range of other services, including primary schools, community centres and library facilities.

- 3.6.2 From September 2017, the Government has introduced the “extended entitlement”, where working families can apply for up to 1,140 hours of free early education or childcare per year for children aged 3 to 4 years old. This is equivalent to 30 hours a week for 38 weeks a year.
- 3.6.3 Under Sections 6 & 7 of the Childcare Act 2006 and Sections 1 & 2 of the Childcare Act 2016, the local authority has a responsibility to secure sufficient childcare for working parents to meet the universal (including for two years old) and extended entitlements. Local authorities are not, however, expected to deliver this provision themselves, but to work with providers in the private and voluntary sector to ensure there is sufficient provision.

### **Existing Capacity**

- 3.6.4 Government figures<sup>12</sup>, combined with local demographic information, show that most children in the Borough take up at least some early years provision. The proportion of children benefiting from some early years provision at aged two is about 10% (reflecting the small number of families eligible for this provision under the low income criteria).
- 3.6.5 At aged three this rises to above 100% (as these numbers will include some out-of-Borough residents attending provision in the Borough) and then drops to 43% at aged four as a significant proportion of children at this age attend reception classes in schools outside the scope of this analysis (see Figure 21). It should be noted the figures above may be significantly affected by the impact of the extended entitlement from September 2017.

**Figure 21: Children benefiting from early years provisions in the Borough**

	2014	2015	2016	Average
<b>Aged 2</b>	-	10.5%	9.9%	<b>10.2%</b>
<b>Aged 3</b>	102.9%	107.0%	104.7%	<b>104.9%</b>
<b>Aged 4</b>	44.1%	44.2%	42.0%	<b>43.3%</b>

- 3.6.6 Most of the early years providers in the Borough are in the private or voluntary sector. There are 77 private nurseries and pre-schools, and around 160 registered child-minders. The Borough’s schools between them have 12 nursery classes, and there are three maintained nursery schools (Cookham Nursery, Maidenhead Nursery, and The Lawns Nursery).

### **Planned and Committed Provision**

- 3.6.7 The Borough estimates that the housing target set out in the BLP will generate a need for an extra 1,016 funded early years and childcare places for two, three and four year olds. This estimate is based on the analysis of demand for primary school places, and cannot yet take into account the impact of the introduction of the 30 hours extended entitlement in September 2017. Figure 22 sets out the distribution of the additional places by area; the majority of the additional early years and childcare requirements will be in Maidenhead.

<sup>12</sup> Take-up data from Provision for children under 5 years of age in England tables at <https://www.gov.uk/government/collections/statistics-childcare-and-early-years>

**Figure 22: Number of additional early years and childcare places need**

	Maximum additional cohort	Aged 2 (10%)	Aged 3 (100%)	Aged 4 (40%)	Total
Ascot	+52	+5	+52	+21	+78
Datchet and Wrybury	+35	+4	+35	+14	+53
Maidenhead	+491	+49	+491	+196	+736
Windsor	+99	+10	+99	+40	+149
<b>Total</b>	<b>+677</b>	<b>+68</b>	<b>+677</b>	<b>+271</b>	<b>+1,016</b>

- 3.6.8 It is expected that the additional demand will be met primarily through a mixed market of private and voluntary providers, including pre-schools, day nurseries, childminders and through schools. The Council will look to consider opportunities to deliver space for providers on strategic sites or in large housing developments to meet the needs of new residents and the surrounding area.

### **Future Requirements**

- 3.6.9 For new schools, the Council will expect the schools to include space for either a maintained nursery class or a third party early years provider to deliver additional places for three and four year old children and in some cases, to fund for two year old children. The Council will also consider expanding nursery classes on existing school sites, where that school is being expanded.
- 3.6.10 At present, 18% of the early years places in the Borough are maintained nursery schools or classes. Maintaining this ratio will require approximately 182 new funded early years places in maintained nursery classes and schools.
- 3.6.11 Nursery classes are usually taught in groups of 13 (to match teacher to child ratio for three and four-year-old children). Government guidance suggested a minimum site area of six square metres per nursery place, and a built area of 2.9 square metres<sup>13</sup>. The impact on school sites should therefore be relatively small, and has been taken into account in the analysis for primary school demand.
- 3.6.12 For the purpose of this IDP, estimated costs are based on the National School Delivery Cost Benchmarking Study 2017<sup>14</sup>, carried out by Hampshire County Council and East Riding of Yorkshire Council in conjunction with the Education Funding Agency and the national Education Building and Development Officers Group. The costs have been adjusted upwards by a location factor of 1.18, to reflect higher building costs in the Borough.
- 3.6.13 The cost of a new early years place is £9,188 in an extension to an existing building, and £10,557 if on a new school site. Figure 23 sets out the costs of providing these places, by area. It is estimated that funding in the region of £1.8m will be required to meet the identified need from the BLP<sup>15</sup>.

<sup>13</sup> [Building Bulletin 103](#), Department for Education/Education Funding Agency, June 2014

<sup>14</sup> [National School Delivery Cost Benchmarking Study 2017](#), Hampshire County Council, February 2017

<sup>15</sup> Education evidence for the IDP (May 2017)

Figure 23: Estimated costs of providing new nursery schools and classes

	Nursery places required	Total Cost (£m)
Ascot	+13	0.119
Datchet and Wraysbury	+13	0.137
Maidenhead	+130	1.337
Windsor	+26	0.239
<b>Total</b>	<b>+182</b>	<b>1.832</b>

## 3.7 Primary Education

### Scope

- 3.7.1 Primary education caters for children aged four to eleven years old in the two-tier system in Ascot, Datchet/Wraysbury and Maidenhead, and for children aged four to nine in Windsor's three-tier system.

### Existing Capacity

- 3.7.2 There are 46 maintained or state funded primary or first schools in the Borough. There has been significant growth in the number of primary school places over the past decade in response to rising demand. The underlying birth rate is now falling, although it is very likely to rise again in the plan period.
- 3.7.3 Demand for school places is often expressed in terms of 'Forms of Entry' (FE). This is the equivalent of one class of 30 pupils in each year group. A one FE primary school, therefore, will have seven year groups with 30 pupils in each, making a total of 210 pupils. At intake, therefore, one FE means 30 pupils.
- 3.7.4 Figure 24 shows the balance of supply and demand at intake, which for primary schools is Reception. The supply of places is based on the number of places available at intake, as determined by the schools' aggregate permanent Published Admission Numbers (PAN). The demand is based on the number of pupils on roll in Reception in January 2017.

Figure 24: Current primary places available at intake and surplus capacity

	NOR <sup>16</sup> at Jan 2017		PAN at Jan 2017		Surplus places num.		Surplus %
	No.	FE	No.	FE	No.	FE.	
Ascot Primary	122	4.1	136	4.6	+14	+0.5	+10.3%
Datchet/ Wraysbury Primary	89	3.0	90	3.0	+1	+0.0	+1.1%
Maidenhead Primary	935	31.2	951	31.7	+16	+0.5	+1.7%
Windsor First	531	17.7	545	18.2	+14	+0.5	+2.6%
<b>Total</b>	<b>1,677</b>	<b>55.9</b>	<b>1,722</b>	<b>57.4</b>	<b>+45</b>	<b>+1.5</b>	<b>+2.6%</b>

### Planned and Committed Provision

- 3.7.5 There are a number of committed projects with planning permission providing

<sup>16</sup> Numbers on Role (NOR), the number of children on the school roll.

additional primary education places in the Borough:

- Expansion of Cheapside CE Primary School in Ascot (+ 0.5 FE)
- Expansion Braywick Court Free School at Maidenhead (+ 1.0 FE).

3.7.6 These projects are to meet current needs and do not address the needs arising from proposals in the BLP.

### **Future requirements**

3.7.7 To assess the likely future requirements for primary school places, the borough has firstly calculated the likely demand, based on:

<u>Existing demand</u>	+	<u>Additional demand</u>	+	<u>Surplus</u>
This is the demand that we already have for school places in the borough. For the IDP, we have taken the maximum demand that we have already experienced or are projected to experience.		This is the maximum demand that we expect to get from the new housing, based on new pupil yields data.		This is the additional space needed in schools to allow for operation of parental choice, set at 5 %.

3.7.8 Following a Cabinet decision in November 2017, the Royal Borough has a policy of ensuring that there are 5% surplus places at intake. This means that there should be 5% more places available than there is demand. This is lower than the 10% set out in the June 2017 version of the Infrastructure Delivery Plan, and reflects the continued improvement in the proportion of borough schools that are graded 'Good' or 'Outstanding' by Ofsted.

3.7.9 The three figures set out above together provide an estimate of how many school places are needed. Using the maximum existing demand means that it gives a (near) worst case scenario (it could go higher if the birth rate exceeds previous levels).

3.7.10 The resulting maximum demand is set out, by area, in Figure 25. It should be noted that this is a separate exercise to the annual pupil projections, which forecast future demand for school places for the next five to seven years, based on the latest demographic data and other trends. This exercise is to establish what the maximum likely demand is, and therefore what additional infrastructure will be needed.

**Figure 25: Maximum demand for primary school places at intake, by FE**

	Existing demand		Additional demand		(subtotal)		Surplus		Total demand
Ascot Primary	4.5	+	1.5	=	6.0	+	5%	=	6.3
Datchet/Wraysbury Primary	3.0	+	1.0	=	4.0	+	5%	=	4.2
Maidenhead Primary	31.2	+	14.2	=	45.4	+	5%	=	47.7
Windsor First	17.7	+	2.7	=	20.6	+	5%	=	21.6
<b>Total</b>	<b>56.4</b>	+	<b>19.6</b>	=	<b>76.0</b>	+	<b>5%</b>	=	<b>79.8</b>

3.7.11 The analysis suggests that the demand for Reception places in the Borough could

increase by 23.4 FE to a maximum total of 79.8 FE. Most of the increase will be in Maidenhead (+14 FE).

- 3.7.12 The capacity to meet the demand for this growth is the sum of:
- existing available school places, including the planned expansions noted above.
  - potential extra capacity on existing school sites.
  - potential extra capacity on new school sites.
- 3.7.13 The Borough has assessed, via a desktop exercise whether existing schools can expand by assessing the size of each site against government guidelines on site size set out in Building Bulletin 103<sup>17</sup>. This is calculated on the maximum number of full FE (classes of 30) that a site has capacity for.
- 3.7.14 Nearly two-thirds of the Borough's primary schools have no capacity for further expansion, which partially reflects the significant number of expansions that have already occurred to accommodate the (until recently) rising birth rate.
- 3.7.15 The Borough has also investigated whether more capacity can be added onto existing sites by using multi-storey buildings and all-weather pitches. Both measures reduce the amount of physical space that a school needs to occupy. Using these 'compact sites' it is possible to create considerably more capacity: more than two-thirds of primary schools could take more pupils if they were on 'compact sites'.
- 3.7.16 The drawback is that, in many cases, it would be necessary to demolish and rebuild part or all of the existing buildings, at substantial additional cost, to allow for the most efficient use of space. This may be partially offset if a rebuild replaces an old building that is becoming expensive to maintain in good condition.
- 3.7.17 With regard to new school sites, the Borough has identified a number of new primary school sites, all but one of which are located within the allocated housing sites (Figure 26). The assumption has been made that these schools will be on compact sites, utilising multi-storey buildings and all-weather pitches to maximise capacity. In addition, The Council expects that all school facilities, including pitches, will be made available for community use and this will be secured through the planning application process, for example, as has been secured at Dedworth Middle School'.

**Figure 26: Sites identified for new primary schools**

Site	Location	Site size (m <sup>2</sup> )	FE
<b>Proposed Datchet Primary School</b>	At land within allocated sites HA41 and HA42, Datchet	10,105 (estimated)	1.0
<b>Proposed Chiltern Road Primary School</b>	At the former Oldfield Primary School site in Maidenhead	11,568	1.0
<b>Proposed Maidenhead Golf Course Primary School</b>	At land within allocated site HA6, Maidenhead Golf Course.	26,446	4.0
<b>Proposed Spencers Farm</b>	At land within allocated site HA21, Spencers Farm (Maidenhead)	26,446	3.0

<sup>17</sup> Annex B, [Building Bulletin 103](#), Department for Education/Education Funding Agency, June 2014

**Figure 27: Balance of capacity and demand at intake for primary schools (FE)**

	Demand	Existing Places	Surplus / Shortfall	Potential extra on:			Total Places	Surplus / Shortfall
				Existing sites	New sites	Compact sites		
Ascot	6.3	5.0	-1.3	+2.0	-	-	7.0	+0.7
Datchet/Wraysbury	4.2	3.0	-1.2	-	+1.0	-	4.0	-0.2
Maidenhead	47.7	31.6	-16.1	+4.7	+8.0	+3.5	47.8	+0.1
Windsor	21.6	18.2	-3.4	+4.0	-	-	22.2	+0.6
<b>Total</b>	<b>79.8</b>	<b>57.8</b>	<b>-22.0</b>	<b>+8.7</b>	<b>+9.0</b>	<b>+3.5</b>	<b>81.0</b>	<b>+1.2</b>

- 3.7.18 Figure 28 gives the estimated cost of the proposals based on the National School Delivery Cost Benchmarking Study 2017<sup>18</sup>, and with a location factor of 1.18. These costs exclude any land purchase costs.

**Figure 28: Estimated costs (£ million) of providing new primary education places with 5% surplus**

	Committed provisions	New schools	Expansions & Compact sites	Total Cost
Ascot Primary	1.188	-	6.819	8.007
Datchet / Wraysbury Primary	-	4.720	-	4.720
Maidenhead Primary	n/a	35.671	49.072	84.743
Windsor First	-	-	9.742	9.742
<b>Total</b>	<b>1.188</b>	<b>40.392</b>	<b>65.633</b>	<b>107.213</b>

(Note: Cost for Braywick Park is not available; fully funded by EFA).

- 3.7.19 The risks arising from this analysis are that:
- This is a desktop exercise only, and does not take account of the actual physical constraints on existing school sites and this may mean that some options may not be deliverable in practice. Conversely, some sites may have been ruled out that could, in fact, take extra numbers (for example if adjacent land is made available). There has been no direct consultation with schools on the desktop assessment, but the borough's Cabinet has approved a programme of more detailed work with schools to refine this site specific analysis<sup>19</sup>. This work is now underway.
  - The Borough has no power to expand academies or free schools and this means that some projects may be undeliverable due to opposition from the schools, or may be unaffordable due to unrealistic expectations about the new accommodation to be provided. Opposition is likely to be more pronounced where a 'compact site' model is introduced.
  - This analysis does not yet consider the impact of school expansions on local residents, particularly through additional traffic. As school sites are filled to provide extra places there is less space for car-parking and access, which means that there will need to be an emphasis on school travel plans encouraging walking and cycling to school. This aspect will be considered as part of the more detailed site-specific work now underway.
- 3.7.20 The Borough has identified potential capacity to meet the shortfalls in Windsor and Ascot, but there remains a potential shortfall of 0.5 FE in Datchet/ Wraysbury and 2.3 FE in Maidenhead. This could be addressed by:

<sup>18</sup> [National School Delivery Cost Benchmarking Study 2017](#), Hampshire County Council, February 2017

<sup>19</sup> [Delivering new school places for the Borough Local Plan](#), RBWM, November 2017

- Using 'bulge' classes to provide temporary increases in places in years of very high demand.
- Accepting a lower level of surplus places in years when demand is very high.
- Finding school places for a small number of Datchet and Wraysbury children in Windsor in peak years, where there is further capacity to expand.

3.7.21 The IDP does not, at this stage, propose a specific programme of primary school expansions. The borough will continue to produce annual projections of pupil demand, and bring forward proposals for new school places in response to any projected shortfalls. Schools, parents and residents will be consulted on options for change.

## 3.8 Secondary education

### Scope

3.8.1 Secondary education caters for pupils aged eleven to eighteen in the two-tier system in Ascot, Datchet/Wraysbury and Maidenhead, and for children aged nine to eighteen in Windsor's three-tier system.

### Existing Capacity

3.8.2 There are 14 secondary, middle and upper schools in the Borough. Demand has been steady for these schools for most of the past decade, but is now rising sharply. A significant secondary school expansion programme is now underway.

3.8.3 Figure 29 shows the balance of supply and demand at intake, which is Year 5 for middle schools, Year 7 for secondary schools and Year 9 for upper schools.

**Figure 29: Current secondary places available at intake and surplus capacity**

	NOR at Jan 2017		PAN at Jan 2017		Surplus places num.		Surplus %
	No.	FE	No.	FE	No.	FE.	
<b>Ascot Secondary</b>	240	8.0	240	8.0	+0	+0.0	+0.0%
<b>Datchet and Wraysbury Secondary</b>	59	2.0	140	4.6	+81	+2.7	+57.9%
<b>Maidenhead Secondary</b>	872	29.1	1,004	33.5	+132	+4.4	+13.1%
<b>Windsor Middle</b>	453	15.1	450	15.0	-3	-0.1	-0.7%
<b>Windsor Upper</b>	403	13.4	452	15.1	+49	+1.6	+10.8%
<b>Total</b>	<u>2,027</u>	<u>67.6</u>	<u>2,286</u>	<u>76.2</u>	<u>+259</u>	<u>+8.6</u>	<u>11.3%</u>

### Planned and Committed Provision

3.8.4 The Council's Capital Programme has the following committed projects to expand secondary education provision in the Borough to meet the current growing demand (not the needs arising from proposals in the BLP). These include:

- expansion of Charters School at Ascot, +1 FE
- expansion of Cox Green School at Maidenhead, +1 FE
- expansion of Furze Platt Senior School at Maidenhead, +2.0 FE
- expansion of Newlands Girl's School at Maidenhead, +0.2 FE
- expansion of Dedworth Middle School at Windsor, +2.0 FE
- expansion of Windsor Boy's School at Windsor, +1.0 FE
- expansion of Windsor Girl's School at Windsor, +1.0 FE

### Future requirements

3.8.5 The Borough has taken the same approach to calculating the future requirements for secondary places as for primary. The resulting maximum demand is set out, by area,

in Figure 30.



**Figure 30: Maximum demand for secondary school places at intake, by FE**

	Existing demand		Additional demand		(subtotal)		Surplus		Total demand
Ascot Secondary	8.8	+	1.2	=	10.0	+	5%	=	10.5
Datchet/Wraysbury Secondary	3.1	+	0.7	=	3.9	+	5%	=	4.1
Maidenhead Secondary	30.7	+	12.9	=	43.6	+	5%	=	45.8
Windsor Middle	17.4	+	1.4	=	18.7	+	5%	=	19.7
Windsor Upper	18.0	+	1.3	=	19.2	+	5%	=	20.2
<b>Total</b>	<b>77.9</b>	<b>+</b>	<b>17.5</b>	<b>=</b>	<b>95.4</b>	<b>+</b>	<b>5%</b>	<b>=</b>	<b>100.2</b>

- 3.8.6 This analysis suggests that the demand for Year 5, 7 and 9 places could increase by 22.3 FE to a maximum total of 100.2 FE including the 5% surplus. Most of the increase will be in Maidenhead.
- 3.8.7 Almost three-quarters of the Borough's secondary schools do have capacity for further expansion, even on top of the planned expansions listed above. Even more capacity can be created if the 'compact site' model is extended to secondary sites.
- 3.8.8 The Borough has identified one new secondary school site, and has assumed that this will be a compact site, utilising multi-storey buildings and all-weather pitches to maximise capacity.

**Figure 31: Site identified for new secondary school**

Site	Location	Site size (m <sup>2</sup> )	FE
<b>Proposed Maidenhead Golf Course Secondary School</b>	At land allocated within site HA6, Maidenhead Golf Course.	66,444	7.0

- 3.8.9 Figure 32 combines the demand and capacity data. The Borough has, therefore, identified potential capacity to meet the shortfalls at secondary level.

**Figure 32: Balance of capacity and demand at intake for secondary schools (FE)**

	Demand	Existing Places	Surplus / Shortfall	Potential extra on:			Total Places	Surplus / Shortfall
				Existing sites	New sites	Compact sites		
Ascot	10.5	9.0	-1.5	+2.0	-	-	11.0	+0.5
Datchet/Wraysbury	4.1	3.7	-0.4	+1.0	-	-	4.6	+0.6
Maidenhead	45.8	34.5	-11.3	+4.7	+210	-	46.2	+0.4
Windsor Middle	19.7	17.0	-2.7	+3.0	-	-	20.0	+0.3
Windsor Upper	20.2	17.1	-3.1	+1.4	-	+2.0	20.5	+0.3
<b>Total</b>	<b>100.2</b>	<b>81.2</b>	<b>-19.0</b>	<b>+12.1</b>	<b>+7.0</b>	<b>+2.0</b>	<b>102.3</b>	<b>+2.1</b>

- 3.8.10 Figure 33 gives the estimated cost of the proposals based on the National School Delivery Cost Benchmarking Study 2017<sup>20</sup>, and with a location factor of 1.18. These costs exclude any land purchase costs.

<sup>20</sup> [National School Delivery Cost Benchmarking Study 2017](#), Hampshire County Council, February 2017

**Figure 33: Estimated costs of providing new secondary education places with 5% surplus**

	Committed provisions (£M)	New schools (£M)	Expansions and Compact sites (£M)	Total cost (£M)
Ascot Secondary	4.510	-	7.678	12.188
Datchet/Wraysbury Secondary	-	-	1.875	1.875
Maidenhead Secondary	18.006	35.100	18.044	71.150
Windsor Middle	5.600	-	6.581	12.181
Windsor Upper	3.700	-	36.074	39.774
<b>Total</b>	<b>31.816</b>	<b>35.100</b>	<b>70.252</b>	<b>137.168</b>

- 3.8.11 The risks arising from this analysis are identical to those for primary.
- 3.8.12 The IDP does not, at this stage, propose a specific programme of secondary school expansions. The borough will continue to produce annual projections of pupil demand, and bring forward proposals for new school places in response to any projected shortfalls. Schools, parents and residents will be consulted on options for meeting the projected demand as it comes forward. As part of any potential expansion, a School Travel Plan will be produced which aims to reduce the number of car trips and encourage more sustainable modes of travel such as walking and cycling<sup>21</sup>.

## 3.9 Special Educational Needs (SEN)

### Scope

- 3.9.1 Special educational needs (SEN) provision caters for pupils of all ages and can be provided in dedicated primary or secondary settings, or all-through schools. Generally, those pupils who attend dedicated SEN schools have needs which cannot be accommodated within mainstream education, or which can be better accommodated within a dedicated SEN setting.

### Existing Capacity

- 3.9.2 The Borough has two state funded SEN schools; Manor Green and Forest Bridge School. Four schools also have 'Resource Provision' for specific SEN.

### Planned and Committed Provision

- 3.9.3 Manor Green School is currently slowly growing to a target of around 300 places, having had its accommodation expanded in early 2016. Forest Bridge School is currently located at the former Oldfield Primary School site on Chiltern Road, Maidenhead, but is planning to move to a new site in Braywick Park (subject to receiving planning permission). These schools address existing demand within the system.

### Future requirements

- 3.9.4 The Borough is currently assessing the likely future demand for SEN school places arising from the housing growth set out in the BLP. For the purposes of the IDP, therefore, an assumption has been made that a new, 300, place special school will be needed. A potential site has been identified in Figure 34.

<sup>21</sup> [https://www3.rbwm.gov.uk/info/200219/travel\\_schemes/750/school\\_travel\\_plans](https://www3.rbwm.gov.uk/info/200219/travel_schemes/750/school_travel_plans)

Figure 34: Site identified for a new special school

Site	Location	Site size (m <sup>2</sup> )	Places
Proposed new SEN school	At land within allocated site HA11, west of Windsor	40,000 (estimated)	300

- 3.9.5 The new SEN provision is likely to be needed to meet the additional demand for SEN provision from new housing and to reduce the number of out-of-borough placements, so that more residents can benefit from an education close to their home address.

## 3.10 Health

### Scope

- 3.10.1 For this IDP, primary healthcare is defined as including general practitioner (GP) services and dental practitioners. Health policy at a national, sub-regional and local level emphasises reducing health inequalities, improving access to services and making health providers more accountable to the patients they serve.
- 3.10.2 Healthier lifestyles are promoted as a means to reducing reliance on healthcare services. In 2014, NHS England published a Five Year Forward View (5YFV) (<https://www.england.nhs.uk/wp-content/uploads/2014/10/5yfv-web.pdf>) setting out a clear direction for the NHS showing why change is needed and what it will look like.
- 3.10.3 In April 2016, NHS England published the General Practice Forward View (GPFV) (<https://www.england.nhs.uk/gp/gpfv/>) setting out future plans to sustain General Practice Services in the NHS.
- 3.10.4 The Windsor, Ascot and Maidenhead Clinical Commissioning Groups (WAM CCG) is the statutory commissioning body for local NHS Services. As such, the ownership, management and operating procedures of the NHS have recently undergone a period of considerable transition. Within the Borough, the Windsor, Ascot and Maidenhead CCG is the main relevant statutory body, but part of the Borough is covered by the Bracknell and Ascot CCG.
- 3.10.5 NHS Local Improvement Finance Trust (NHS LIFT) is a public private partnership vehicle for developing frontline primary and community care facilities. The NHS Plan stated that NHS LIFT and public capital would lever around £1 billion into reinvigorating primary care estates. In 2015, NHS England introduced a new funding opportunity for the investment in premises, the Estates Technology and Transformation Fund (<https://www.england.nhs.uk/gp/gpfv/infrastructure/estates-technology/WAM>) CCG applied for key schemes which are essential to support the transformation of health services locally. However, the drive to reform local and sub-regional health care will have an impact on the type of opportunities brought forward by this programme in the future.
- 3.10.6 There is a drive to deliver health services increasingly in community-based settings, with the development of integrated primary care facilities and integrated health and social care services, rather than a reliance on hospitals. It is hoped that by adopting an integrated approach to health provision, with the involvement of community and voluntary services (as well as a variety of health facilities in one setting) delivery of healthcare in communities will be more efficient and adopt a joined up, integrated approach to facilities planning and delivery.

### Existing Capacity

- 3.10.7 Within Windsor, Ascot and Maidenhead CCG geography there are currently 22 GP

premises with 83 Full Time Equivalent GPs serving a total population of 156,000 people which equates to a ratio of 1,880 patients per GP (<http://digital.nhs.uk/catalogue/PUB30044>). The existing provision ratio of GPs in Windsor, Ascot and Maidenhead CCG is below (i.e. better than) the Department of Health's target patient list of 1,800 patients per GP<sup>22</sup>.

- 3.10.8 The Borough has a high concentration of residential and nursing homes. This places large pressure on existing facilities due to the higher dependency of elderly patients on primary care facilities<sup>23</sup>.
- 3.10.9 The existing infrastructure is under increasing pressure due to a rise in population, the demography and age of Borough residents and the inadequacy of some of the surgery buildings due to outdated premises which are no longer fit for purpose.
- 3.10.10 A Health Plan for Ascot has been emerging through the immediate concerns around the sustainability of current general practices services and the opportunities for premises development in this area<sup>24</sup>.
- 3.10.11 There are 110 dentists within 27 practices with a ratio of 1,354 residents per dentist; which is lower than (ie better than) the recommended dentist to patient ratio (2,000 patients per dentist) by the Department of Health<sup>25</sup>. Of the 27 practices, 22 provide NHS treatment to all groups of patients, five to children only. The number of dentists relates to the number on the national performers' list in the area and is not a count of whole time equivalent dentists.

### **Planned and Committed Provision**

- 3.10.12 The growth as determined through the BLP up to 2033 are envisaged to require additional capacity and expansion of services in Ascot. The two opportunities to do so include:
  - the NHS re-development of the existing Heatherwood Hospital site (for which planning permission has been given), to secure local service provision and a fit for purpose modern health option for the population, including general practice services.
  - the development of a new general practice premises co-located with a retirement village and care home facility, securing the sustainability of general practice services for the area (subject of a planning application to be determined).

### **Future Requirements**

- 3.10.13 CCG assessment of demand assumes no surplus capacity GPs and estimates a demand of approximately nine whole-time equivalent (WTE) GPs, an estimated investment of approximately £4.4m
- 3.10.14 Similarly, for dentists there is currently no spare capacity in provision or planned projects, and demand would arise for 8 WTE dentists, costing approximately £4.5m.
- 3.10.15 The changing landscape of GP service delivery will have significant implications on how future demand in the Borough is met. The strategy will need to factor in the multiple aspects of healthcare provision in the Borough which are expected to undergo

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<sup>22</sup> Department of Health guidelines

<sup>23</sup> Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG

<sup>24</sup> Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG

<sup>25</sup> Consultation with NHS England, 2015

major changes in the short to medium term.

- 3.10.16 In recent years there have been substantial changes to the organisation of GP practices, with a shift away from single-handed practices towards those larger practices to enable greater capacity and resilience in a challenging financial landscape for public services. General Practitioners can privately own the premises, alternatives include private leasehold and NHS Property Services leasehold in which they practice. This has resulted in a larger proportion of patients being registered with these multi-partner practices working across multiple sites providing a broader range of services closer to patients<sup>26</sup>.
- 3.10.17 Further changes in local Health Services include increasing the integration with social care and voluntary sectors working together, this will enable a wider consideration of public estates development across the Borough.
- 3.10.18 The initial impact assessment on primary care infrastructure from the growth planned to 2033 in the BLP highlights the importance of the following developments having positive outcomes in response to proposed changes:
- St Cloud's Way development to sustain primary care services in Maidenhead Town Centre
  - BEN Lynwood, Sunninghill to retain general practice services for the current and future population of Ascot and surrounding village, which is subject to a planning application to be determined. Contingency sites have been considered by the CCG.
  - Heatherwood Hospital development alignment to the sustainability of current and future general practice services for Ascot
  - St Mark's Hospital
  - King Edward VII Hospital
  - Options around the impact of the BLP-proposed development site at Maidenhead Golf club on the health and social care offer to that growth population
- 3.10.19 Together with the Council, the NHS and CCGs could review options to deliver the estimated demand for additional capacity for general practice, integrated care and other health services. Provision of new facilities over the plan period would require the NHS and CCGs to take account of their existing property assets and explore:
- how existing sites could be used more efficiently to meet expanded demand
  - whether there is room to expand, reconfigure or redevelop existing sites and property assets
  - what options or requirements they may have to secure new premises to serve the Borough's needs.
- 3.10.20 Options should explore the potential to share services in combined service centres (for example with social care), as well as on sites within neighbouring boroughs. While the Council should plan for and encourage healthcare provision the prime responsibility for this provision and funding lies with the NHS. Where appropriate, the Council should consider use of CIL and S106 contributions (in consultation with stakeholders such as Parish Councils where appropriate).

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<sup>26</sup> Care Quality Commission, available at: <http://www.cqc.org.uk/content/doctorsgps> [accessed on 19<sup>th</sup> March 2015]

### 3.11 Sports and leisure facilities

#### **Scope**

- 3.11.1 For the purposes of this IDP, sports and leisure facilities include publicly accessible indoor and outdoor sports halls, pitches and swimming pools. The Council supports the retention and refurbishment of existing facilities, and the provision of new facilities as part of planned developments.
- 3.11.2 The BLP provides guidance from Sport England relating to the standards of provision for sports and leisure facilities, with target provision for sports halls of 0.28 square metres per 1,000 residents, and 10.63 square metres of water (swimming pools) per 1,000 residents<sup>27</sup>. The Planning Obligations SPD also references a target of 1.8 hectares per 1,000 population for formal sports provision (pitches, courts, greens, tracks).
- 3.11.3 An Indoor Sport and Leisure Facility Strategy (2016-2021) was adopted by the Council in December 2016<sup>28</sup>. This provided an assessment of provision of indoor sports facilities in line with the Sport England Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities (2014), and took into account population growth between 2012-2037. Issues relating to the capacity of indoor sports and swimming, the core areas of provision, are described below. A Playing Pitch Strategy accompanied the Sports and Leisure Strategy in being adopted in 2016.

#### **Existing capacity**

- 3.11.4 In terms of the core provision of indoor sports facilities through sports halls, there are currently 22 sports halls of variable size and quality in the borough. The assessment undertaken as part of the Indoor Sport and Leisure Facility Strategy suggested that there is a slight surplus in provision, and that the existing supply does have capacity to meet demand.
- 3.11.5 For swimming pools, there are 20 pools at 17 locations across the borough, with 2 Council-owned, 10 on school sites, 4 club only access, 1 with club and community access, and 5 private health clubs. The facilities planning model suggests that there is a slight under supply of swimming facilities that may increase with population increases, particularly from swimming clubs. There are currently areas of the borough where residents are unable to access a public pool within one mile of where they live, although some are served by pools in neighbouring boroughs. Population growth is not expected to significantly increase demand over the lifetime of the Study (up to 2020).
- 3.11.6 In terms of Playing pitches, the following emerged from the supply and demand analysis:
- For grass football pitches, there is spare capacity to accommodate mini 5 and 7 a-side matches, but an undersupply for youth and adult pitches
  - There is a sufficient number of 3G pitches, however these are running at capacity.
  - For cricket pitches, whilst there are no concerns regarding the quality of pitches, there is only spare capacity at one cricket club, and two sites which are over-played,
  - There are issues both the quality of rugby union pitches, and a requirement to provide more pitches to accommodate unmet and future demand,
  - The borough is adequately provided in terms of hockey pitches though population increases may create demand for junior team provision,

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<sup>27</sup> Sports England Calculator April 2014 (for RBWM)

<sup>28</sup> [http://rbwm.moderngov.co.uk/documents/s10577/meetings\\_161215\\_cab\\_pitch\\_strategy.pdf](http://rbwm.moderngov.co.uk/documents/s10577/meetings_161215_cab_pitch_strategy.pdf)

## **Planned and Committed Provision**

- 3.11.7 The adopted Sports and leisure Facility Strategy also makes a number of recommendations, which were considered in the development of the projects described below.
- 3.11.8 The Borough's strategy for the provision of sport and leisure facilities is to increase the capacity of existing sites, for example, by creating additional facilities and improving access to them, and through the purchase of additional land and the creation of new sites where possible<sup>29</sup>.
- 3.11.9 Figure 35 below sets out the proposed improvements which have been identified within the Planning Obligations SPD<sup>30</sup> to increase the operating capacity of the following leisure centres and sports facilities.

**Figure 35: Proposed leisure and indoor sports facilities projects<sup>31,32</sup>**

<b>Project</b>	<b>Approx. Total Cost</b>	<b>Outcome</b>
<b>Re-provision and Relocation of Magnet Leisure Centre (Planning application submitted, opening 2019).</b>		
<ul style="list-style-type: none"> <li>The site of the former golf driving range within Braywick Park is allocated for the provision of a new leisure centre and associated indoor and outdoor sports facilities to include parking and associated infrastructure. The new facilities will be operational before the current Magnet Leisure Centre is decommissioned.</li> </ul>	£32m	Improved recreational facility to allow for more intensive use and 20% increase capacity
<b>Windsor Leisure Centre</b>		
<ul style="list-style-type: none"> <li>Improvements to increase the capacity/ allow more intensive use of the Sports Halls including improved changing facilities, new equipment for gym and halls, increased parking provision</li> <li>Improvements to increase the capacity/ allow more intensive use of the pool, including new changing facilities, plant and equipment, and additional water features including new flume</li> <li>Increase capacity of gym</li> </ul>	£1.5m	Improved recreational facility to allow for more intensive use and increase capacity
<b>Furze Platt &amp; Cox Green Leisure Centre</b>		
<ul style="list-style-type: none"> <li>Improvements to sports hall and gym to improve flexibility of use of space, including sprung floor, new lighting, air handling plant and sports equipment.</li> </ul>	£14.2m	Improved recreational facility to complement the existing site and allow for more intensive use and 50% increase in capacity

Source: RBWM SPD 2014

<sup>29</sup> Consultation with Landscape Officer, RBWM (2014)

<sup>30</sup> Consultation with RBWM Community Projects Lead (2017)

<sup>31</sup> RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014 and updated in consultation with RBWM Community Projects Lead (2017)

<sup>32</sup> Consultation with Head of Leisure Service, RBWM (2015)

### **Future requirements**

- 3.11.10 Requirements for sports and leisure provision across the Borough were modelled for the CIL inquiry, using the Sport England Calculator to identify swimming pool and sports courts requirements per person. Residents and local employees were assumed to generate demand equally for sports and recreation infrastructure. Future provision of sports and leisure facilities will continue to be informed and monitored through the Sport England Facilities Planning Model.
- 3.11.11 Information received through the Council and consultation did not reveal any current surplus in relation to leisure space. Consultation with Council officers over the future need for sports facilities in the Borough found that capacity increases planned as a part of the Council's current proposals to expand existing facilities are likely to accommodate demand from projected growth over the plan period.
- 3.11.12 Planned projects set out in the preceding section have been assumed to represent the total demand and cost of sports and leisure facilities provision. It would cost the Council an estimated £50 million to deliver all capacity increases required to support future growth, and the Council will seek to secure Community Use Agreements in line with Sport England advice for all new private sports and leisure provision.
- 3.11.13 With regard to the required provision of playing pitches, the Council is working with local schools in order to provide shared facilities to meet the projected increase in demand and shortfall in supply.

## **3.12 Emergency services**

### **Scope**

#### **Police**

- 3.12.1 Facilities for the police service include front counters (which receive enquiries from the general public and are the first point of contact with police officers) alongside operational and training facilities. Policing services in the Borough are managed by the Thames Valley Police force in two areas; Windsor, and Maidenhead and Ascot. Police services within the UK are generally not forecast on the basis of the number of officers required per each local authority, and there is no specific established approach used to quantify future demand.

#### **Fire**

- 3.12.2 Fire services in the Borough are run by the Royal Berkshire Fire and Rescue Service which oversees service provision for areas bordered by London, Surrey, Hampshire, Wiltshire, Oxfordshire and Buckinghamshire. Fire stations and fire engines often work across local authority boundaries.

#### **Ambulance**

- 3.12.3 The provision of healthcare is not merely focused on the sites providing primary healthcare, but requires support services such as ambulances and paramedic stations, distribution centres and storage facilities, with associated physical infrastructure often located separately from hospitals. The provision of ambulance services within RBWM is facilitated by the South Central Ambulance Service<sup>33</sup> which was established in 2006 following the merger of four ambulance trusts in the counties of Berkshire,

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<sup>33</sup> South Central Ambulance Service, (2014). Available at: <http://www.southcentralambulance.nhs.uk/our-services/ourservices.ashx> , accessed Sep. 2014



Buckinghamshire, Hampshire and Oxfordshire, an area of approximately 3,554 square miles with a residential population of over four million.

### **Existing capacity**

#### **Police**

- 3.12.4 There are two police stations in the Borough (Maidenhead and Windsor) and two police information points, providing a staffed counter service offering general advice and non-emergency enquiries at Eton and Ascot. TVP has approximately 155 Police Officers and 30 PCSO's that police the RBWM area.
- 3.12.5 There is no published information directly relating to the capacity of these stations and information points. However, based on available Thames Valley Police publications and the high number of performance targets achieved, it is assumed that these four facilities are sufficient to respond to police matters within RBWM currently.

#### **Fire**

- 3.12.6 There are currently three fire stations within the Borough in Maidenhead, Windsor and Ascot. The Royal Berkshire Fire Authority (RBFA) is part of the Thames Valley Fire Control Service (TVFCS) which aims to provide increased coordination throughout the Thames Valley.

#### **Ambulance**

- 3.12.7 The South Central Ambulance Service provides three main functions within the region; accident and emergency service to respond to urgent emergency calls; a service for non-emergency urgent calls and thirdly, a patient transport service. The closest ambulance bases are within Slough, High Wycombe, and Reading and there is no published information directly relating to the capacity of these ambulance stations.

### **Planned and Committed Provision**

#### **Police**

- 3.12.8 In order to mitigate the impact of the proposed growth TVP are seeking two infrastructure-related projects. A series of adaptations and alterations to increase the internal floorspace at Maidenhead Police Station and increase the capacity to accommodate the impacts of growth. This has an existing budget allocated of £1.67m, and a further £225k will be sought from Section 106 or CIL contributions. This will be delivered between 2018-2030.

### **Future Requirements**

#### **Police**

- 3.12.9 There is an aspiration raised by TVP for a modest touchdown office on the Maidenhead Golf Course development to reinforce the visibility of policing in the new community. It is planned that this would be a small 2-desk office within any proposed Community hub or other public building. TVP are seeking the transfer of land or building at nil cost, and a contribution of £30,000 from Section 106 or CIL contributions. The delivery of this would be linked to the delivery of development. This would be negotiated through the planning process.

## **Fire**

- 3.12.10 The recently constructed Tinkers Lane Fire Station has improved fire service coverage and there are no further plans for construction of additional fire stations. It is unlikely that the Royal Berkshire Fire and Rescue Service will be seeking an increase in the space provided for the fire service.

## **Ambulance**

- 3.12.11 The South Central Ambulance Service published a Strategic Plan Document for the period of 2017-19<sup>34</sup>. It outlined the challenges of the service's financial strategy which focuses on a cost improvement programme and the increasing pressure on Clinical Commissioning Group (CCG) finances within the South Central area.
- 3.12.12 Consultation with the South Central Ambulance Service determined that in terms of infrastructure the service may require a small site allocation in the Maidenhead area to enable a small building to operate emergency and standby resources in the area. The Ambulance Service will be involved in the early planning of any development site as to identify if there would be an opportunity for a facility, and explore opportunities with other stakeholders, regarding funding and any opportunities to share space with other services or facilities in order to save space and / or expenditure.

## **3.13 Libraries and Community Facilities**

### ***Libraries***

#### **Scope**

- 3.13.1 The 1964 Public Libraries and Museums Act sets out the duty of local authorities to provide a comprehensive and efficient library service to all local residents and employees, as defined in the 'Comprehensive, Efficient and Modern Public Libraries'<sup>35</sup> document published by the Department of Culture, Media and Sport. The Museums, Libraries and Archives Council provides guidance on priorities and standards to achieve the aims set out in their 'Inspiring Learning for All' initiative (centred around improving knowledge, skills and creativity) which identifies benefits that people gain from accessing public facilities such as libraries and archives.
- 3.13.2 For library provision there is an added challenge of evolving service delivery models, for example the need to provide access to virtual resources. Consultation with the Library Service reveals that the service is currently favouring co-location of new facilities, for example, that libraries and community facilities are situated as part of a 'hub' of publicly accessible services such as customer services, health, education, or the police force.

#### **Existing Capacity**

- 3.13.3 There are 12 branch libraries across the Borough. In addition, the Council has a number of mobile services:
- a container library, which services five sites on rotation; Holyport, Shifford Crescent, Sunningdale, Wraybury and Woodlands Park
  - a public mobile and home library service, which is a smaller mobile library and makes visits to 100 sites
- 3.13.4 A new library was opened at Boyn Grove Community Centre in April 2014 at a cost of approximately £715,000. This new provision provides over 9,000 residents access to a

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<sup>34</sup> <http://www.scas.nhs.uk/about-scas/publications/>

<sup>35</sup> <http://www.legislation.gov.uk/ukpga/1964/75/section/7>

library within walking distance and covers some of the deficit in provision to the north and west of Maidenhead.

- 3.13.5 The Borough has additional provision of public libraries on sites shared with schools. An example is the library facility replaced at Dedworth First and Middle Schools at a total cost of £625,000 in January 2013. This new library has doubled the capacity and provides additional community facilities<sup>36</sup>.

### **Planned and Committed Provision**

- 3.13.6 There are a number of proposed projects which would increase library provision in the Borough including plans to increase capacity at Eton library as the current facility is below the space standard, and an aspiration to extend Old Windsor library which is the second smallest within the Borough and is currently below space standards for the population size of Old Windsor.
- 3.13.7 There will be an additional container library from early 2018-19 that will meet location and opening hours standards to deliver additional provision at Furze Platt, Holyport and Sunningdale to meet the increased demand.
- 3.13.8 The Housing Trajectory (2017/18-2032/33) indicates growth in several wards of approximately 500 homes or more. Depending on the actual household size, the make-up of this growth will define the future library needs of the residents.
- 3.13.9 Oldfield's projection sees an increase of 4,227 properties and whilst Maidenhead central library is still within the current ward there should be provision allowed as a flexible community space/building for a folding library and educational, health and inclusion purposes. Services can be designed and delivered when the needs have been identified, sites and funding secured.
- 3.13.10 Ascot and Cheapside is currently served by a library and a service hub, within Ascot Race course. It currently meets space standards for the current population. As part of the Ascot, Sunninghill and Sunningdale neighbourhood plan there is the aspiration of an Ascot town square where the Parish Council office and Library Service Hub could be based in a shared community space.
- 3.13.11 Sunninghill library is not a council owned building and is leased until 2041, with a break clause in April 2026. The building is very old, and opportunities should be explored to consider alternative viable options for a larger shared space subject to funding.
- 3.13.12 Bray ward currently benefits from a container library that is situated in Holyport, and this provision will increase in 2018-19 when the additional container is operational. However, a further option would be to explore a public library within a shared space with either a school or parish council subject to funding.
- 3.13.13 Castle Without is served by the existing central Windsor Library and service hub, this library could be extended or relocated to new site on the High Street subject to funding and a suitable site.
- 3.13.14 Clewer North growth is served by Dedworth library and will require some improvement work to allow for the increase library provision and space. Parking currently is and will remain a challenge as more people use the library.
- 3.13.15 Proposed projects to increase provision are essentially aimed at meeting the needs of new residents and employees and are set out in the table below.

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<sup>36</sup> RBWM Infrastructure Needs Assessment: Initial Findings, March 2014

**Figure 36: Planned library and community facilities projects**

<b>Libraries</b>	<b>Community Centres</b>
Increase capacity at Eton Library	New community facility at Blackmoor Lane
One static flexible library at Oldfield	Community facilities in Larchfield Area
One static library at Sunninghill	Expansion of Windsor Community Centre
Extension to Windsor library and / or relocating to new site on the High Street	

### **Future Requirements**

- 3.13.16 A greater shift to digital delivery may generate physical capacity within the current physical infrastructure that can be utilised for other services, such as schemes to combat social isolation, within buildings that are currently occupied fully by library provision<sup>37</sup>. Future provision is expected to be linked with opportunities for shared sites and co-location with delivery of other services as is the case in a number of the Borough's current libraries.

### ***Community Facilities***

#### **Scope**

- 3.13.17 There are currently ten community facilities in the Borough, nine of which are run by the Council and include youth and community centres. These are located across the Borough although they tend to be concentrated in residential areas.

#### **Existing Capacity**

- 3.13.18 The Council is not the sole provider of community facilities in the Borough. It is therefore difficult to provide an estimate of the capacity of the current provision. Consultation suggests that there may be a surplus of current facilities, although investment would still be required to consolidate and improve the quality of provision so that a greater variety of activities could be catered for.

#### **Planned and Committed Provision**

- 3.13.19 Recent new provision includes Larchfield Community Centre, which opened in November 2012. This is the first of a three phase development of community based facilities in Larchfield. Construction commenced in August 2014 on a new community leisure facility at Furze Platt Senior School which will be a dual use facility similar to those at Charters and Cox Green schools<sup>38</sup> and this approach is actively supported by the Council.
- 3.13.20 The Planning Obligations SPD sets out a number of proposed schemes across the Borough as part of the Local Cultural Strategy and Maidenhead Area Action Plan which focus on improving and expanding community facilities, development of youth and community provision and a new community and conference facility as part of the Maidenhead Area Action Plan.
- 3.13.21 Given the Council's preference for greater co-location of services through the community hub options, some of the proposed projects could be reconfigured to include additional co-location of services. The hubs are expected to provide flexible, economical space for community groups, the statutory sector, social enterprises and small and medium sized enterprises to operate in, co-produce and deliver services from and may consist of a single building, a network of complementary buildings, or

<sup>37</sup> Consultation with Head of Libraries, Arts and Heritage, RBWM (September 2014)

<sup>38</sup> Consultation with RBWM officers, 2015

assets and offer a mix of services.

3.13.22 There are currently plans to provide a new community facility on Blackamoor Lane which will reflect the increased demand from the rising youth population in the area. The costs of this provision have been estimated at about £1 million. Following the completion of the first phase in 2012, there are plans for two further phases of development of community facilities in the Larchfield area at an estimated cost of £1.58 million, including provision of both youth and general community facilities.

3.13.23 There are also plans to improve the provision of facilities in the Windsor Community Centre to increase capacity and also provide an expansion of the youth counselling facilities, with a total estimated cost of around £1.06 million. It is anticipated that the majority if not full cost of these three community centre projects amounting to approximately £3.6 million will be met by developer contributions as a result of new development coming forward in these areas.<sup>39</sup>

### **Future Requirements**

3.13.24 The preferred strategy is to invest and upgrade current facilities rather than develop new centres. Provision of community and youth services is generally adequate across the Borough, but that current provision in and around the centre of Maidenhead should be enhanced to cater for needs arising from new housing in Maidenhead town centre.

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[https://www3.rbwm.gov.uk/downloads/file/701/spd\\_planning\\_obligations\\_and\\_developer\\_contributions](https://www3.rbwm.gov.uk/downloads/file/701/spd_planning_obligations_and_developer_contributions)

## **Schedule D: Utilities and Hard Infrastructure**

### **3.14 Flood Defences**

#### **Scope**

- 3.14.1 RBWM is the Lead Local Flood Authority for the Borough area and the Environment Agency (EA) is responsible for strategic flood risk planning and assessment and management of fluvial flood risk. A number of watercourses in the Borough contribute to potential flooding, including the Thames with an extensive network of main river watercourses, the Wraysbury Drain and the Horton Drain.
- 3.14.2 A Preliminary Flood Risk Assessment was carried out by the Borough in May 2011, as required under the Flood Risk Regulations (2009) which implement the European Floods Directive. The report focussed on local sources of flooding which include surface water (runoff and sewers), ordinary watercourses and groundwater. Areas which may be susceptible to these different types of flood risk were identified.
- 3.14.3 The Borough Strategic Flood Risk Assessment (SFRA) was published in 2009. The BLP Preferred Options consultation (March 2014) included both a SFRA Level 1 and SFRA Increased Scope and Sequential Testing of Sites documents and these were updated in 2017. The EA published the Lower Thames Flood Risk Management Strategy in July 2010, which is a long-term plan to manage flood risk in the Lower Thames area and this has been updated in 2017. The latest SFRA reports and maps published in June 2017 can be accessed at [https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/488/strategic\\_flood\\_risk\\_assessment](https://www3.rbwm.gov.uk/info/200414/local_development_framework/488/strategic_flood_risk_assessment).

#### **Existing Capacity**

- 3.14.4 The Borough faces flooding predominantly from the River Thames and its tributaries, especially as a large proportion of the population are resident adjacent to or near the river and tributaries. A number of towns and villages are situated within the 1% (1 in 100) flood extent, including the principal centres of Windsor and Maidenhead which form the primary focus for future development within the Borough.
- 3.14.5 There are approximately 15,000 properties which are currently at risk from a 1 in a 100 year flood event in the area from Datchet to Teddington. The Lower Thames Flood Risk Management Strategy proposes measures to reduce the risk of flooding to these properties.
- 3.14.6 Measures within the Lower Thames Food Risk Management Strategy include the construction of three flood diversion channels, the widening of Desborough Cut and improvements to Sunbury and Molesey Weirs and Teddington Lock, and include community based measures for improving resistance and resilience to flooding.

#### **Planned and Committed Provision**

- 3.14.7 The key planned infrastructure in the Borough in relation to flood risk is provision of The River Thames Scheme, previously known as the Lower Thames Flood Risk Management Strategy. This scheme was triggered as an outcome of the widespread flooding experienced within the catchment in 2003, is led by the Environment Agency, and is supported by nine partner organisations. All partners signed a Memorandum of Understanding in November 2014 setting out a framework for joint working and specific areas of co-operation.
- 3.14.8 There are two phases of scheme delivery. Phase 1 includes development of a funding strategy for the scheme, a hydrology and modelling study, ecological surveys of the

River Thames and specific sites, development of a major incident plan to improve preparedness and response to flooding, installation of property level protection measures to some homes, increasing the capacity of Sunbury, Molesey and Teddington weirs, securing planning consents for the enabling works to the weirs, and securing government approvals.

- 3.14.9 Phase 2 includes detailed design of the scheme, securing full planning permission and other consents, building the three sections of flood diversion channel and associated structures, and increasing capacity of the Desborough Cut. The initial phase of the investigation, completed in 2005, considered the management of flood risk from the River Thames between Datchet and Walton Bridge.

### **Future Requirements**

- 3.14.10 A subsequent phase has since been considered, reviewing the reach extending from Walton Bridge to Teddington (the 'Lower' River Thames scheme). This scheme has investigated a number of large-scale engineering solutions, community based measures and non-structural options to mitigate the risk to urban areas as a result of flooding from the River Thames.
- 3.14.11 The engineering solutions considered included flood walls, flood storage, channel improvements (i.e. widening and/or deepening of the river channel), and the construction of new flood relief channels. The structural elements of the scheme comprise three channels between Datchet and Shepperton and the widening of the Desborough Cut. Channel 1 is located within the Royal Borough of Windsor and Maidenhead. The scheme also includes on-going maintenance and replacement of the Thames Weirs.
- 3.14.12 Subject to funding and gaining necessary consents, construction work on the modifications to the first Thames weir was scheduled to begin in 2017. Construction of the flood channels is expected to start in 2020 and take approximately five years to complete.
- 3.14.13 The total scheme value is currently estimated to be £302 million. Central Government is expected to contribute £160m of funding via Flood Defence Grant in Aid. £73 million is approved as part of the current 6 year investment programme and the remainder of the Flood Defence Grant in Aid funding is anticipated in the following six year plan, which aligns with the proposed construction schedule.
- 3.14.14 In addition, a further £60 million of Central Government funding has been committed for construction costs post 2021. RBWM has also committed £285,000 of funding to assist with design costs during the 2015/16 financial year, and has included £285,000 of funding in its financial plans for each year for a further four years. There is however still a significant funding gap for the River Thames Scheme.

## **3.15 Utilities context**

- 3.15.1 This section covers the key utility infrastructure items (gas, electricity and water), sewerage (or waste water) and waste management, flood defences, and telecoms and broadband, which are all required to support residential and employment growth within the Borough within the plan period to 2033.
- 3.15.2 The responsibility for monitoring capacity, undertaking maintenance, and expansion of these systems lies with a number of private utilities operators. It is typical for the majority of infrastructure providers to plan delivery of projects at a regional or sub-regional rather than local level. For this reason, the information outlined within this section largely relates to projects at a wider geographical scale than just RBWM.

- 3.15.3 This assessment has drawn upon information published by providers for public use, including investment and resource management plans and consultations with utilities providers in charge of the utilities networks within RBWM area.

## **3.16 Electricity**

### **Scope**

- 3.16.1 The Licensed Electricity Distribution Network Operator (DNO) for the Borough is Scottish and Southern Energy Power Distribution (SSEPD). DNOs within the UK have a legal obligation to provide a quotation for connection of supply to any new residential, commercial, or industrial development that has full planning permission, a known load requirement, and a date the supply is required by. Every five years DNOs submit a Development Plan to the regulator Ofgem for approval and review which includes future plans for investment in their networks over the next five years to accommodate maintenance, new growth, and required capacity upgrades.

### **Planned and Committed Provision**

- 3.16.2 There are no known planned or committed projects by SSEPD in the Borough but it is unlikely that all proposed new developments will be able to be serviced by making connections to SSEPD's existing electricity infrastructure. Where the existing infrastructure is inadequate to support the increased demands for the new development, the normal costs of any necessary upstream reinforcement required would be apportioned between the developer and DNO.

### **Future Requirements**

- 3.16.3 Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Scottish and Southern Electricity Networks. In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals. To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Electricity Networks prior to submission of a planning application.

## **3.17 Gas**

### **Scope**

- 3.17.1 Cadent, formally National Grid Gas Distribution Limited is the gas network strategic infrastructure provider for the Borough. Similarly to electricity, as the provider, Cadent has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

### **Existing Capacity**

- 3.17.2 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. This consists of around 4,300 miles of pipelines and 26 compressor stations connecting to eight distribution networks.

### **Planned and Committed Provision**

- 3.17.3 Gas network operators have a legal obligation to ensure that adequate gas



infrastructure is provided to meet the requirements of new residential development.

### **Future Requirements**

- 3.17.4 Further information will be sought with regard to servicing future residential and non-residential development during the plan period which are a normal cost of development.

## **3.18 Water supply**

### **Scope**

- 3.18.1 There are two elements to water supply in the Borough. Thames Water are responsible for overall water supply in the Borough, and there are three water distributors – Thames Water, South East Water and Affinity Water.
- 3.18.2 Thames Water's growth plans are based on planning information and so the projections within the BLP play an extremely important role in growth assumption planning. Thames Water are funded in 5 year periods called Asset Management Plans (AMPs). The current AMP runs from 1st April 2015 to 31st March 2020. Details of Thames Water's 5 year plan for AMP6 can be viewed on their website at <http://ourplan.thameswater.co.uk/water-sewerage/>.

### **Existing Capacity**

- 3.18.3 As part of their five year business plan Thames Water advise OFWAT (The economic regulator of the water sector in England and Wales) on the funding required to accommodate growth at treatment works. As a result, Thames Water base investment programmes on development plan allocations which form the clearest picture of the shape of the community as set out in the National Planning Policy Framework (paragraph 162) and the National Planning Practice Guidance.
- 3.18.4 Thames Water submitted their draft Water Resource Management Plan (WRMP) 19 to Defra in December 2017, and pending approval from Defra, expect to undertake a 3 month public consultation on the draft WRMP starting in February 2018. Following the public consultation Thames Water will publish a Statement of Response setting out their response to the comments they received, in August 2018.
- 3.18.5 For the statutory water providers, it has been indicated that various upgrades and reinforcements will be required to recover loss of capacity in the network and maintain pressure at the minimum level of service required.

### **Planned and Committed Provision**

- 3.18.6 The approved WRMP14 identifies the need for a large water supply scheme to supply additional water resource from the mid 2020s onwards. The preferred scheme included in the plan is a 150 Ml/d wastewater reuse scheme.
- 3.18.7 The robustness and resilience of this option for water supply in the area has not been confirmed and there remain a number of uncertainties associated with the scheme which require further work and resolution over the next four years. Given these uncertainties, the WRMP14 identifies three potential water supply options (wastewater reuse scheme, inter basin raw water transfer scheme, reservoir storage option within the Thames catchment) to be subject to detailed further studies to determine what represents the "best value" water supply option for Thames Water to promote in the next WRMP19 which will be submitted to the Secretary of State for approval in 2019, covering the period 2020-2045.
- 3.18.8 Thames Water's work for WRMP14 short listed three potential sites in Oxfordshire and

the surrounding area that would be able to accommodate a new raw water storage reservoir. The Abingdon Reservoir site is on the area of land between Steventon, Drayton and East Hanney, to the south west of Abingdon which is to be safeguarded in the (adopted) Vale of White Horse Local Plan.

- 3.18.9 For the water providers, reinforcements relate directly to the proposed development sites and will require further mains laying into the development sites. Reforms of the mechanism for charging developers will mean that the cost of reinforcement is shared between the developer and the customer, but mains associated with the site will be funded by the developer.

**Figure 37: Known significant water supply reinforcements requirements**

	Known upgrade / reinforcement requirements
SE Water	<ul style="list-style-type: none"> <li>2 km large diameter main in Bray Wick area, Maidenhead</li> <li>1 km main in Norreys Ave, Maidenhead</li> <li>3 km 200 mm mains into development on Oakley Green Road or Windsor Road</li> <li>Mainlaying in Furze Platt Road, Maidenhead</li> </ul>

### **Future Requirements**

- 3.18.10 For the water supply network, Thames Water monitor planning and development information made available by Local Planning Authorities in order to plan for infrastructure requirements beyond the timescale's of their AMPs. Information regarding the location, timing and phasing of development as submitted through Local Plans and Annual Monitoring Reports is used to understand and plan for future infrastructure requirements.
- 3.18.11 For water distribution, the way that all water and wastewater companies charge for new connections will change in response to new rules published by the economic regulator OFWAT. The changes will mean that more of their charges will be fixed and published, rather than provided on application, enabling developers to estimate costs without needing to contact the distributor, and also making it easier for alternative providers to supply competitive quotes.
- 3.18.12 The services and charges affected include new water and wastewater connections, lateral drains, water mains and sewers (sometimes called requisitions), traffic management, income offsetting and infrastructure charges.

## **3.19 Sewerage**

### **Scope**

- 3.19.1 Thames Water is the statutory sewerage undertaker for the Borough. They operate and maintain the waste water treatment works (STWs) and sewerage infrastructure. To inform this IDP, high level assessment of STWs capacity was undertaken by Thames Water based on the development trajectory data provided.

### **Existing Capacity**

- 3.19.2 For the sewerage network, Thames Water has identified issues with the existing sewerage network to cope with new developments at a number of locations and catchment areas. These include the Ascot, Windsor, Maidenhead, White Waltham and Slough catchments and indicated that further investigation will be required to determine implications and requirements in these catchment areas.

## **Planned and Committed provision**

- 3.19.3 To support the growth identified in the BLP, upgrades will likely be required at Maidenhead STW and possibly at Slough STW (to which developments in part of the borough would drain) in the next Asset Management Plan period (2020-2025). Further investigations by Thames Water will be required to understand the nature of the upgrades required.

**Figure 38: High level assessment of STWs**

<b>Waste Water Treatment Works</b>	<b>High Level Assessment / Comments</b>
White Waltham STW	<ul style="list-style-type: none"><li>STW is currently undergoing a quality upgrade due to a tightening of its consent</li><li>With the new forecast, it is anticipated that there should be sufficient capacity</li></ul>
Hurley STW	<ul style="list-style-type: none"><li>With the new forecast, it is anticipated that there should be sufficient capacity</li></ul>
Windsor STW	<ul style="list-style-type: none"><li>Have recently installed a new treatment asset at Windsor STW, however there is need to continue analysis to see how it performs</li><li>It is possible that additional assets may be required to accommodate growth in the future, will continue to monitor the situation and invest accordingly</li></ul>
Slough STW	<ul style="list-style-type: none"><li>The new RBWM forecast, along with recent forecast of other authority catchments that drains to Slough STW, indicate that the proposed growth is far higher than previously anticipated and will exceed current capacity</li><li>Further investigations are required, but it is possible that upgrades to Slough STW may be required in the next AMP (2020-2025)</li></ul>
Maidenhead STW	<ul style="list-style-type: none"><li>Maidenhead STW is forecast to see significantly higher growth than previous forecasts stated</li><li>It is likely that upgrades to Maidenhead STW will be required in the next AMP (2020-2025) and towards the end of the Local Plan period</li></ul>

(\* Information provided by Thames Water on 17 March 2017)

- 3.19.4 In general, the expansion and provision of the additional capacity may require a lead in time of 18 months to three years. Where a complete new water or sewage treatment works is required, the lead in time can be between five to ten years.
- 3.19.5 For development proposals, developers will be required to agree the drainage strategy and confirm the point of connection into public sewers and flow rate into the proposed connection points. In sewerage areas with limited spare capacity and significant predicted growth, sewer impact assessments for individual sites would be required, to be funded by the developer.

## **Future Requirements**

- 3.19.6 Water and sewerage undertakers also have limited powers under the Water Industry Act to prevent connection ahead of infrastructure upgrades, and therefore rely on the planning system to ensure infrastructure is provided ahead of development either through phasing or the use of planning conditions. Thames Water has indicated that in

some instances that it may be necessary to request Grampian style planning conditions to ensure that the developers agree the preferred point of connect and acceptable flow rates.

- 3.19.7 Sewer upgrades will need to be completed prior to occupation to ensure existing residents are not affected by the increased risk of sewer flooding. Where possible, the preferred option is to work with developers ahead of application submission to ensure capacity exists and where it does not, agree how infrastructure will be delivered in advance of development.

## **3.20 Waste**

### **Scope**

- 3.20.1 Waste is defined by the Environment Agency as; household 'municipal solid waste' (MSW), commercial waste and industrial waste which is non-hazardous and collected by or on behalf of the local authority. Local authorities have the responsibility for dealing with MSW and at national and international levels, there is a requirement to move towards more sustainable waste management practices, including, waste minimisation, increase recycling and re-use of waste material.
- 3.20.2 The RBWM Municipal Waste Strategy (2000) sets out a framework for the management of municipal waste within the Borough until 2020. It highlights the drivers for change being: legislative, local and national government policy, economic and environmental costs of landfill. Technological advance, funding and investment are driven as a result of change to these policies and consultation has confirmed that this strategy is currently under review and the majority of the targets have now been delivered<sup>40</sup>.

### **Existing Capacity**

- 3.20.3 Existing municipal waste facilities in RBWM include:
- waste depot: storage facilities, vehicles and operation office;
  - waste transfer station: bulk and haul of waste and recycling material;
  - civic amenity site: householders drop off;
  - household waste and recycling centre: provision for additional household recycling;
  - 27 public 'bring' sites: small-scale recycling centres;
  - special collection service for household furniture, refrigerators and freezers;
  - garden green waste collection service.
- 3.20.4 The Council also provides a disposal site for commercial waste at Stafferton Way, Maidenhead. However, there are numerous private commercial waste disposal companies acting in the Borough which use private waste facilities for which the Council is not responsible. These private facilities handle waste from within the Borough and surrounding areas<sup>41</sup>.
- 3.20.5 The Council has a facility sharing arrangement with Slough Borough Council and Surrey County Council that all residents can utilise facilities at White Hart Lane, and residents from the Ascot area can use the Surrey civic amenity site. There are no active landfill sites within the Borough and waste is disposed of via Energy from Waste at a plant in Oxfordshire. There are currently no planned provisions to create a landfill site in the Borough.

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<sup>40</sup> Consultation with Waste & Environmental Protection Manager, RBWM (May 2013)

<sup>41</sup> RBWM Infrastructure Needs Assessment: Initial Findings, March 2014

### **Planned and Committed Provision**

- 3.20.6 Future growth has been factored into the Municipal Waste Strategy which sets out a framework for the management of municipal waste within the Borough until 2020<sup>42</sup>. The Council has let a 15 year -with two 5 year extension options - contract for municipal waste treatment, and disposal which provides waste disposal at an 'energy from waste' facility at Ardley in Oxfordshire, which commenced in November 2015.

### **Future Requirements**

- 3.20.7 The Royal Borough of Windsor & Maidenhead, Bracknell Forest Council, Reading Borough Council and Wokingham Borough Council (collectively referred to as 'Central & Eastern Berkshire Authorities') are working in partnership to produce a Joint Minerals & Waste Plan which will guide minerals and waste decision-making in the Plan area.
- 3.20.8 The Joint Minerals and Waste Plan will build upon the formerly adopted minerals and waste plans for the Berkshire area and improve, update and strengthen the policies and provide details of strategic sites that we propose will deliver the vision. It will include consideration of the current levels of provision for minerals and waste facilities.
- 3.20.9 The Joint Minerals and Waste Plan is currently at Issues and Options stage, on which it completed consultation in July 2017. The purpose of this consultation was to engage the community in discussion on the issues for managing minerals and waste for the next 20 years. It is also an opportunity to gather more evidence to inform the options for the plan policies and site allocations.

## **3.21 Telecommunications and broadband**

### **Scope**

- 3.21.1 For this IDP, telecommunications and broadband refer to internet connectivity. Broadband connectivity is now considered as a utility and the requirements for increased connectivity options and bandwidth will continue to grow. Section 5 of the National Planning Policy Framework stipulates that in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. Internet access is increasingly becoming a key utility for both businesses and residential users, with the Office for National Statistics estimating that in 2013 over 83% of UK households had internet access (equivalent to 21 million households).
- 3.21.2 The Borough is part of an initiative called 'Superfast Berkshire' (SFB), which aims to improve broadband speed and coverage across the county in the areas where it is not commercially viable to develop connections. This is part of a UK national initiative (led by Broadband Delivery UK) and backed by all six Berkshire unitary authorities and the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP)<sup>43</sup>.

### **Existing Capacity**

- 3.21.3 Wired, cabled or fibre internet access is provided by a number of the telecoms companies (e.g. BT, Plus Net, Virgin Media, Talk Talk).
- 3.21.4 SFB carried out a public consultation in 2016 as part of their Phase 3 procurement activity, producing an open market report engaging current service providers. The output of this activity produced a schedule of premises that are currently served with

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<sup>42</sup> RBWM Municipal Waste Strategy, accessed online 20/09/2014 [available at [http://www.rbwm.gov.uk/public/040601\\_waste\\_strategy\\_67.5.pdf](http://www.rbwm.gov.uk/public/040601_waste_strategy_67.5.pdf) ]

<sup>43</sup> <http://www.superfastberkshire.org.uk/>

Next Generation Access (NGA) broadband across the county and areas that have infrastructure planned for delivery over the next 3 years. Existing NGA broadband availability across the Borough is in the region of 87%. Approximately 4000 premises will need further qualification and clarification to establish if these are already served or will need SFB intervention. These could be new developments, postcodes or the data recovered from service providers is in doubt.

### **Planned and Committed Provision**

- 3.21.5 Following the successful completion of the procurement phase, work will now focus on planning and the detailed activity for deployment. SFB have engaged BT and Gigaclear to deliver the Phase 3 scope.
- 3.21.6 The data gathered during public consultation identified 4336 premises within the Borough that do not presently have NGA broadband and there are no commercial plans to deliver.
- 3.21.7 Project delivery across the whole of Berkshire commenced in July 2017 and will continue through to October 2019. Delivery across the Borough will span this timeframe connecting these 4336 premises across rural and urban locations.

### **Future Requirements**

- 3.21.8 It is evident that whilst the SFB project, with its finite resource and time, is merely addressing the current gaps created by service providers' commercial objectives. Whilst the project scope aims to deliver up to 100% broadband coverage across the Borough, this is a snapshot in time and does not address new developments within the Borough that are being constructed without provision for broadband infrastructure.
- 3.21.9 The Department for Communities and Local Government recognise this is a national issue and have made an amendment to the 2010 Building Regulations to introduce a requirement, which came into effect from January 2017, for all new buildings and major renovations, to include in-built physical infrastructure to support connections to superfast broadband.
- 3.21.10 Adam Afriyie MP for Windsor has raised a question in the House of Commons during Prime Minister's questions calling for the strengthening of the requirement for housebuilders to take broadband infrastructure into account when building new developments.
- 3.21.11 The Department for Digital, Culture, Media and Sport (DCMS) agreed that housebuilders should take this into account and they are working with the Homebuilders Federation, broadband providers and the Department for Communities and Local Government to strengthen this requirement.

## **4 Sources of Information**

**There are no sources in the current document.**





# RB WINDSOR & MAIDENHEAD

## INFRASTRUCTURE DELIVERY PLAN – CONSULTATION VERSION

DATE: October 2019



## DOCUMENT CONTROL SHEET

DOCUMENT TITLE	Infrastructure Delivery Plan
REPORT TITLE	Consultation Version
ISSUE	V0.1
STATUS	Draft
CONTROL DATE	09/10/19

## RECORD OF ISSUE

Issue	Status	Author	Date	Check	Date	Authorised	Date
0.1	Draft	Jonny Moore	09/10/19	X	XX/XX/XX	Xxx	XX/XX/XX

## APPROVED FOR ISSUE

Name	Signature	Date
Xxx		XX/XX/XX
Xxx		XX/XX/XX
Xxx		XX/XX/XX

## DISTRIBUTION

Name	Role
Chris Joyce	Infrastructure & CIL Manager, RBWM
Xxx	Xxx
Xxx	Xxx

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# 1 INTRODUCTION

## 1.1 Background

The Royal Borough of Windsor and Maidenhead is currently preparing its proposed changes on the Borough Local Plan Submission Version (BLPSV-PC), that will guide development decisions in the Borough to 2033. The Council has prepared this Infrastructure Delivery Plan (IDP) to ensure the BLPSV can be supported by necessary infrastructure provision.

The IDP has been prepared with the involvement of key infrastructure partners and service providers and draws together the latest evidence and information available to the Council. It is important to note that infrastructure planning is an iterative process and the precise nature of infrastructure needed to support future development is influenced by a range of factors and arrangements that change over time.

The IDP is a 'living document' subject to regular review, building upon and updating the Infrastructure Delivery Plan that was first published by the Council in 2015 as evidence for the adoption of the Community Infrastructure Levy (CIL) and work on the emerging BLPSV-PC.

This revision of the IDP is produced in support of the Borough Local Plan 2013-2033 Submission Version to be submitted to the Secretary of State for the purposes of Section 20 (3) of the Act.

## 1.2 Purpose

The primary purpose of the IDP is to identify the strategic infrastructure considered necessary to support the development proposed in the BLP and to outline how and when this will be delivered. The IDP plays a key role in demonstrating that planned growth can be accommodated in a sustainable manner, through the timely and coordinated delivery of critical and strategic infrastructure.

The IDP is also an infrastructure planning tool which can be used as a framework to guide decision-making on infrastructure delivery, including the future allocation of funds from the CIL. The IDP provides a strategic overview of how and when key infrastructure will be required, highlighting schemes which may be required to unlock development, and providing the basis for supporting the delivery and implementation of the BLP.

## 1.3 Policy Context

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) stresses the importance of taking a positive, proactive approach to local plan-making and the strategic priorities of an area. The expectation of the NPPF is that local planning authorities look beyond the requirements to meeting housing needs, and focus on creating sustainable communities during the course of the plan period and beyond. This should be extended to consider additional provision for infrastructure, community facilities and transport.

The NPPF is clear that infrastructure should be integrated with future development and that should be considered as part of the plan-making process and should include the provision of infrastructure and community facilities at the local level. The NPPF also highlights the role of developer contributions play in supporting the delivery of infrastructure. Local Plans should set out from the outset the contributions which are

expected to come forward from development while not undermining the delivery of the Plan (NPPF paragraph 34)<sup>1</sup>.

Planning practice guidance for Local Plans emphasises the importance of engaging with infrastructure providers early in the plan-making process, as it is essential to understand their investment plans, development strategies and critical dependencies. As the PPG states:

*“At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:*

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”<sup>2</sup>*

Guidance also states that the deliverability of infrastructure is an important consideration, to ensure that the Local Plan provides alternative strategies to provide critical infrastructure. The provision of infrastructure must also not affect the viability of development coming forward, including the considering the impact of the Community Infrastructure Levy.

#### **1.4 Borough Local Plan Submission Version – Proposed Changes**

This IDP has been prepared to support the Borough Local Plan Submission Version – Proposed Changes (BLPSV-PC).

The Council’s strategy for infrastructure planning is to optimise existing infrastructure, direct developments to the most sustainable locations, reduce the need to travel and seek new infrastructure where required.

The spatial vision and objectives form Section 4 of the BLP, and the relevant spatial objectives for infrastructure comprise:

- *Objective 6 Infrastructure – To retain, improve and provide new facilities and other infrastructure to support new development and ensure a high quality of life for residents of all ages:*
  - *Secure the provision of utilities, services, and facilities to enable planned development in a coordinated and timely manner*
  - *Ensure that new development makes an appropriate contribution towards infrastructure needs arising from such development*
- *Objective 7 Sustainable transport – To promote sustainable transport and alternatives to the use of private vehicles:*
  - *Encourage the provision of facilities for pedestrians and cyclists in new development*
  - *Locate development to minimise the need for travel*
  - *Promote the use of public transport*
- *Objective 9 Environmental protection – To maintain and enhance the natural environment of the borough:*

<sup>1</sup> National Planning Policy Framework 2019

<sup>2</sup> National Planning Practice Guidance (March 2019) – Plan Making (Paragraph 59 Reference ID: 61-059-20190315)

- *Ensure that new development contributes to environmental improvement*
  - *Protect designated areas and features*
- *Objective 10 Open space and leisure – To provide adequate open space for planned development and appropriate leisure and recreation facilities:*
  - *Ensure that new development contributes to providing open space within new development*
  - *Maintain and enhance leisure and recreation facilities*
- *Objective 11 Climate change and biodiversity – To ensure that new development takes account of the need to mitigate the impacts of climate change and on biodiversity:*
  - *Promote sustainable design and construction*
  - *Promote the use of renewable energy*
  - *Manage flood risk through the location and design of development.*

## **1.5 Scale and distribution of development**

The Borough Local Plan will provide for at least 14,240 new dwellings in the plan period up to 2033. The Spatial Strategy sets out that development will be focussed on existing urban areas, primarily Maidenhead, but also Windsor and Ascot.

The sites allocated for housing development are identified in the BLPSV-PC and are also defined on the Policies Map. The BLPSV-C includes three Placemaking Areas for South West Maidenhead, Maidenhead Town Centre and Ascot (policies QP1a, b & c respectively). A number of infrastructure projects were identified as part of the evidence to support the placemaking policies. These projects have been included in the project schedules under each infrastructure category in Chapter 3.

.

## 2 DEVELOPMENT OF THE IDP

### 2.1 Types of Infrastructure

The assessments have primarily focused on infrastructure that is necessary to support the developments identified in the BLP. However, other key infrastructure that contributes towards wider spatial objectives from the BLP has been considered. The infrastructure groups covered by this IDP are highlighted in Figure 1 below.

Figure 1: Types of infrastructure

Infrastructure Areas	Infrastructure Type
<b>Schedule A: Transport infrastructure</b>	Strategic transport schemes – road and rail Local transport schemes – highways, public transport and active travel
<b>Schedule B: Green Infrastructure</b>	SANG Public Open Space
<b>Schedule C: Education</b>	Education Pre-school Primary Secondary SEN
<b>Schedule D: Health</b>	Primary health Acute care
<b>Schedule E: Sport &amp; Leisure</b>	Indoor leisure facilities Sports pitches
<b>Schedule F: Community</b>	Libraries community facilities Emergency Services
<b>Schedule G: Utilities</b>	flood defences sewage potable water Utilities Broadband

## 2.2 Prioritising Infrastructure

The following categorisation has been adopted to indicate the prioritisation of infrastructure requirements as illustrated in Figure 2 below. As far as possible, the IDP identifies the highest priority infrastructure requirements, and the dependencies or factors that could prevent or significantly delay delivery over the period of the BLPSV-CP.

Figure 2: Prioritising infrastructure

Priority	Definition
<b>High Priority</b>	Required to enable new development to come forward within the plan period.
<b>Medium Priority</b>	Required to mitigate against the impacts from new development and contribute towards the Spatial Objectives of the Borough Local Plan, but the precise timing of delivery is not critical.
<b>Low priority</b>	Required to support sustainable development. The delivery of the identified infrastructure is desirable to encourage sustainable development and contribute towards the Spatial Objectives of the Borough Local Plan.

## 2.3 Methodology & Approach

Throughout the plan-making process, the Council has been working closely with infrastructure and service providers to build up a picture of the infrastructure needed to support development proposed in the BLP. The assessment of infrastructure requirements relies on input from infrastructure and service partners operating in the Borough and these assessments have been supplemented in some cases by modelling evidence and design work commissioned by the Council.

This IDP will form part of the evidence base for the BLPSV-CP and has been developed in tandem with the proposed changes to be published as part of the BLPSV-CP. Where information is available, the nature of provision, location, estimated costs, potential funding arrangements and responsibility for delivery will be identified but costs for the purchase of land for infrastructure are not included.

The approach takes into account Government guidance and best practice in assessing infrastructure needs arising as a consequence of growth and where information is available; infrastructure costs are based on estimates available to the Council at the time. It should be noted that some of the identified costs are indicative only and may not reflect the actual capital cost associated with the project.

Following the publication of this document further engagement with infrastructure providers will be required as part of the consultation process to ensure all stakeholders and service providers have the opportunity to consider the infrastructure requirements of the proposed changes to the BLPSV-CP.

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## 3 INFRASTRUCTURE REQUIREMENTS

### 3.1 Schedule A: Transport Infrastructure

#### 3.1.1 Scope

##### Strategic Transport

This section considers the transport infrastructure required to support growth over the Local Plan period to 2033. For this IDP, transport and transport infrastructure are defined as: private transport (including private vehicles, walking, and cycling); public transport modes (such as rail and bus); and the infrastructure required to support travel by these modes (including roads, railway lines, footways and public rights of way, cycle routes and waterways).

Transport interventions and future projects which would support transport development at a local and strategic level have been identified through modelling and needs analysis, drawing from the following relevant local policy and evidence base documents and consultation.

##### Local Transport

Highways England is responsible for providing and managing the motorway and trunk road network in the Borough, whilst the local road network is managed by the Council as the Local Highway Authority. The IDP identifies various junction improvements, public transport, walking and cycling proposals which will support BLP proposals.

#### 3.1.2 Method for determining infrastructure requirements

##### Strategic Transport

Network Rail and Highways England have their own infrastructure planning processes that have identified projects needed to support the development of the strategic road and rail network. Projects relevant to the local area have been identified within the IDP.

The RBWM Local Plan Assessment<sup>3</sup> used a strategic highway model, which provided an assessment of the impact the emerging Borough Local Plan growth is likely to have on the highway network. The assessment was undertaken through the use of a computerised transport model that predicts future year conditions based upon a validated and calibrated existing model. A Baseline scenario was produced to understand the existing capacity of the network, prior to a number of scenarios to represent further growth and the impact on the network.

##### Local Transport

As part of the transport evidence for the BLP, the Council commissioned consultants WSP | Parsons Brinckerhoff to update the borough's strategic traffic model to provide a sound 2016 base year scenario for the AM and PM peak periods. Once validated, this base year model was used as the foundation for developing forecast scenarios to quantify and assess the likely impacts of allocated housing and employment development on local and strategic road networks up to 2032.

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<sup>3</sup> [https://www3.rbwm.gov.uk/downloads/download/90/local\\_transport\\_plan\\_documents](https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents)



The council also has a local transport plan and associated transport strategy to guide development of walking, cycling and public transport projects. These documents, including the Cycling Action Plan<sup>4</sup> have been used to identify projects to be included in the IDP.

### **3.1.3 Identifying future need**

As further evidence is prepared or future transport modeling is undertaken on the new BLPSV-PC policies and housing allocations any additional transport projects will be identified and included in future iterations of the IDP.

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<sup>4</sup> [https://www3.rbwm.gov.uk/info/200211/cycling/828/cycling\\_action\\_plan](https://www3.rbwm.gov.uk/info/200211/cycling/828/cycling_action_plan)

### 3.1.4 Transport Projects

Transport infrastructure projects identified to support the BLPSV-PC are as follows

	Sub-category	Locality	Placemaking Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
A 1	Strategic - Road	Maidenhead		M4 Smart Motorway Project	Journey improvement and increase capacity to increase economic growth	Highways England, LEP	£586 - £862	Highways England	Planned	1-5 yrs	High
A 2	Strategic - Rail	Maidenhead		Maidenhead Station Crossrail improvements	Station improvements to allow for Crossrail services	Crossrail		Crossrail	In progress	1-5 yrs	High
A 3	Strategic - Rail	Maidenhead		Bourne End Track & Signalling Work	enable service frequency on the Marlow branch line to increase	Great Western Railway (GWR)		GWR, LEP,	Initial design stage		Low

A 4	Strategic - Rail	Windsor		Increased services from Windsor - Waterloo	increase frequency and capacity	South Western Railway		South Western Railway	In consultation		Medium
A 5	Strategic - Rail	Other (Cookham, Datchet)		Datchet level crossing and platform lengthening	reduce local road congestion to allow increased frequency of services	South Western Railway, Network Rail			Feasibility stage		Medium
A 6	Local - Highways	Ascot, Sunningdale, Sunninghill		Improvement to A330 Winkfield Road/A332 Windsor Road	Identified by Local Highway Authority (LHA) to support development in the BLP	RBWM	£0.95		Initial design stage		Medium
A 7	Strategic - Road	Maidenhead		Improvement to M4 Junction 8/9	Identified by LHA to support development in the BLP	RBWM ; Highways England	£3.00		Initial design stage		Medium
A 8	Local - Highways	Maidenhead		Improvement to A404(M)/Shoppenhangers Road/Norreys	Identified by LHA to support propose	RBWM ; Highways	£0.96		Initial design stage		Medium

				Drive roundabout	d development in the BLP	England					
A 9	Local - Highways	Maidenhead		Improvement to A404(M)/A404/A4 Thicket roundabout	Identified by LHA to support development in the BLP	RBWM ; Highways England	£0.35		Initial design stage		Medium
A 10	Local - Highways	Maidenhead		Improvements to A404/A308 Bisham roundabout	Identified by LHA to support development in the BLP	RBWM	-	Not in programme	Feasibility stage		Medium
A 11	Local - Highways	Maidenhead		Improvement to A4/ A308 Castle Hill roundabout	Identified by LHA to support development in the BLP	RBWM	£0.47		Initial design stage		Medium
A 12	Local - Highways	Maidenhead		Improvement to A4/ B4447 Cookham Road roundabout	Identified by LHA to support development in the BLP	RBWM	£0.06		Initial design stage		Medium
A 13	Local - Highways	Maidenhead		Improvement to A4/ A4094 Ray Mead Road roundabout	Identified by LHA to support development in the BLP	RBWM	£0.40		Initial design stage		Medium

A 1 4	Local - Highways	Maidenhead		Improvement to A308 Braywick Road/ Stafferton W/ Rushington Ave roundabout	Identified by LHA to support development in the BLP	RBWM	£0.35		Initial design stage		Medium
A 1 5	Local - Highways	Maidenhead		Improvement to A308(M) / A308 / A330 / The Binghams (Braywick) roundabout	Identified by LHA to support development in the BLP	RBWM ; Highways England	£0.95		Initial design stage		Medium
A 1 6	Local - Highways	Maidenhead		Improvement to A308 B3028 Upper Bray Road	Identified by LHA to support development in the BLP	RBWM	£0.25		Initial design stage		Medium
A 1 7	Local - Highways	Maidenhead		Improvement to A308 /Mill Lane/Parsonage Lane roundabout and A308 / A332 roundabout	Identified by LHA to support development in the BLP	RBWM	£0.50		Initial design stage		Medium
A 1 8	Local - Highways	Windsor		By-pass of B376 London Road/B470 Horton Road	Identified by LHA to support development in the BLP	RBWM	-	s278	Cost to be provided as part of development		Medium

A19	Local - Highways	Windsor		Improvement to B3022 Winkfield Road / Clewer Hill Road	Identified by LHA to support development in the BLP	RBWM	-	Not in programme	Initial design stage		Medium	
A20	Local - Active travel	Maidenhead		Maidenhead Town Centre: Missing Links (pedestrian and cycle links)	Identified by LHA, part of Growth Deal 3 Funding Bids	RBWM ; LEP	£4.75	Growth Deal 3 and local funding	Initial design stage	1-5 yrs	Medium	
A21	Local - Active travel	Maidenhead		Draft Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.32	Local funding	Initial design stage	1-5 yrs	Medium	
A22	Local - Active travel	Ascot, Sunningdale, Sunninghill			Draft Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.21	Local funding	Initial design stage	1-5 yrs	Medium
A23	Local - Active travel	Ascot, Sunningdale, Sunninghill			Draft Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.31	Local funding	Initial design stage	1-5 yrs	Medium
A24	Local - Active travel	Other (Cookham, Datchet)			Draft Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.19	Local funding	Initial design stage		Low

A 2 5	Strategic - Rail	Maidenhead		Maidenhead to Marlow Branch Line Upgrade (track and signalling improvements)	Identified by GWR; part of Growth Deal 3 Funding Bids	GWR; Thames Valley Bucks LEP; Bucks County Council	£4.50	Growth Deal 3; GWR; local funding	Feasibility stage	1-5 yrs	Medium	
A 2 6	Local - Highways	Maidenhead		Traffic and road safety schemes	Projects to be confirmed by Highways / identified through Local Transport Schemes / LTP	RBWM	-	Local funding	Requires further investigation	TBC	Low	
A 2 7	Local - Highways	Ascot, Sunningdale, Sunninghill			A329 London Road / B383 Buckhurst Road / B383 Silwood Road roundabout	Identified by LHA	RBWM	£2.00		Initial design stage	1-5 yrs	Low

A 2 8	Strategic - Rail	Maidenhead		Maidenhead Station Access - transport interchange, environmental enhancement scheme, improved crossing and extra floor at Stafferton Way car park to accommodate displaced forecourt parking	Identified by Local Highways Authority, part of Growth Deal 3 Funding Bids	RBWM ; GWR; Network Rail	£4.50	Growth Deal 3; local funding	Committed project	1-5 yrs Q4 201 9/20	Medium	
A 2 9	Local - Highways	Maidenhead		Broadway - permanent multi-storey car park (1,500 spaces)	Identified as part of RBWM Parking Plan; part of Maidenhead town centre regeneration plans	RBWM	?	Local funding/Development funding	Committed project	1-5 yrs Q3 201 9/20	Medium	
A 3 0	Local - Highways	Maidenhead		St Cloud Way - permanent underground car park (260 spaces)	Identified as part of RBWM Parking Plan; part of Maidenhead town centre	RBWM	?	Local funding	Committed project	1-5 yrs Q2 202 2/23	Medium	



					regeneration plans							
A31	Local - Highways	Maidenhead		Braywick Park - permanent additional car parking	Identified as part of RBWM Parking Plan; part of Maidenhead town centre regeneration plans	RBWM	?	Local funding	Committed project	1-5 yrs Q3 2018/19 & Q3 2019/20	Medium	
A32	Local - Highways	Maidenhead		Vicus Way Car Park	Identified in RBWM Parking Plan	RBWM		Local funding	Committed project			
A34	Local - Active travel	Maidenhead		Maidenhead Waterways	Improve accessibility	RBWM, Maidenhead Waterways Restoration Group, British Waterways	£7.7-11.5	Funding partially agreed	In progress		Medium	
A35	Local - Active travel	Maidenhead	SW Maidenhead	North-south Green spine, connecting the railway station at the northern	key connectivity element	Developers	Illustrative costs taken from North	S106/CIL	Policy requirement - in progress			

				end of the site to the southern employment site - Triangle site. Multi-functional green spine - primarily for walking & cycling and public transport. Could also take cars and provide additional access points into the development. Detail of the design and nature of the green spine to be addressed in SPD.	providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.		Essex Garden Villages example, suggest £5m per km of rapid transit route		ma for AL13 and in Placemaking Policy QP1a			
A 3 6	Local - Public transport	Maidenhead	SW Maidenhead	North-south Green spine, connecting the railway station at the northern end of the site to the southern employment site - Triangle site. Multi-functional green spine - primarily for walking & cycling and public	key connectivity element - providing opportunities for active travel; reducing the need to travel by car;	Developers		S106/CIL	Policy requirement - in proforma for AL13 and in Placemaking Policy QP1a			

				transport. Could also take cars and provide	encoura ging modal shift.							
A 3 7	Local - Active travel	Maidenhead	SW Maidenhead	New pedestriann/cycle bridge over the A308(M) to carry the n-s Green Spine southwards into the Triangle site. Aspiration for the bridge to also carry public transport route.	promote s active and sustaina ble travel, linking employ ment develop ment on the Triangle site to the local centre in AL13 and northwa rds into the residenti al develop ment and up to the railway station.	Develo pers of Triangl e site and sites in AL13 ; RBWM (requir es consult ation with Highw ays Englan d)	Again, example taken from North Essex GC suggests costs of c£5m for a pedestria n/cycle footbridg e		Criteria n o) in AL13 profor ma.			

A 3 8	Local - Highways	Maidenhead	SW Maidenhead	Refer to original submission IDP for highway and junction schemes in relation to SWM. Further work is ongoing between Gordon Oliver & colleagues and WSP to address new/improved junctions and access to the site and their implications on the wider local highway network.	New/improved junction requirements to be confirmed/required as a result of the updated transport modelling for the BLP by WSP.	RBWM ; Developers		S106/CIL. Possible HIF funding for northern end of AL13?	Criterion o) in AL13 proforma.			
A 3 9	Local - Active travel	Maidenhead	SW Maidenhead	Improve east-west connection connections across SWM area to improve pedestrian/cycle links in particular, to Braywick Park to the East and Ockwells to the west.	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging	Developers; RBWM		S106/CIL	Criterion o) in AL13 proforma.			

					modal shift.							
A 4 0	Local - Active travel	Maidenhead	SW Maidenhead	From the proforma for Braywick Park, Site GA1 - improved/ new north-south (eg to the town centre) and east-west (eg to Desboorugh) pedestrian and cycle routes	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.	RBWM				Criterion o) in GA1 proforma.		
A 4 1	Local - Public transport	Maidenhead	SW Maidenhead	from the proforma for Braywick Park, Site GA1 - public transport access to new leisure centre and Braywick Park	Improving access for all, whilst reducing the need to use the car for journeys.	RBWM / bus operators				Criterion o) in GA1 proforma.		

## **3.2 Schedule B: Public Open Space**

### **3.2.1 Scope**

For the IDP, public open space is defined as public parks, commons, heath and woodlands and other open spaces with established and unrestricted public access.

In support of the policies and strategies contained in the Borough Local Plan, a qualitative and quantitative assessment of the existing and future needs of the community for the following types of open space that exist within Windsor and Maidenhead has been undertaken:

- Public Parks and Gardens
- Amenity Greenspace
- Provision for Children and Young People
- Allotments and Community Gardens
- Cemeteries
- Natural and Semi-Natural Greenspaces.

### **3.2.2 Method for determining infrastructure requirements**

A methodology was adopted which is in accordance with the National Planning Policy Framework (NPPF) and its predecessor, Planning Policy Guidance 17 (PPG17). Local provision standards were set using the following parameters:

- Quality
- Quantity
- Accessibility.

The Open Space Strategy made a number of recommendations in order to inform the development of the BLPSV-PC. These include:

- Existing provision to be protected and enhanced
- Findings related to quality
- Findings related to quantity and accessibility
- Issues relating to the three growth areas of Maidenhead, Windsor and Ascot.

The current provision of suitable alternative natural greenspace (SANG) is provided in Allen's Field. There is now very limited capacity at this facility. A facility at Sunningdale Park is expected to be granted consent which will provide further capacity for another 715 dwellings. The council is also pursuing other options for SANG.

### **3.2.3 Identifying future need**

As further evidence is prepared or representations received as part of the consultation on the new BLPSV-PC policies and housing allocations, additional projects will be identified and included in future iterations of the IDP.

### 3.2.4 Green & Blue Infrastructure Projects

Green & Blue infrastructure projects identified to support the BLPSV-PC are as follows:

	Sub-category	Localit y	Category	Placemak ing Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Per iod	Prio rirty in rela tion to BLP
B 1	Public Open Space	Maide nhead	Flood defences		Thrift Wood Farm Open Space (to provide 86 acres of open space / playing fields)	To address significant shortfall in open space compared to recommend ed local standards	RBWM	0.5 m	Council capital budget and partner funding	Site open to public	n/a	n/a
B 2	Public Open Space	Maide nhead	Public open space		Deerswood Meadow Local Nature Reserve (1 acres of enhanced open space)	To enhance the local nature reserve to create an attractive natural environmen t for wildlife	RBWM	0.05	Council capital budget	Comple t ed	n/a	n/a

B 3	Public Open Space	TBC	Play space		Additional SANGs and provision for biodiversity in the Borough	Projects to be confirmed: payments made to meet the cost of provision which mitigates the impact of developmen t on the SPA	RBWM; Natural England; landowner/s TBC		Section 111 agreements including SAMM payments	Requires further invest.	1-5 yea rs	Hig h
B 4	Public Open Space	TBC	Shurlock Row public open space		To address significant shortfall in open space compared to recommended local standards	RBWM & Parish Council	0.25	CIL/s 106; capit al bud get	Identified project	1-5 yrs	Hig h	
B 5	Public Open Space	Maide nhead			Shurlock Row public open space	To address significant shortfall in open space compared to recommend ed local standards	RBWM & Parish Council	0.25	CIL/s106; capital budget	Identifie d project	1-5 yrs	Hig h



B 6	Public Open Space	Maide nhead		SW Maidenh ead	<p>North-south Green spine, connecting the railway station at the northern end of the site to the southern employment site - Triangle site. Multi-functional green spine - carrying the main sustainable transport, biodiversity and green infrastructure networks; primarily for walking &amp; cycling and public transport. Could also take cars and provide additional access points into the development. Detail of the design and nature of the green spine to be addressed in SPD.</p>	Policy requirement - proposed new policy QP1a	Developers	S106/CIL; provision in kind					
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B 7	Public Open Space	Maide nhead		SW Maidenh ead	On Desborough (Site AL13), provide a central green area, combining existing ecological aras such as Rushington Copse and new publicly accessible open spaces and retaining theexisting public right of way across the existing golf course.							
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### **3.3 Schedule C: Education**

#### **3.3.1 Scope**

The Council is the Local Education Authority for the Borough and education provision is organised through two separate schooling systems. Within areas of Windsor, Eton and Old Windsor, schooling is arranged through a three tier system (first, middle, and upper school) whilst in Maidenhead and the rest of the Borough, a two tier system is in place (primary and secondary). Primary education covers primary and first schools; secondary education covers middle, secondary and upper schools.

There are a number of different types of school in the Borough:

- Local authority maintained schools:
  - Community
  - Voluntary Controlled
  - Voluntary Aided
- Academy schools, including free schools
- Independent schools (which are not funded by the state)

The local authority is required to work with all types of state funded schools to meet its statutory duty (Education Act 1996, Section 14, Subsections 1 and 2) to ensure that there are sufficient school places to meet demand.

Early years education (or pre-schools) typically refers to provision for children under five years old, which can be delivered in a variety of settings including pre-schools, day nurseries and childminders. Childcare facilities in the Borough are increasingly provided alongside a range of other services, including primary schools, community centres and library facilities.

From September 2017, the Government has introduced the “extended entitlement”, where working families can apply for up to 1,140 hours of free early education or childcare per year for children aged 3 to 4 years old. This is equivalent to 30 hours a week for 38 weeks a year.

Under Sections 6 & 7 of the Childcare Act 2006 and Sections 1 & 2 of the Childcare Act 2016, the local authority has a responsibility to secure sufficient childcare for working parents to meet the universal (including for two years old) and extended entitlements. Local authorities are not, however, expected to deliver this provision themselves, but to work with providers in the private and voluntary sector to ensure there is sufficient provision.

Primary education caters for children aged four to eleven years old in the two-tier system in Ascot, Datchet/Wraysbury and Maidenhead, and for children aged four to nine in Windsor’s three-tier system.

Secondary education caters for pupils aged eleven to eighteen in the two-tier system in Ascot, Datchet/Wraysbury and Maidenhead, and for children aged nine to eighteen in Windsor’s three-tier system.

#### **3.3.2 Method for determining infrastructure requirements**

In order to understand the impact that development has on schools and the demand of school places demographic projections are made from housing allocations in the form of a pupil yield, i.e. the number of pupils (for primary and secondary) expected from a range of house sizes. These are included within a future school places demand model to calculate the impact upon existing schools, and whether they have capacity to provide school places arising from development, or whether further decisions are to be taken to provide additional places either on-site or through extensions or new provision.

Demand for school places is often expressed in terms of 'Forms of Entry' (FE). This is the equivalent of one class of 30 pupils in each year group. A one FE primary school, therefore, will have seven year groups with 30 pupils in each, making a total of 210 pupils. At intake, therefore, one FE means 30 pupils.

### **3.3.3 Identifying future need**

Whilst initial analysis of the changes to the housing allocations in the forthcoming Borough Local Plan (BLP) are considered to not significantly impact on the expected maximum demand, more detailed analysis is ongoing and will be included in any future iteration of the IDP.

Current proposals for expanding the capacity of existing schools and providing new schools will be sufficient to meet the expected demand.

### 3.3.4 Infrastructure Projects

Education infrastructure projects identified to support the BLPSV-PC are as follows:

	Sub-category	Locality	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
C2	Primary	Ascot, Sunningdale, Sunninghil	Potential primary school expansions in the Ascot area (+2.0 FE)	Identified by LA to support development in the BLP	RBWM; Local schools	6.819	Basic Need, CIL/s106, LCVAP, BCP	Conceptual stage	6-12 yrs	Medium
C3	Primary	Other (Cookham, Datchett)	Potential new primary school site in the Datchet/Wraysbury area (+1.0 FE)	Identified by LA to support development in the BLP	RBWM; TBC	4.721	Basic Need, CIL/s106, LCVAP, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium
C5	Primary	Maidenhead	New primary school at Chiltern Road site, former Oldfield (+1.0 FE)	Identified by LA to support development in the BLP	RBWM; partner to be determined	40.392	Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	High
C6	Primary	Maidenhead	New primary school at AL13: Golf Course Site (+4 FE)	Identified by LA to support development in the BLP	RBWM; partner to be determined		Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium
C7	Primary	Maidenhead	New primary school at HA21: Spencers Farm site (+4 FE)	Identified by LA to support proposed growth in the BLP	RBWM; partner to be determined		Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium

C8	Primary	Maidenhead	Expansion on existing primary school sites, including the use of 'compact sites' (+7.2 FE)	Identified by LA to support development in the BLP	RBWM; local schools	45.662	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C9	Primary	Windsor	Expansion on existing primary school sites (+4.0 FE)	Identified by LA to support development in the BLP	RBWM; local schools	9.742	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C11	Primary	Ascot, Sunningdale, Sunninghill	Potential further expansion of Charters Sch. (+2.0 FE)	Identified by LA to support development in the BLP	RBWM; Charters Sch.	7.678	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C12	Primary	Other (Cookham, Datchet)	Potential expansion of Churchmead Sch. (+1.0 FE)	Identified by LA to support development in the BLP	RBWM; Churchmead Sch.	1.875	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C16	Secondary	Maidenhead	New secondary sch. At AL13: Golf Course Site (+7.0 FE)	Identified by LA to support development in the BLP	RBWM; partner to be determined	35.100	Basic Need, CIL/s106, BCP, Free school funding	Early discussion	6-12 yrs	Medium
C17	Secondary	Maidenhead	Potential secondary school expansions (+4.7 FE)	Identified by LA to support development in the BLP	RBWM; local schools	18.044	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C18	Secondary	Windsor	Expansion of Dedworth Middle Sch. (+2.0 FE)	Included in current capital programme	RBWM; Dedworth Middle Sch.	5.600	Basic Need, s106, BCP	Committed project	6-12 yrs	Medium

				e; project underway						
C19	Secondary	Windsor	Potential middle school expansions in the Windsor area	Identified by LA to support development in the BLP	RBWM; Local schools	6.581	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C22	Secondary	Windsor	Potential upper school expansions, including the use of 'compact sites' (+3.4 FE)	Identified by LA to support development in the BLP	RBWM; Local schools	36.074	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
C23	Secondary	Borough-wide	New Forest Bridge School (+0.2 FE)	Current EFA commitment, project underway (Braywick Park site)	RBWM: EFA; Forest Bridge Sch.	n/a	Fully funded by EFA	Committed project	1-5 yrs	n/a
C24	SEN	Borough-wide	Additional SEN school requirement (300 places)	Identified by LA	RBWM; EFA	30.000	CIL/s106, BCP, free school funding	Conceptual stage		Medium
C25	Pre-school	Borough-wide	New early years provision (182 places)	Identified by LA to support development in the BLP	RBWM; TBC	1.832	TBC	Conceptual stage	1-17 yrs	Medium

### 3.4 Schedule D: Health

#### 3.4.1 Scope

For this IDP, primary healthcare is defined as including general practitioner (GP) services and dental practitioners. Health policy at a national, sub-regional and local level emphasises reducing health inequalities, improving access to services and making health providers more accountable to the patients they serve.

Healthier lifestyles are promoted as a means to reducing reliance on healthcare services. In 2014, NHS England published a Five Year Forward View (5YFV) (<https://www.england.nhs.uk/wp-content/uploads/2014/10/5yfv-web.pdf>) setting out a clear direction for the NHS showing why change is needed and what it will look like.

In April 2016, NHS England published the General Practice Forward View (GPFV) (<https://www.england.nhs.uk/gp/gpfv/>) setting out future plans to sustain General Practice Services in the NHS.

The Windsor, Ascot and Maidenhead Clinical Commissioning Groups (WAM CCG) is the statutory commissioning body for local NHS Services. As such, the ownership, management and operating procedures of the NHS have recently undergone a period of considerable transition. Within the Borough, the Windsor, Ascot and Maidenhead CCG is the main relevant statutory body, but part of the Borough is covered by the Bracknell and Ascot CCG.

#### 3.4.2 Method for determining infrastructure requirements

Within Windsor, Ascot and Maidenhead CCG geography there are currently 22 GP premises with 83 Full Time Equivalent GPs serving a total population of 156,000 people which equates to a ratio of 1,880 patients per GP (<http://digital.nhs.uk/catalogue/PUB30044>). The existing provision ratio of GPs in Windsor, Ascot and Maidenhead CCG is below (i.e. better than) the Department of Health's target patient list of 1,800 patients per GP<sup>5</sup>.

The Borough has a high concentration of residential and nursing homes. This places large pressure on existing facilities due to the higher dependency of elderly patients on primary care facilities<sup>6</sup>.

The existing infrastructure is under increasing pressure due to a rise in population, the demography and age of Borough residents and the inadequacy of some of the surgery buildings due to outdated premises which are no longer fit for purpose.

A Health Plan for Ascot has been emerging through the immediate concerns around the sustainability of current general practices services and the opportunities for premises development in this area<sup>7</sup>.

#### 3.4.3 Identifying future need

As further evidence is prepared or representations received as part of the consultation on the new BLPSV-PC policies and housing allocations, additional projects will be identified and included in future iterations of the IDP.

<sup>5</sup> Department of Health guidelines

<sup>6</sup> Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG

<sup>7</sup> Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG



### 3.4.4 Health Infrastructure Projects

Health infrastructure projects identified to support the BLPSV-PC are as follows:

	Sub-category	Locality	Placemaking Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
D 1	Primary Health	Ascot, Sunningdale, Sunninghill		New Build to accommodate the Ascot and Radnor House Surgery, and Green Meadows Surgery to Heatherwood site	Identified by WAM CCG; Transformation of primary care services to the Ascot population	WAM CCG	0.800	NHS Funding Contribution*-ETTF bid	Bid successful / planning in progress	42740	n/a
D 2	Acute care	Maidenhead		Development of St Marks hospital	Identified by WAM CCG; Make fit for purpose health and care hub incl. general practice service and extended hours access	WAM CCG		NHS Property Services – reinvestment of fund raised via the site requirement	Bid successful / planning in progress	n/a	n/a
D 3	Primary Health	Maidenhead		New build premises to accommodate the decommissioning /	Identified by WAM CCG to support developme	WAM CCG			Bid successful / planning in progress	n/a	Medium

				redevelopme nt of St Clouds Way – Golf Course health provision	nt in the BLP						
D 4	Primary Health	Maidenhe ad		Health and social care hub in Maidenhead Town Centre	To replace the current accessible services in St. Clouds Way	WAM CCG			Requires further investigat ion	n/a	Medium
D 5	Primary Health	Windsor		Windsor Community Health Space	Identified by WAM CCG to support developme nt in the BLP	WAM CCG	0.15 0	ETTF bid	Complete d	n/a	n/a
D 6	Primary Health	Maidenhe ad	SW Maidenhead	Refer to submitted IDP - reference there to options around the impact of the BLP- proposed development site at Maidenhead Golf club (now AL13, Desborough) on the health and social care. offer to that growth population.		NHS; CCG; Develop ers; RBWM	tbc				Proposed Proforma for AL13 Desborou gh site allocation criterion f) requires developm ent to provide a range of local facilities including health, although scale and nature is not defined.

				There is a need for NHS England & the CCG to consider and suggest options for addressing the additional pressures on GP capacity that the development of AL13 (and additional development in Maidenhead Town Centre) will create.							
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## **3.5 Schedule E: Sport & Leisure**

### **3.5.1 Scope**

For the purposes of this IDP, sports and leisure facilities include publicly accessible indoor and outdoor sports halls, pitches and swimming pools. The Council supports the retention and refurbishment of existing facilities, and the provision of new facilities as part of planned developments.

In terms of the core provision of indoor sports facilities through sports halls, there are currently 22 sports halls of variable size and quality in the borough. The assessment undertaken as part of the Indoor Sport and Leisure Facility Strategy suggested that there is a slight surplus in provision, and that the existing supply does have capacity to meet demand.

For swimming pools, there are 20 pools at 17 locations across the borough, with 2 Council-owned, 10 on school sites, 4 club only access, 1 with club and community access, and 5 private health clubs. The facilities planning model suggests that there is a slight under supply of swimming facilities, that may increase with population increases, particularly from swimming clubs. There are currently areas of the borough where residents are unable to access a public pool within one mile of where they live, although some are served by pools in neighbouring boroughs. Population growth is not expected to significantly increase demand over the lifetime of the Study (up to 2020).

### **3.5.2 Method for determining infrastructure requirements**

The BLP provides guidance from Sport England relating to the standards of provision for sports and leisure facilities, with target provision for sports halls of 0.28 square metres per 1,000 residents, and 10.63 square metres of water (swimming pools) per 1,000 residents<sup>8</sup>. The Planning Obligations SPD also references a target of 1.8 hectares per 1,000 population for formal sports provision (pitches, courts, greens, tracks).

An Indoor Sport and Leisure Facility Strategy (2016-2021) was adopted by the Council in December 2016<sup>9</sup>. This provided an assessment of provision of indoor sports facilities in line with the Sport England Assessing Needs and Opportunities Guide for Indoor and Outdoor Sports Facilities (2014), and took into account population growth between 2012-2037. Issues relating to the capacity of indoor sports and swimming, the core areas of provision, are described below. A Playing Pitch Strategy accompanied the Sports and Leisure Strategy in being adopted in 2016.

### **3.5.3 Identifying future need**

As further evidence is prepared or representations received as part of the consultation on the new BLPSV-PC policies and housing allocations, additional projects will be identified and included in future iterations of the IDP.

<sup>8</sup> Sports England Calculator April 2014 (for RBWM)

<sup>9</sup> [http://rbwm.moderngov.co.uk/documents/s10577/meetings\\_161215\\_cab\\_pitch\\_strategy.pdf](http://rbwm.moderngov.co.uk/documents/s10577/meetings_161215_cab_pitch_strategy.pdf)

### 3.5.4 Sport & Leisure Infrastructure Projects

Sport & Leisure infrastructure projects identified to support the BLPSV-PC are as follows:

	Sub-category	Locality	Placemaking Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period	Priorit y in relation to BLP
E 1	Indoor leisure	Maidenhead		Re-provision of sports and leisure facilities in Maidenhead – New Magnet Leisure Centre	Included in current capital programme; project underway (Recommendation 2)	RBWM	32.000	Capital receipts joint venture	Committed project	1-5 yrs	High (releases housing site)
E 2	Indoor leisure	Windsor		Improvement to recreational facilities at Windsor Leisure Centre	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	1.500	CIL/s106; capital budget	Identified project	1-5 yrs	Low
E 3	Indoor leisure	Maidenhead		Improvement to recreational facilities; Cox Green, Furze Platt	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	£14	CIL/s106; capital budget	Identified project	1-10 yrs	Low

				Leisure Centres							
E 4	Indoor leisure	Borough-wide		Additional indoor sports and leisure recreation facilities in the borough (eg. Indoor tennis, dojos, gymnastics)	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM; private sector	TBC	CIL/s106; capital budget	Working with partners to facilitate project development	1-10 yrs	Low
E 5	playing pitches	TBC		Additional grass playing pitch provision through shared facilities	Identified by Leisure Services to support development in BLP	RBWM & Local schools	£0.75	CIL/s106; capital budget	Working with school sports partnerships, local academies, and public schools	1-5 yrs	Medium
E 6	playing pitches	TBC		Improve grass playing pitch provision at Ockwells Park	Identified by Leisure Services to support development in BLP	RBWM	£0.50	CIL/s106; capital budget	Plan prepared ready for delivery when budget is identified	1-5 yrs	Low
E 7	playing pitches	TBC		Additional grass playing pitch provision through	Identified by Leisure Services to support development in BLP	RBWM & Local schools	£0.75	CIL/s106; capital budget	Working with school sports partnerships, local academies,	1-5 yrs	Medium

				shared facilities					and public schools		
E 8	playing pitches	TBC		Additional 3G playing pitch provision	Identified by Leisure Services to support development in BLP	RBWM	0.5m	CIL/s106; capital budget	Working with school sports partnerships, local academies, local football clubs and public schools	1-5 yrs	Medium
E 9	playing pitches	TBC		Additional provisions to enhance, provide and protect playing pitches in the area	To be identified by Leisure Services (following on from RBWM Playing Pitch Strategy)	RBWM	TBC	CIL/s106; capital budget	Working with Parish Councils and other partners		Low

## **3.6 Schedule F: Community**

### **3.6.1 Scope**

#### **Libraries**

The 1964 Public Libraries and Museums Act sets out the duty of local authorities to provide a comprehensive and efficient library service to all local residents and employees, as defined in the 'Comprehensive, Efficient and Modern Public Libraries'<sup>10</sup> document published by the Department of Culture, Media and Sport. The Museums, Libraries and Archives Council provides guidance on priorities and standards to achieve the aims set out in their 'Inspiring Learning for All' initiative (centred around improving knowledge, skills and creativity) which identifies benefits that people gain from accessing public facilities such as libraries and archives.

For library provision there is an added challenge of evolving service delivery models, for example the need to provide access to virtual resources. Consultation with the Library Service reveals that the service is currently favouring co-location of new facilities, for example, that libraries and community facilities are situated as part of a 'hub' of publicly accessible services such as customer services, health, education, or the police force.

#### **Community Facilities**

There are currently ten community facilities in the Borough, nine of which are run by the Council and include youth and community centres. These are located across the Borough although they tend to be concentrated in residential areas.

The Council is not the sole provider of community facilities in the Borough. It is therefore difficult to provide an estimate of the capacity of the current provision. Consultation suggests that there may be a surplus of current facilities, although investment would still be required to consolidate and improve the quality of provision so that a greater variety of activities could be catered for.

#### **Police**

Facilities for the police service include front counters (which receive enquiries from the general public and are the first point of contact with police officers) alongside operational and training facilities. Policing services in the Borough are managed by the Thames Valley Police force in two areas; Windsor, and Maidenhead and Ascot. Police services within the UK are generally not forecast on the basis of the number of officers required per each local authority, and there is no specific established approach used to quantify future demand.

There are two police stations in the Borough (Maidenhead and Windsor) and two police information points, providing a staffed counter service offering general advice and non-emergency enquiries at Eton and Ascot. TVP has approximately 155 Police Officers and 30 PCSO's that police the RBWM area.

There is no published information directly relating to the capacity of these stations and information points. However, based on available Thames Valley Police publications and the high number of performance targets achieved, it is assumed that these four facilities are sufficient to respond to police matters within RBWM currently.

### **3.6.2 Method for determining infrastructure requirements**

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<sup>10</sup> <http://www.legislation.gov.uk/ukpga/1964/75/section/7>



## **Libraries**

There are 12 branch libraries across the Borough. In addition, the Council has a number of mobile services:

- a container library, which services five sites on rotation; Holyport, Shifford Crescent, Sunningdale, Wraysbury and Woodlands Park
- a public mobile and home library service, which is a smaller mobile library and makes visits to 100 sites

A greater shift to digital delivery may generate physical capacity within the current physical infrastructure that can be utilised for other services, such as schemes to combat social isolation, within buildings that are currently occupied fully by library provision. Future provision is expected to be linked with opportunities for shared sites and co-location with delivery of other services as is the case in a number of the Borough's current libraries.

## **Community Centres**

The preferred strategy is to invest and upgrade current facilities rather than develop new centres. Provision of community and youth services is generally adequate across the Borough, but that current provision in and around the centre of Maidenhead should be enhanced to cater for needs arising from new housing in Maidenhead town centre.

## **Police**

There is an aspiration raised by TVP for a modest touchdown office on the Maidenhead Golf Course development to reinforce the visibility of policing in the new community. It is planned that this would be a small 2-desk office within any proposed Community hub or other public building.

### **3.6.3 Identifying future need**

As further evidence is prepared or representations received as part of the consultation on the new BLPSV-PC policies and housing allocations, additional projects will be identified and included in future iterations of the IDP.

### 3.6.4 Community Infrastructure Projects

Community infrastructure projects identified to support the BLPSV-PC are as follows:

	Sub-category	Locality	Placemaking Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period	Priorit y in relati on to BLP
F 1	Libraries	TBC		Libraries improve ment programme - currently being reviewed by leadership team and will be confirmed in next draft for consultatio n	Enhancem ents to existing service	RBWM		Capital budget			Low
F 2	community facilities	Maidenh ead		New community facility on Blackamoo r Lane	Increased demand for youth provision	RBWM	£1m	CIL / S106	Proposed project	1-5 yrs	Low
F 3	community facilities	Windsor		Windsor Community Centre	Increase capacity	RBWM	£1m	CIL / S106	Proposed project	1-5 yrs	Low
F 4	community facilities	Maidenh ead		Larchfield community facilities	provision of youth and community facilities	RBWM	£1.5 m	CIL / S106	Proposed project	1-5 yrs	Low

F 5	community facilities	Ascot, Sunningdale, Sunninghill		New "community hub building"	Identified in development brief for Ascot Regeneration scheme	RBWM + developer	TBC	Developer/landowner/s106	Identified project		High
F 6	community facilities	Maidenhead	SW Maidenhead	New local centre around Harvest Hill Road, at the southern neighbourhood in site AL13. Provision here of community facilities; local retail; health and close to the new primary and secondary schools	Distance of the southern part of AL13 from Maidenhead town centre, justifies a need for a local centre to serve the new population there and provide a focus for activity.	Developers; RBWM; NHS/CCG			requirement in proforma for Site AL13		
F 7	Libraries	Maidenhead	SW Maidenhead	Taken from Jan 2018 IDP: Oldfield's projection sees an increase of 4,227 properties and whilst Maidenhead central library is	to increase capacity in line with increasing population	Library Service, RBWM; developers			Requirement for new community facilities in AL13 proforma		

				still within the current ward there should be provision allowed as a flexible community space/building for a folding library and educational , health and inclusion purposes. Services can be designed and delivered when the needs have been identified, sites and funding secured.							
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F 8	Emergency Services	Maidenh ead	SW Maidenhead	Taken from Jan 2018 IDP - There is an aspiration raised by TVP for a modest touchdown office on the Maidenhead Golf Course development to reinforce the visibility of policing in the new community. It is planned that this would be a small 2-desk office within any proposed Community hub or other public building. TVP are seeking the transfer of land or building at nil cost, and a contribution	to increase capacity in line with increasing population	TVP; SCAS; Developers			requirement in proforma for Site AL13		
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				<p>of £30,000 from Section 106 or CIL contributions. The delivery of this would be linked to the delivery of development. This would be negotiated through the planning process. There may also be a need for a small site allocation for emergency and stand-by ambulance operation in the Maidenhead area. This is not specifically identified for the SWM area but could be included in the local centre as</p>							
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				the ambulance service is keen to consdier sharing space/facili ties .								
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### **3.7 Schedule G: Utilities**

#### **3.7.1 Scope**

##### **Utilities**

The responsibility for monitoring capacity, undertaking maintenance, and expansion of these systems lies with a number of private utilities operators. It is typical for the majority of infrastructure providers to plan delivery of projects at a regional or sub-regional rather than local level. For this reason, the information outlined within this section largely relates to projects at a wider geographical scale than just RBWM.

The Licensed Electricity Distribution Network Operator (DNO) for the Borough is Scottish and Southern Energy Power Distribution (SSEPD). DNOs within the UK have a legal obligation to provide a quotation for connection of supply to any new residential, commercial, or industrial development that has full planning permission, a known load requirement, and a date the supply is required by. Every five years DNOs submit a Development Plan to the regulator Ofgem for approval and review which includes future plans for investment in their networks over the next five years to accommodate maintenance, new growth, and required capacity upgrades.

Cadent, formally National Grid Gas Distribution Limited is the gas network strategic infrastructure provider for the Borough. Similarly to electricity, as the provider, Cadent has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

##### **Flood Defences**

RBWM is the Lead Local Flood Authority for the Borough area and the Environment Agency (EA) is responsible for strategic flood risk planning and assessment and management of fluvial flood risk. A number of watercourses in the Borough contribute to potential flooding, including the Thames with an extensive network of main river watercourses, the Wraysbury Drain and the Horton Drain.

##### **Potable Water**

There are two elements to water supply in the Borough. Thames Water are responsible for overall water supply in the Borough, and there are three water distributors – Thames Water, South East Water and Affinity Water.

Thames Water's growth plans are based on planning information and so the projections within the BLP play an extremely important role in growth assumption planning. Thames Water are funded in 5 year periods called Asset Management Plans (AMPs). The current AMP runs from 1st April 2015 to 31st March 2020. Details of Thames Water's 5 year plan for AMP6 can be viewed on their website at <http://ourplan.thameswater.co.uk/water-sewerage/>.

##### **Sewerage**

Thames Water is the statutory sewerage undertaker for the Borough. They operate and maintain the waste water treatment works (STWs) and sewerage infrastructure. To inform this IDP, high level assessment of STWs capacity was undertaken by Thames Water based on the development trajectory data provided.

#### **3.7.2 Method for determining infrastructure requirements**

##### **Utilities**

Gas network operators have a legal obligation to ensure that adequate gas infrastructure is provided to meet the requirements of new residential development.



Further information will be sought with regard to servicing future residential and non-residential development during the plan period which are a normal cost of development.

### **Flood Defences**

The EA published the Lower Thames Flood Risk Management Strategy in July 2010, which is a long-term plan to manage flood risk in the Lower Thames area and this has been updated in 2017. The latest SFRA reports and maps published in June 2017 can be accessed at [https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/488/strategic\\_flood\\_risk\\_assessment](https://www3.rbwm.gov.uk/info/200414/local_development_framework/488/strategic_flood_risk_assessment)

Measures within the Lower Thames Flood Risk Management Strategy include the construction of three flood diversion channels, the widening of Desborough Cut and improvements to Sunbury and Molesey Weirs and Teddington Lock, and include community based measures for improving resistance and resilience to flooding.

### **Potable Water**

As part of their five year business plan Thames Water advise OFWAT (The economic regulator of the water sector in England and Wales) on the funding required to accommodate growth at treatment works. As a result, Thames Water base investment programmes on development plan allocations which form the clearest picture of the shape of the community as set out in the National Planning Policy Framework (paragraph 162) and the National Planning Practice Guidance.

For the statutory water providers, it has been indicated that various upgrades and reinforcements will be required to recover loss of capacity in the network and maintain pressure at the minimum level of service required.

The approved WRMP14 identifies the need for a large water supply scheme to supply additional water resource from the mid 2020s onwards. The preferred scheme included in the plan is a 150 Ml/d wastewater reuse scheme.

The robustness and resilience of this option for water supply in the area has not been confirmed and there remain a number of uncertainties associated with the scheme which require further work and resolution over the next four years. Given these uncertainties, the WRMP14 identifies three potential water supply options (wastewater reuse scheme, inter basin raw water transfer scheme, reservoir storage option within the Thames catchment) to be subject to detailed further studies to determine what represents the “best value” water supply option for Thames Water to promote in the next WRMP19 which will be submitted to the Secretary of State for approval in 2019, covering the period 2020-2045.

Thames Water’s work for WRMP14 short listed three potential sites in Oxfordshire and the surrounding area that would be able to accommodate a new raw water storage reservoir. The Abingdon Reservoir site is on the area of land between Steventon, Drayton and East Hanney, to the south west of Abingdon which is to be safeguarded in the (adopted) Vale of White Horse Local Plan.

For the water providers, reinforcements relate directly to the proposed development sites and will require further mains laying into the development sites. Reforms of the mechanism for charging developers will mean that the cost of reinforcement is shared between the developer and the customer, but mains associated with the site will be funded by the developer.

For the water supply network, Thames Water monitor planning and development information made available by Local Planning Authorities in order to plan for infrastructure requirements beyond the timescale’s of their AMPs. Information regarding the location, timing and phasing of development as submitted through Local Plans and Annual Monitoring Reports is used to understand and plan for future infrastructure requirements.

## **Sewerage**

For the sewerage network, Thames Water has identified issues with the existing sewerage network to cope with new developments at a number of locations and catchment areas. These include the Ascot, Windsor, Maidenhead, White Waltham and Slough catchments and indicated that further investigation will be required to determine implications and requirements in these catchment areas.

To support the growth identified in the BLP, upgrades will likely be required at Maidenhead STW and possibly at Slough STW (to which developments in part of the borough would drain) in the next Asset Management Plan period (2020-2025). Further investigations by Thames Water will be required to understand the nature of the upgrades required.

### **3.7.3 Identifying future need**

As further evidence is prepared or representations received as part of the consultation on the new BLPSV-PC policies and housing allocations, additional projects will be identified and included in future iterations of the IDP.

### 3.7.4 Utilities Infrastructure Projects

Utilities projects identified to support the BLPSV-PC are as follows:

	Sub-category	Locality	Project	Justification	Est'd Cost (£m)	Delivery Partners	Funding arrangements	Status	Period	Priorit y in relation to BLP
F1	flood defences	Maidenhead	River Thames Scheme	Recommendations of the Lower Thames Flood Risk Management strategy	£0.50	Environment Agency	Central govt	Business case	10-16 yrs	Medium
F2	sewage	Maidenhead	Upgrade to Maidenhead Waste Water Treatment Works	Identified by Thames Water (TW) to support development in the BLP	n/a	Thames Water; developer arrangements	TW (AMP bid)	Conceptual stage	5-10 yrs	High
F3	sewage	Windsor	Upgrade Windsor Waste Water Treatment Works	Identified by TW to support development in the BLP	n/a	Thames Water; developer arrangements	TW (AMP bid)	Conceptual stage	TBC	High
F4	sewage	Windsor	Upgrade Slough Waste Water Treatment Works	Identified by TW to support development in the BLP	n/a	Thames Water; developer arrangements	TW (AMP bid)	Conceptual stage	5-10 yrs	High
F5	sewage	Ascot, Sunningdale, Sunninghill	Reinforcement to Ascot Sewerage Network	Identified by Thames Water to support development in the BLP		Thames Water; developer arrangements	TW and developer	Conceptual stage		High
F6	sewage	Maidenhead	Reinforcement to Maidenhead Sewerage Network	Identified by Thames Water to support development in the BLP		Thames Water	TW and developer	Conceptual stage		High

F7	sewage	Windsor	Reinforcement to Windsor Sewerage Network	Identified by Thames Water to support development in the BLP		Thames Water	TW and developer	Conceptual stage		High
F8	sewage	Maidenhead	Reinforcement to White Waltham Sewerage Network	Identified by Thames Water to support development in the BLP		Thames Water	TW and developer	Conceptual stage		High
F9	sewage	Maidenhead	Reinforcement to Slough Sewerage Network	Identified by Thames Water to support development in the BLP		Thames Water; Slough BC	TW and developer	Conceptual stage		High
F10	potable water	Ascot, Sunningdale, Sunninghill	Reinforcement to Ascot water supply distribution network	Identified by Affinity Water to support development in the BLP		Affinity Water (AW)	AW and developer	Conceptual stage		High
F11	potable water	Maidenhead	Reinforcement to Maidenhead water supply distribution network	Identified by South East Water to support development in the BLP		South East Water (SEW)	AW and developer	Conceptual stage		High
F12	sewage	Windsor	Reinforcement to Windsor water supply distribution network	Identified by South East Water to support development in the BLP		South East Water	AW and developer	Conceptual stage		High
F13	broadband	Borough-wide	Superfast Berkshire Broadband connectivity	Broadband Delivery UK (BDUK), part of the DCMS, is delivering superfast broadband and local full fibre		BT \ Gigaclear \ Call Flow	DCMS (BDUK) \ TV LEP \ Local Authorities	Implementation		

				networks to the nation.						
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	Sub-category	Locality
A1	Strategic - Road	Maidenhead
A2	Strategic - Rail	Maidenhead
A3	Strategic - Rail	Maidenhead
A4	Strategic - Rail	Windsor
A5	Strategic - Rail	Other (Cookham, Datchet)
A6	Local - Highways	Ascot, Sunningdale, Sunninghill
A7	Strategic - Road	Maidenhead
A8	Local - Highways	Maidenhead
A9	Local - Highways	Maidenhead
A10	Local - Highways	Maidenhead
A11	Local - Highways	Maidenhead
A12	Local - Highways	Maidenhead
A13	Local - Highways	Maidenhead
A14	Local - Highways	Maidenhead
A15	Local - Highways	Maidenhead
A16	Local - Highways	Maidenhead
A17	Local - Highways	Maidenhead
A18	Local - Highways	Windsor
A19	Local - Highways	Windsor
A20	Local - Active travel	Maidenhead
A21	Local - Active travel	Maidenhead
A22	Local - Active travel	Ascot, Sunningdale, Sunninghill
A23	Local - Active travel	Ascot, Sunningdale, Sunninghill
A24	Local - Active travel	Other (Cookham, Datchet)
A25	Strategic - Rail	Maidenhead

A26	Local - Highways	Maidenhead
A27	Local - Highways	Ascot, Sunningdale, Sunninghill
A28	Strategic - Rail	Maidenhead
A29	Local - Highways	Maidenhead
A33	Local - Highways	Other (Cookham, Datchet)
A34	Local - Active travel	Maidenhead
A35	Local - Active travel	Maidenhead
A36	Local - Public transport	Maidenhead
A37	Local - Active travel	Maidenhead
A38	Local - Active travel	Maidenhead
A39	Local - Active travel	Maidenhead
A40	Local - Public transport	Maidenhead
A41	Local - Highways	Maidenhead



Project	Justification
M4 Smart Motorway Project	Journey improvement and increase capacity to increase economic growth
Maidenhead Station Crossrail improvements	Station improvements to allow for Crossrail services
Bourne End Track & Signalling Work	enable service frequency on the Marlow branch line to increase
Increased services from Windsor - Waterloo	increase frequency and capacity
Datchet level crossing	reduce local road congestion to allow increased frequency of services
Improvement to A330 Winkfield Road/A332 Windsor Road	Identified by Local Highways Authority (LHA) to support development in the BLP
Improvement to M4 Junction 8/9	Identified by LHA to support development in the BLP
Improvement to A404(M)/Shoppenhangers Road/Norreys Drive roundabout	Identified by LHA to support proposed development in the BLP
Improvement to A404(M)/A404/A4 Thicket roundabout	Identified by LHA to support development in the BLP
Improvements to A404/A308 Bisham roundabout	Identified by LHA to support development in the BLP
Improvement to A4/ A308 Castle Hill roundabout	Identified by LHA to support development in the BLP
Improvement to A4/ B4447 Cookham Road roundabout	Identified by LHA to support development in the BLP
Improvement to A4/ A4094 Ray Mead Road roundabout	Identified by LHA to support development in the BLP
Improvement to A308 Braywick Road/ Stafferton W/ Rushington Ave roundabout	Identified by LHA to support development in the BLP
Improvement to A308(M) / A308 / A330 / The Bingham's (Braywick) roundabout	Identified by LHA to support development in the BLP
Improvement to A308 B3028 Upper Bray Road	Identified by LHA to support development in the BLP
Improvement to A308 /Mill Lane/Parsonage Lane roundabout and A308 / A332 roundabout	Identified by LHA to support development in the BLP
By-pass of B376 London Road/B470 Horton Road	Identified by LHA to support development in the BLP
Improvement to B3022 Winkfield Road / Clewer Hill Road	Identified by LHA to support development in the BLP
Maidenhead Town Centre: Missing Links (pedestrian and cycle links)	Identified by LHA, part of Growth Deal 3 Funding Bids
Draft Cycling Action Plan schemes	Identified by LHA/LTP
Draft Cycling Action Plan schemes	Identified by LHA/LTP
Draft Cycling Action Plan schemes	Identified by LHA/LTP
Draft Cycling Action Plan schemes	Identified by LHA/ LTP
Maidenhead to Marlow Branch Line Upgrade (track and signalling improvements)	Identified by GWR; part of Growth Deal 3 Funding Bids

Traffic and road safety schemes	Projects to be confirmed by Highways / identified through Local Transport Schemes / LTP
A329 London Road / B383 Buckhurst Road / B383 Silwood Road roundabout	Identified by LHA
Maidenhead Station Access - transport interchange, environmental enhancement scheme, improved crossing and extra floor at Stafferton Way car park to accommodate displaced forecourt parking	Identified by Local Highways Authority, part of Growth Deal 3 Funding Bids
Broadway - permanent multi-storey car park (1,500 spaces)	Identified as part of RBWM Parking Plan; part of Maidenhead town centre regeneration plans
Datchet Station - platform lengthening and signal relocation	Identified by LHA
Maidenhead Waterways	Improve accessibility
North-south Green spine, connecting the railway station at the northern end of the site to the southern employment site - Triangle site. Multi-functional green spine - primarily for walking & cycling and public transport.	key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.
North-south Green spine, connecting the railway station at the northern end of the site to the southern employment site - Triangle site. Multi-functional green spine - primarily for walking & cycling and public transport. Could also take cars and provide	key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.
New pedestrian/cycle connectivity to carry the n-s Green Spine southwards into the Triangle site. Aspiration for the bridge to also carry public transport route.	promotes active and sustainable travel, linking employment development on the Triangle site to the local centre in AL13 and northwards into the residential development and up to the railway station.
Improve east-west connection connections across SWM area to improve pedestrian/cycle links in particular, to Braywick Park to the East and Ockwells to the west.	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.
Site GA1 - improved/ new north-south (eg to the town centre) and east-west (eg to Desborough) pedestrian and cycle routes	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.
Public transport access to new leisure centre and Braywick Park	Improving access for all, whilst reducing the need to use the car for journeys.
Broadway - permanent multi-storey car park (1,500 spaces)	Identified as part of RBWM Parking Plan; part of Maidenhead town centre regeneration plans

Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status
Highways England, LEP	£586 - £862	Highways England	Planned
Crossrail		Crossrail	In progress
Great Western Railway (GWR)		GWR, LEP,	Initial design stage
South Western Railway		South Western Railway	In consultation
South Western Railway, Network Rail			Feasibility stage
RBWM	£0.95		Initial design stage
RBWM; Highways England	£3.00		Initial design stage
RBWM; Highways England	£0.96		Initial design stage
RBWM; Highways England	£0.35		Initial design stage
RBWM	-		Feasibility stage
RBWM	£0.47		Initial design stage
RBWM	£0.06		Initial design stage
RBWM	£0.40		Initial design stage
RBWM	£0.35		Initial design stage
RBWM; Highways England	£0.95		Initial design stage
RBWM	£0.25		Initial design stage
RBWM	£0.50		Initial design stage
RBWM	-	s278	Cost to be provided as part of development
RBWM	-	Not in programme	Initial design stage
RBWM; LEP	£4.75	Growth Deal 3 and local funding	Initial design stage
RBWM	£0.32	Local funding	Initial design stage
RBWM	£0.21	Local funding	Initial design stage
RBWM	£0.31	Local funding	Initial design stage
RBWM	£0.19	Local funding	Initial design stage
GWR; Thames Valley Bucks LEP; Bucks County Council	£4.50	Growth Deal 3; GWR; local funding	Feasibility stage

RBWM	-	Local funding	Requires. further investigation
RBWM	£2.00		Initial design stage
RBWM; GWR; Network Rail	£4.50	Growth Deal 3; local funding	Committed project
RBWM	?	Local funding	Committed project
RBWM; SWR; Network Rail	-	Not in programme	Feasibility stage
RBWM, Maidenhead Waterways Restoration Group, British Waterways	£7.7-11.5	Funding partially agreed	In progress
Developers		S106/CIL	Policy requirement - in proforma for AL13 and in Placemaking Policy QP1a
Developers		S106/CIL	Policy requirement - in proforma for AL13 and in Placemaking Policy QP1a
Developers of Triangle site and sites in AL13 ; RBWM (requires consultation with Highways England)			Criterion o) in AL13 proforma.
Developers; RBWM		S106/CIL	Criterion o) in AL13 proforma.
RBWM			Criterion o) in GA1 proforma.
RBWM/ bus operators			Criterion o) in GA1 proforma.
RBWM	?	Local funding	Committed project

Period	Priority in relation to BLP
1-5 yrs.	High
1-5 yrs.	High
	Low
	Medium
	Medium
	Medium
	Medium
	High
	High
	Medium
	High
	High
	High
	High
	High
	Medium
	Medium
	Medium
	Medium
1-5 yrs.	Medium
1-5 yrs.	Medium
1-5 yrs.	Medium
1-5 yrs.	Medium
	Low
1-5 yrs.	Low

TBC	Low	
1-5 yrs.	Low	
1-5 yrs. Q4 2019/20	Medium	
1-5 yrs. Q3 2019/20	Medium	Funding approved at September Council
	Low	
	Medium	
	Medium	
	Medium	
	Medium	
	Medium	
	Medium	
	Low	
1-5 yrs. Q3 2019/20	Medium	Funding approved at September Council

	Sub-category	Locality
B1	Public Open Space	Maidenhead
B2	Public Open Space	Maidenhead
B3	Public Open Space	
B5	Public Open Space	Maidenhead
B6	Public Open Space	Maidenhead
B7	Public Open Space	Maidenhead

## Project

Thrift Wood Farm Open Space (to provide 86 acres of open space / playing fields)

Deerswood Meadow Local Nature Reserve (1 acres of enhanced open space)

Additional SANGs and provision for biodiversity in the Borough

Shurlock Row public open space

North-south Green spine, connecting the railway station at the northern end of the site to the southern employment site - Triangle site. Multi-functional green spine - carrying the main sustainable transport, biodiversity and green infrastructure networks; primarily for walking & cycling and public transport. Could also take cars and provide additional access points into the development. Detail of the design and nature of the green spine to be addressed in SPD.

On Desborough (Site AL13), provide a central green area, combining existing ecological areas such as Rushington Copse and new publicly accessible open spaces and retaining the existing public right of way across the existing golf course.



Justification	Delivery Partners	Est'd Cost (£m)
To address significant shortfall in open space compared to recommended local standards	RBWM	0.5m
To enhance the local nature reserve to create an attractive natural environment for wildlife and a pocket park	RBWM	0.05
Projects to be confirmed: payments made to meet the cost of provision which mitigates the impact of development on the SPA	RBWM; Natural England; landowner/s TBC	
To address significant shortfall in open space compared to recommended local standards	RBWM & Parish Counc	0.25

Policy requirement - proposed new policy QP1a      Developers

Funding arrangements	Status	Period	Priorirty in relation to BLP
Council capital budget and partner funding	Complete	n/a	Low
Council capital budget	In development	n/a	Low
Section 111 agreements including SAMM payments	Requires further investigation	1-5 years	High
CIL/s106; capital budget	Complete	1-5 yrs	Low
S106/CIL; provision in kind			High
			High

	Sub-category	Locality	Project
C2	Primary	Ascot, Sunningdale, Sunninghill	Potential primary school expansions in the Ascot area (+2.0 FE)
C3	Primary	Other (Cookham, Datchet)	Potential new primary school site in the Datchet/Wraysbury area (+1.0 FE)
C5	Primary	Maidenhead	New primary school at Chiltern Road site or alternative, former Oldfield (+1.0 FE)
C6	Primary	Maidenhead	New primary school at AL13: Golf Course Site (+4 FE)
C7	Primary	Maidenhead	New primary school at AL25: Spencers Farm site (+4 FE)
C8	Primary	Maidenhead	Expansion on existing primary school sites, including the use of 'compact sites' (+7.2 FE)
C9	Primary	Windsor	Expansion on existing primary school sites (+4.0 FE)
C11	Primary	Ascot, Sunningdale, Sunninghill	Potential further expansion of Charters Sch. (+2.0 FE)
C12	Primary	Other (Cookham, Datchet)	Potential expansion of Churchmead Sch. (+1.0 FE)
C16	Secondary	Maidenhead	New secondary sch. At AL13: Golf Course Site (+7.0 FE)
C17	Secondary	Maidenhead	Potential secondary school expansions (+4.7 FE)
C18	Secondary	Windsor	Expansion of Dedworth Middle Sch. (+2.0 FE)
C19	Secondary	Windsor	Potential middle school expansions in the Windsor area
C22	Secondary	Windsor	Potential upper school expansions, including the use of 'compact sites' (+3.4 FE)
C23	Secondary	Borough-wide	New Forest Bridge School (+0.2 FE)
C24	SEN	Borough-wide	Additional SEN school requirement (150 places)
C25	Pre-school	Borough-wide	New early years provision (182 places)

Justification	Delivery Partners	Est'd Cost (£m)
Identified by LA to support development in the BLP	RBWM; Local schools	6.819
Identified by LA to support development in the BLP	RBWM; TBC	4.721
Identified by LA to support development in the BLP	RBWM; partner to be determined	
Identified by LA to support development in the BLP	RBWM; partner to be determined	40.392
Identified by LA to support proposed growth in the BLP	RBWM; partner to be determined	
Identified by LA to support development in the BLP	RBWM; local schools	45.662
Identified by LA to support development in the BLP	RBWM; local schools	9.742
Identified by LA to support development in the BLP	RBWM; Charters Sch.	7.678
Identified by LA to support development in the BLP	RBWM; Churchmead Sch.	1.875
Identified by LA to support development in the BLP	RBWM; partner to be determined	35.100
Identified by LA to support development in the BLP	RBWM; local schools	18.044
Included in current capital programme; project underway	RBWM; Dedworth Middle Sch.	5.600
Identified by LA to support development in the BLP	RBWM; Local schools	6.581
Identified by LA to support development in the BLP	RBWM; Local schools	36.074
Current EFA commitment, project underway (Braywick Park site)	RBWM: EFA; Forest Bridge Sch.	n/a
Identified by LA	RBWM; EFA	30.000
Identified by LA to support development in the BLP	RBWM; TBC	1.832

Funding arrangements	Status	Period	Priorirty in relation to BLP
Basic Need, CIL/s106, LCVAP, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, LCVAP, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	High
Basic Need, CIL/s106, BCP, Free school funding	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP, Free school funding	Early discussion	6-12 yrs	High
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, s106, BCP	Committed project	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
Basic Need, CIL/s106, BCP	Committed project	1-5 yrs	Medium
Fully funded by EFA CIL/s106, BCP, free school funding	Conceptual stage		Medium
TBC	Conceptual stage	1-17 yrs	Medium

	Sub-category	Locality	Project
D1	Primary Health	Ascot, Sunningdale, Sunninghill	New Build to accommodate the Ascot and Radnor House Surgery, and Green Meadows Surgery to Heatherwood site
D2	Primary Health	Ascot, Sunningdale, Sunninghill	New Build – Kings Corner Surgery and Magnolia House Surgery to Lynwood site
D3	Acute care	Maidenhead	Development of St Marks hospital
D4	Primary Health	Maidenhead	New build premises to accommodate the decommissioning / redevelopment of St Clouds Way – Golf Course health provision
D5	Primary Health	Maidenhead	Health and social care hub in Maidenhead Town Centre
D6	Primary Health	Windsor	Windsor Community Health Space

Justification	Delivery Partners	Est'd Cost (£m)
Identified by WAM CCG; Transformation of primary care services to the Ascot population	WAM CCG	0.800
Identified by WAM CCG; transformation of primary care services to the Ascot population	WAM CCG	0.900
Identified by WAM CCG; Make fit for purpose health and care hub incl. general practice service and extended hours access	WAM CCG	
Identified by WAM CCG to support development in the BLP	WAM CCG	
To replace the current accessible services in St. Clouds Way	WAM CCG	
Identified by WAM CCG to support development in the BLP	WAM CCG	0.150

Funding arrangements	Status	Period	Priority in relation to BLP
NHS Funding Contribution*- ETTF bid	Bid successful / planning in progress	42740	Low
NHS Funding Contribution* – ETTF bid	Bid successful / planning in progress	42740	Medium
NHS Property Services – reinvestment of fund raised via the site requirement	Bid successful / planning in progress	n/a	Medium
	Bid successful / planning in progress	n/a	Medium
	Requires further investigation	n/a	Medium
ETTF bid	Completed	n/a	Medium



	Sub-category	Locality	Project
E1	Indoor leisure	Maidenhead	Re-provision of sports and leisure facilities in Maidenhead – New Magnet Leisure Centre
E2	Indoor leisure	Windsor	Improvement to recreational facilities at Windsor Leisure Centre
E3	Indoor leisure	Maidenhead	Improvement to recreational facilities; Cox Green, Furze Platt Leisure Centres
E4	Indoor leisure	Borough-wide	Additional indoor sports and leisure recreation facilities in the borough (eg. Indoor tennis, dojos, gymnastics)
E5	playing pitches	TBC	Additional grass playing pitch provision through shared facilities
E6	playing pitches	TBC	Improve grass playing pitch provision at Ockwells Park
E7	playing pitches	TBC	Additional grass playing pitch provision through shared facilities
E8	playing pitches	TBC	Additional 3G playing pitch provision
E9	playing pitches	TBC	Additional provisions to enhance, provide and protect playing pitches in the area

Justification	Delivery Partners	Est'd Cost (£m)
Included in current capital programme; project underway (Recommendation 2)	RBWM	32.000
Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	1.500
Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	£14
Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM; private sector	TBC
Identified by Leisure Services to support development in BLP	RBWM & Local schools	£0.75
Identified by Leisure Services to support development in BLP	RBWM	£0.50
Identified by Leisure Services to support development in BLP	RBWM & Local schools	£0.75
Identified by Leisure Services to support development in BLP	RBWM	0.5m
To be identified by Leisure Services (following on from RBWM Playing Pitch Strategy)	RBWM	TBC

Funding arrangements	Status	Period	Priority in relation to BLP
Capital receipts joint venture	Complete	1-5 yrs	High
CIL/s106; capital budget	Identified project	1-5 yrs	Low
CIL/s106; capital budget	Identified project	1-10 yrs	Low
CIL/s106; capital budget	Working with partners to facilitate project development	1-10 yrs	Low
CIL/s106; capital budget	Working with school sports partnerships, local academies, and public schools	1-5 yrs	Medium
CIL/s106; capital budget	Plan prepared ready for delivery when budget is identified	1-5 yrs	Low
CIL/s106; capital budget	Working with school sports partnerships, local academies, and public schools	1-5 yrs	Medium
CIL/s106; capital budget	Working with school sports partnerships, local academies, local football clubs and public schools	1-5 yrs	Medium
CIL/s106; capital budget	Working with Parish Councils and other partners		Low

	Sub-category	Locality	Placemaking Area
F1	Libraries	Windsor	
	Community facilities	Maidenhead	
F2			
	Community facilities	Windsor	
F3			
	Community facilities	Maidenhead	
F4			
	Community facilities	Ascot, Sunningdale, Sunninghill	
F5	Community facilities	Maidenhead	SW Maidenhead
F6			
	Libraries	Maidenhead	SW Maidenhead
F7			
	Emergency Services	Maidenhead	SW Maidenhead
F8			

Project	Justification
Increase capacity at Eton Library	Current facility below space standards
New community facility on Blackamoor Lane	Increased demand for youth provision
Windsor Community Centre	Increase capacity
Larchfield community facilities	provision of youth and community facilities
New "community hub building"	Identified in proforma for AL16 and policy QP1c
New local centre around Harvest Hill Road, at the southern neighbourhood in site AL13. Provision here of community facilities; local retail; health and close to the new primary and secondary schools	Distance of the southern part of AL13 from Maidenhead town centre, justifies a need for a local centre to serve the new population there and provide a focus for activity.
Taken from Jan 2018 IDP: Oldfield's projection sees an increase of 4,227 properties and whilst Maidenhead central library is still within the current ward there should be provision allowed as a flexible community space/building for a folding library and educational, health and inclusion purposes. Services can be designed and delivered when the needs have been identified, sites and funding secured.	to increase capacity in line with increasing population
There is an aspiration raised by TVP for a modest touchdown office on the Maidenhead Golf Course development to reinforce the visibility of policing in the new community.	to increase capacity in line with increasing population

Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Period
RBWM		Capital budget		
RBWM	£1m	CIL / S106	Proposed project	1-5 yrs.
RBWM	£1m	CIL / S106	Proposed project	1-5 yrs.
RBWM	£1.5m	CIL / S106	Proposed project	1-5 yrs.
RBWM + developer	TBC	Developer/landowner/s106	Identified project	
Developers; RBWM; NHS/CCG			requirement in proforma for Site AL13	
Library Service, RBWM; developers			Requirement for new community facilities in AL13 proforma	
TVP; SCAS; Developers			requirement in proforma for Site AL13	

Priority in  
relation to BLP

Low

Low

Low

Medium

Medium

Low

Low

	Sub-category	Locality	Project
G1	flood defences	Maidenhead	River Thames Scheme
G2	sewage	Maidenhead	Upgrade to Maidenhead Waste Water Treatment Works
G3	sewage	Ascot, Sunningdale, Sunninghil	Upgrade Ascot Waste Water Treatment Works
G4	sewage	Windsor	Upgrade Slough Waste Water Treatment Works
G5	sewage	Ascot, Sunningdale, Sunninghil	Reinforcement to Ascot Sewerage Network
G6	sewage	Maidenhead	Reinforcement to Maidenhead Sewerage Network
G7	sewage	Windsor	Reinforcement to Windsor Sewerage Network
G8	sewage	Maidenhead	Reinforcement to White Waltham Sewerage Network
G9	sewage	Maidenhead	Reinforcement to Slough Sewerage Network
G10	potable water	Ascot, Sunningdale, Sunninghil	Reinforcement to Ascot water supply distribution network
G11	potable water	Maidenhead	Reinforcement to Maidenhead water supply distribution network
G12	potable water	Windsor	Reinforcement to Windsor water supply distribution network
G13	broadband	Borough-wide	Superfast Berkshire Broadband connectivity



Justification	Est'd Cost (£m)	Delivery Partners
Recommendations of the Lower Thames Flood Risk Management strategy	£0.50	Environment Agency
Identified by Thames Water (TW) to support development in the BLP	n/a	Thames Water; developer arrangements
Identified by TW to support development in the BLP	n/a	Thames Water; developer arrangements
Identified by TW to support development in the BLP	n/a	Thames Water; developer arrangements
Identified by Thames Water to support development in the BLP		Thames Water; developer arrangements
Identified by Thames Water to support development in the BLP		Thames Water
Identified by Thames Water to support development in the BLP		Thames Water
Identified by Thames Water to support development in the BLP		Thames Water
Identified by Thames Water to support development in the BLP		Thames Water; Slough BC
Identified by Affinity Water to support development in the BLP		Affinity Water (AW)
Identified by South East Water to support development in the BLP		South East Water (SEW)
Identified by South East Water to support development in the BLP		South East Water
Broadband Delivery UK (BDUK), part of the DCMS, is delivering superfast broadband and local full fibre networks to the nation.		BT \ Gigaclear \ Call Flow

Funding arrangements	Status	Period	Priority in relation to BLP
Central govt	Business case	10-16 yrs	Medium
TW (AMP bid)	Conceptual stage	5-10 yrs	High
TW (AMP bid)	Conceptual stage	TBC	High
TW (AMP bid)	Conceptual stage	5-10 yrs	High
TW and developer	Conceptual stage		Medium
TW and developer	Conceptual stage		Medium
TW and developer	Conceptual stage		Medium
TW and developer	Conceptual stage		Medium
TW and developer	Conceptual stage		Medium
AW and developer	Conceptual stage		Medium
AW and developer	Conceptual stage		Medium
AW and developer	Conceptual stage		Medium
DCMS (BDUK) \ TV LEP \ Local Authorities	Implementation		Low

Area	Placemaking Area	Transport	Green & blue
Maidenhead	SW Maidenhead	Strategic - Road	Public Open Space
Ascot, Sunningdale, Sunninghil	Maidenhead Town Centre	Strategic - Rail	SANG
Windsor	Ascot	Local - Highways	
Other (Cookham, Datchett)		Local - Active travel	
Borough-wide		Local - Public transport	
TBC			

Education	Health	Sport & Leisure	Community	Utilities
Pre-school	Primary Health	Indoor leisure	Libraries	flood defences
Primary	Acute care	playing pitches	community facilities	sewage
Secondary			Emergency Services	potable water
SEN				Utilities
				broadband