

Public Document Pack

NOTICE OF MEETING

www.rbwm.gov.uk



CABINET REGENERATION SUB COMMITTEE

will meet on

TUESDAY, 5TH SEPTEMBER, 2017

At 4.30 pm

in the

MAY ROOM - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF CABINET REGENERATION SUB COMMITTEE

COUNCILLORS SIMON DUDLEY (CHAIRMAN)
JACK RANKIN (VICE-CHAIRMAN)
PHILLIP BICKNELL, CARWYN COX, SAMANTHA RAYNER, MJ SAUNDERS,
DEREK WILSON, DAVID EVANS

PRINCIPAL MEMBERS ALSO ATTENDING: COUNCILLORS CHRISTINE BATESON,
DAVID HILTON, ROSS MCWILLIAMS AND PHILIP LOVE

Karen Shepherd - Democratic Services Manager - Issued: 25 August 2017

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator

Fire Alarm - In the event of the fire alarm sounding or other emergency, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Do not re-enter the building until told to do so by a member of staff.

Recording of Meetings –In line with the council's commitment to transparency the public section of the meeting will be audio recorded, and the audio recording will also be made available on the RBWM website, after the meeting.

Filming, recording and photography of public Council meetings may be undertaken by any person attending the meeting. By entering the meeting room you are acknowledging that you may be audio or video recorded and that this recording will be in the public domain. If you have any questions regarding the council's policy, please speak to the Democratic Services or Legal representative at the meeting.

AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest	5 - 6
3.	<u>MINUTES</u> To consider the Part I minutes of the meeting held on 25 July 2017	7 - 12
4.	<u>BRAYWICK LEISURE CENTRE</u> To consider the above report.	13 - 48
5.	<u>MAIDENHEAD STATION ACCESS UPDATE</u> To consider the above report	49 - 56
6.	<u>LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC</u> That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the remainder of the meeting whilst discussion takes place on items 7-8 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1-7 of part I of Schedule 12A of the Act	

PRIVATE MEETING

- | | | |
|----|---|---------|
| 7. | <p><u>MINUTES</u>
To consider the Part II minutes of the meeting held on 25 July 2017.</p> <p><i>(Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972)</i></p> | 57 - 60 |
| 8. | <p><u>BRAYWICK LEISURE CENTRE (APPENDIX)</u>
To note the Part II appendix to the earlier Part I report.</p> <p><i>(Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972)</i></p> <p><u>Details of representations received on reports listed above for discussion in the Private Meeting</u></p> <p>None received</p> | 61 - 80 |

MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' means a discussion by the members of meeting. In order to avoid any accusations of taking part in the discussion or vote, Members should move to the public area or leave the room once they have made any representations. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: 'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: 'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

This page is intentionally left blank

Agenda Item 3

CABINET REGENERATION SUB COMMITTEE

TUESDAY, 25 JULY 2017

PRESENT: Councillors Simon Dudley (Chairman), Jack Rankin (Vice-Chairman), Phillip Bicknell, Samantha Rayner, MJ Saunders, Derek Wilson and David Evans

Principal / Deputy Lead Members also in attendance: Christine Bateson, David Hilton and Philip Love.

Officers: Andy Jeffs, Russell O'Keefe, Karen Shepherd, Alison Alexander and Rob Stubbs

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Cox.

DECLARATIONS OF INTEREST

None received

MINUTES

RESOLVED UNANIMOUSLY: That the Part I minutes of the meeting held on 27 June 2017 be approved.

BOROUGH PARKING PLAN

Members considered the emerging Parking Plan for the Borough based on the further assessments and feasibility studies that had been carried out.

The Sub Committee was addressed by Peter Sands, on behalf of the Maidenhead Chamber of Commerce. The Chamber had concerns about parking provision in the borough, particularly in Maidenhead. The high level of car ownership was driven by a lack of public transport infrastructure, particularly north-south. There was already an under-provision of parking in the borough, up to 10%. Companies wanted to move to Maidenhead but required more parking than was available. The Chamber supported the improvements to the Broadway car park proposed. However, it had concerns about the number of spaces that that Ryger and the London Aberdeen Group were hoping to acquire because if it took 500 the increase in provision in the Broadway car park would not allow for the hoped for increase in economic activity in Maidenhead. Other developments such as West Street and York Road did not seem to allow for public provision. The Chamber did not believe the authority had given enough consideration to the impact of Crossrail and western rail access to Heathrow. The 500 long term spaces included in the Area Action Plan seemed to have disappeared off the radar. The overall projected figures were not much over 10% therefore would not provide enough for economic growth and regeneration.

The Chairman commented that the council shared the Chamber's emphasis on parking being critically important, particularly in relation to the joint ventures. At the application stage specific on-site parking would be a matter of considerable planning focus. He had recently attended a meeting with the financial backers for the Landing

and the new development manager to look at the nature of the scheme. Outline consent was already in place, any future application could have amended parking provision. Discussions were also underway about the National Rail car park on Shoppenhangers Road.

Councillor D. Evans commented that the plan was for the next few years, not forever. If Crossrail took off more than was currently thought the council would obviously look at putting more in; the council had options through its own land holdings. The contractual position with Ryger was 225 spaces. In the short term the council would have to weigh up the needs of provision for shoppers against what the Landing would look like. The Chairman commented that the council needed to assist with the viability of the site to ensure it came to fruition.

Members noted the proposals for Maidenhead, Windsor and Ascot as detailed in paragraph 2.5 of the report. Councillor Sharpe had raised concerns about provision in Sunninghill at the Corporate Services Overview and Scrutiny Panel. Officers would be sharing the relevant data with Councillor Sharpe that had led to the conclusions in the report, and discuss provision with ward members. Councillor Hilton suggested a temporary structure could be transferred after use in Maidenhead. However it was noted that this may impact the charging structure in the south of the borough.

Councillor D. Evans explained that if the Broadway car park was to be demolished, there was a need to ensure there was sufficient interim parking available in Maidenhead. Council staff parking would be displaced from Hines Meadow to Reform Road. A consultation with staff would take place. The council was the freeholder of the tenpin bowling site and could exercise notice to vacate the site for use as temporary parking prior to the entire site being brought forward with Countryside.

Members noted that the opening balance of spaces was 3447; by 2021 this would be 3874, a net increase of 427. This was based on the maximum of 500 at the Landing and did not take into account the underground parking at St Clouds Way, so the increase would more likely be 600-800 plus additional private sector provision. The approximate cost of the temporary parking was £6m; the resale price did not present a good return. The Chairman asked if the temporary parking could be accelerated. A shuttle bus between the temporary parking at Braywick and the town centre was being considered. Councillor D. Wilson suggested a temporary footbridge be installed to reduce the walking time between Reform Road and the Town Hall. The bridge could remain in place afterwards, revitalising the area with residential development. Members noted that the temporary parking could be brought forward, but there was a 52 week lead in time.

Councillor Saunders commented that, subject to the views of stakeholders, it would be good to get temporary parking behaviours bedded in well before the lead up to the Christmas retail period of 2018. The budget report earlier in the year had made clear the likely flightpath of expenditure on both the Broadway car park and temporary provision. He accepted the figures were signposts rather than approvals. Councillor D. Evans confirmed that proposals for the temporary provision could be brought forward to September 2017.

The Executive Director explained that there were technical and planning challenges with the extra deck at River Street car park that meant a timetable had yet to be confirmed. It would be possible to look at the Windsor proposal at the same time as the temporary provision in September 2017.

Councillor S. Rayner highlighted that with the Town Hall, Grove Road and West Street, the council should continue to look to provide more spaces in the town centre.

It was noted that an appeal had been lodged for the Nene Overland site but there was a backlog of 3-6 months before it would come before a court.

It was confirmed that Stafferton Way currently had 576 spaces, one extra deck was proposed alongside a general refurbishment.

Councillor Bicknell stated that he did not accept that underground parking could not be considered at sites other than St Clouds Way. The Executive Director commented that there were technical challenges but he would look into the possibility.

RESOLVED UNANIMOUSLY: That Cabinet Regeneration Sub-Committee notes the report and:

i) Approves the emerging Parking Plan and next steps.

BROADWAY CAR PARK

Members considered a proposed development brief for the redevelopment of the Broadway Car Park based on the feasibility study and financial modelling that had been carried out.

Members agreed that Appendix C, the Development Brief, should be moved into Part I on the borough website.

Councillor D. Evans explained that the next stage was the appointment of a professional team to get more detailed information, including costs, potential income streams and likely return on investment. A final investment decision would take place in November 2017.

Members were reminded that in October 2016 the Sub Committee had agreed the principle that the Council progresses the option of developing the car park itself, as owner using its own funds potentially with another investor such as the Berkshire Pension Fund, subject to approval of an investment case by Full Council.

The feasibility study, cost modelling and development brief showed that a range of key features should be deliverable including:

- Increased capacity from the current circa 734 spaces to circa 1500 spaces (circa 1,435 in the new car park plus 100 in the adjoining Nicholson's car park) of which 50% would include electric charging facilities. It was expected that between 225 and 500 of these spaces would be utilised to support the proposed Landing Development, as office spaces during the week. The 225 spaces would be free for general parking at the weekend.
- Circa 11% disabled and parent and child spaces and new shopmobility facilities.
- Generous bay sizes and column free parking.
- Good circulation around the car park supported by electronic signage and safe pedestrian routes to improve user experience.
- New disabled, drop off and retail delivery and service arrangements.

- New circa 18,500 square foot of ground floor retail space to animate Broadway and link the shopping centre to The Landing and The Station.
- A dynamic and visually interesting facade to the car park tailored to the setting which acts as a focal point building along Broadway

Councillor D. Evans had received correspondence from People to Places and would be meeting with them soon to discuss plans. The council was committed to providing improved Shopmobility facilities. He confirmed that that height of ten storeys was the maximum possible. Councillor Bicknell asked about underground parking but was advised there were concerns about groundwater and flooding. Councillor D. Evans confirmed that improved entry and exit facilities would be included in the new design.

It was noted that the façade would amount to 10% of the overall costs. Councillor D. Evans highlighted that the council would need to seek views on this aspect. The council had finite funds to put into the project but also wanted a high quality design. The charging regime would need to be competitive with neighbouring authorities; it was recognised that this was not necessarily going to be the same as the current scheme. The council intended to consult with stakeholders and the public on design options including costs and charges. This would take place during September and early October 2017.

Councillor D. Wilson highlighted the need to build the planning process into the timetable. A ten storey car park would still be lower than the tallest building on the Landing site. He suggested applying for outline consent for the height before the consultation. Councillor D. Evans confirmed that a full planning application would be submitted after the final investment decision. The development manager would discuss plans with the planning department.

Councillor S. Rayner commented that Maidenhead deserved a proper car park with an iconic design to enhance the shopping experience.

Councillor Saunders commented that the documentation clearly demonstrated that package of benefits the parking community would receive. As detailed design work was undertaken to sharpen costs, the council would need to be clear on which edges may get cut. He asked how the consultation process would ensure all stakeholders were involved in an iterative design process, so it was clear which aspects were most valued. Councillor D. Evans explained that all key stakeholders would be approached for input. The local press, the council website and social media would be utilised to promote the consultation. Links through PRoM, Maidenhead Town Partnership Board and the Town Manager would be utilised. Councillor Saunders had offered to run a workshop for Members.

It was confirmed that the design would allow for more electric charging points to be installed at a later date.

RESOLVED UNANIMOUSLY That Cabinet Regeneration Sub-Committee notes the report and:

- i) **Approves the development brief for the redevelopment of the Broadway Car park.**
- ii) **Delegate authority to the Executive Director in liaison with the Lead Member for Maidenhead Regeneration and Maidenhead (including school improvement), the Lead Member for Environmental Services**

(including parking) and the Deputy Lead Member for Maidenhead Regeneration and Maidenhead to appoint a professional team to complete the next stage of design.

LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC

RESOLVED UNANIMOUSLY: That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the remainder of the meeting whilst discussion takes place on items 7-10 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1-7 of part I of Schedule 12A of the Act

The meeting, which began at 5.00 pm, finished at 6.55 pm

CHAIRMAN.....

DATE.....

This page is intentionally left blank

Report Title:	Braywick Leisure Centre
Contains Confidential or Exempt Information?	Yes – Appendix 3 - Part II not for publication by virtue of paragraph 3 of Part 1 of Schedule 12 A of the Local Government Act 1972
Member reporting:	Cllr S. Rayner, Lead Member for Culture and Communities including Resident and Business services Cllr M J Saunders, Lead Member for Finance
Meeting and Date:	5 September 2017
Responsible Officer(s):	Andy Jeffs, Executive Director
Wards affected:	All Maidenhead Wards

www.rbwm.gov.uk



REPORT SUMMARY

1. The council is committed to providing high quality leisure and cultural facilities for residents and this report outlines the concept plans developed following the approval of the decision at Cabinet Regeneration Sub Committee (CRSC) in June 2016 to re-provide the Magnet Leisure Centre (MLC) at Braywick Park.
2. The new leisure centre is a significant investment in a building that will attract over one million visitors a year and will provide a community based venue for the next 40 years.
3. Significant consultation has been undertaken since 2016 with residents and current users on the future leisure provision which have informed the plans captured in this report.
4. This report seeks approval for the next stages of the project which includes applying for planning permission, cost planning and a capital bid.

1 DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet Regeneration Sub Committee notes the report and:

- i) **Notes the delivery of the recommendations in the Part II June 2016 CRSC report, see Appendix 1.**
- ii) **Approves the submission of a planning application for the provision of a leisure centre at Braywick Park using the concept design, Appendix 2.**
- iii) **Recommends to full Council the approval of a capital budget of £30,881,000 (in addition to the existing £2m capital budget for 2017/18) for re-provision of the Magnet Leisure Centre based on the cost plan, Appendix 3 (Part II).**

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

- 2.1 In June 2016 CRSC approved the six recommendations in the Saint Cloud Opportunity Area – Leisure Centre Asset Strategy report, see Appendix 1 for report actions and responses to date. The CRSC report recommendations have been delivered through a project board chaired by the Executive Director for Place. The project board approved the project programme at its meeting on 24 April 2017 and is attached as Appendix 4. A design team of Burke Rickhards Architects, Hoare Lea (Mechanical and Engineering), PEP (Structural Engineers), Clarkson Alliance (Development Manager and Cost Managers) were appointed to prepare the concept designs to RIBA Stage 2, see Appendix 2.
- 2.2 The core facility schedule in the Part II June 2016 CRSC report was an initial project brief. This has been developed based on extensive consultations undertaken with residents, specialised user groups of the existing MLC and Legacy Leisure.
- 2.3 The new leisure centre will support the council’s strategic aim in supporting residents to live healthy lives through increasing their access to recreational facilities. The centre will be of significant size and flexibility to meet resident requirements now and for the foreseeable future. The centre will include;
- The creation of a sporting hub offering integrated indoor and outdoor sporting facilities in parkland setting with associated car parking and ancillary facilities.
 - A building integrated within its parkland setting, providing permeability for pedestrians and cyclists to access the park and the leisure centre.
 - Transport links via bus, cycle and foot through the creation of bus stop, cycle links to the Green way and footpaths through the park.
 - A centre that will be attractive as a sporting and cultural venue for a wider range of ages and abilities and teams with enhanced disabled access facilities.
 - A 10 lane competition pool offering more pool time to both clubs and public.
 - 50 additional workout stations in the gym offering a wider range and availability.
 - A specialist area for additional programmes for cardiac, stroke and cancer rehabilitation via the Steps to Health programme.
 - A wider range of shallow water activities to introduce more children and families to swimming as a means to improve their health.
 - Enhanced socialising areas in the Winter Garden, Café and parkland setting to increase length of stay and provide a high quality meeting place that will be a venue in its own right.
 - A wider range of purpose built studios to improve the yoga, pilates, aerobics and spinning.
 - Larger sports hall to facilitate wheelchair basketball.
 - Flexible events theatrical space for 650 spectators continuing the Pearce Suite provision, this complements the existing provision in the town centre which can only accommodate audiences up to 250.

A full facility schedule is shown in Appendix 5.

Table 1: Options

Option	Comments
Approve the RIBA Stage 2 concept design submitted and the submission of the appropriate	This will enable the project to proceed in the anticipated timescales opening new Braywick Leisure Centre (BLC) during the

Option	Comments
planning application to build Braywick Leisure Centre. The recommended option	winter of 2019.
Reject the proposal to proceed with the planning application for the RIBA Stage 2 concept design submitted by Burke Rickhards and subsequently not undertake the scheduled public exhibition. Not the recommended option	This decision will delay the progress to completion of a new leisure centre by winter 2019 and the vacation of the old Magnet site.
Approve the submission of a capital budget spread over three financial years from 2017/18 to full Council for £30,881,000 to fund the project The recommended option	This will enable the project to progress as planned providing residents with a leisure centre.
Not to approve the submission of a capital budget to full Council for £30,881,000. Not the recommended option	This will prevent the project proceeding, delay the transfer of operations from the existing Magnet site, which could increase operating costs of the existing site, and delay the receipt of capital from the sale of the land.

3 KEY IMPLICATIONS

- 3.1 The project seeks, dependant on planning permission and capital investment, to provide a high quality leisure centre at Braywick Park for residents by winter 2019 at which point the existing MLC will close. The new building will increase the opportunity for residents to take part in physical and cultural activities.
- 3.2 The re-provision of the leisure centre at Braywick Park allows for the redevelopment of the old MLC from 2020, subject to full planning permission. This will provide a capital receipt estimated at up to £38,000,000 subject to the development of the enlarged site based on the building of circa 600 homes 30% of which being affordable.

Table 2: Timescales for outcomes

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
BLC fully opens to the public	After 31 December 2019	31 December 2019	30 November 2019	31 October 2019	31 December 2019
MLC site closed to the public	After 31 December 2019	31 December 2019	30 November 2019	31 October 2019	31 December 2019
Annual usage rate of one million	31 January 2021	31 December 2020	30 November 2020	31 October 2020	31 December 2020

4 FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 The report to CRSC, 13 June 2016 included a cost estimate of £28,950,000 (this figure was based on Q4 2017 costs). This figure was based on the expected receipt from sale for development of the Saint Clouds core site as part of the wider Maidenhead Regeneration programme. Subsequent development opportunities on the site have increased the potential receipt to circa £38,000,000.
- 4.2 The Clarkson Alliance budget cost of £32,881,000 for the provision of BLC has been compiled by registered RICS Cost & Project Management Professionals at Clarkson Alliance. It is based on the latest Sport England formulae and Clarkson Alliance's work on 100 leisure centre projects. It is based on a benchmark figure of £2361/m² for projects in the South East and coupled with a prudent 10% contingency allowance and a 1% building inflation contingency relating to the appointment of contractor in six months time. Collaborative but stringent cost management procedures throughout the RIBA stages can reasonably be anticipated to result in a robust project total within the parameters and scope set out in the Stage 2 Cost Plan, see Appendix 3 (Part II).
- 4.3 The concept design has focussed on the provision of facilities that will enable the centre operator to maximise participation and income levels. Current estimates indicate that additional income can be generated from the new leisure centre in the last quarter of 2019/20, from an increased contract fee and increased car park income. Increases will arise in the first full year of operation, 2020/21. The new concession contract fee will be based on a 33% increase in gym workout stations, a 75% reduction in like for like energy costs and an increase in pool capacity of 25% and is anticipated to generate an increased concession fee to the council.
- 4.4 Provision of 200 parking spaces on the new BLC site from October 2018 funded by the Parking Strategy will replace existing parking in the town centre temporarily lost as part of the Maidenhead regeneration project – there will not be an additional income to the council, but its provision will ensure no loss of car park income results from the loss of town centre parking. Six electric charging points and infrastructure for a further 200 charging points will be installed as part of this project.
- 4.5 The core facility schedule cost of £32,881,000 includes equipment and fittings required to provide an auditorium which could accommodate an audience of 650 in a flexible events space. The £1,477,000 estimate under this heading would provide an air conditioned space, with acoustic treatment to walls, two green rooms for changing and make-up, a lighting rig for theatrical lighting, moveable curtaining to create a backstage area.
- 4.6 There is a £2m capital budget in 2017/18 approved at the February 2017 full council budget meeting.

Table 3: Financial impact of report's recommendations

CAPITAL			
Addition	£16,251,000	£14,200,000	£430,000
Reduction	£0	£0	£0
Net impact	£0	£0	£0

5 LEGAL IMPLICATIONS

- 5.1 The land at Braywick Park is currently used for a golf driving range business and the area allocated for the BLC has been leased to a private operator for over 20 years. The current operator will continue his business with a smaller operation on site with a 9-hole adventure golf course, already in operation and a virtual driving range to be installed in the existing building. The leaseholder will vacate the site in September 2017. Property Services have assisted in the negotiations of this change.
- 5.2 Procurement of the building contractor to construct the building will be undertaken using the council procurement team.
- 5.3 The construction procurement route being considered is via an existing framework to give value for money that could have the additional potential to enable an earlier start date to the building phase of the project.

6 RISK MANAGEMENT

- 6.1 There are a diverse range of risks attached to a project of this size.
- 6.2 An initial risk management meeting in line with the NEC requirements has been conducted. Regular risk management meetings will be held ensuring risks are closely managed and mitigated through design and management. A full project contingency and risk register has been compiled and will be amended throughout the project.
- 6.3 Initial surveys of the site have been undertaken for trees, ecological and archaeological implications. There is the potential, due to prior use of the site as a civic waste site, that there may be pockets of gas or voids which will not be identified until later in the build programme, and could increase build costs. Known and emerging risks will be mitigated and managed as appropriate on an ongoing basis.
- 6.4 Table 4 shows the high risk elements from the full risk register.

Table 4: Impact of risk and mitigation

Risks	Uncontrolled Risk	Controls	Controlled Risk
Site conditions			
R2 – Poor ground conditions	High	Mitigate – early site investigations are being undertaken	Low
R20 – Contamination – migration of ground gas	High	Mitigation – undertake detailed desktop and on site investigation during design process	Low
R21 – Site contamination	Medium	Mitigation – undertake site investigation	Low

Risks	Uncontrolled Risk	Controls	Controlled Risk
R22 – Ground water: 6m below ground level but does this represent an accurate level over time.	High	Mitigation – undertake site investigation and ongoing monitoring throughout all seasons.	Low
Weather			
R1 - Delayed opening of the facility	Medium	Pass weather risk to contractor through procurement route	Low
Utilities			
R25 - Increased capacity may be required for Gas, Electric and Water	Medium	Undertaken utilities enquiries early in the design phase	Low
Funding			
R37 - Affordability of accommodation schedule.	Medium	Mitigation - Benchmarked cost planning and options to be sacrificed.	Low
R46 - Contractor and supplier insolvency.	Medium	Transfer - to main contractor, security bonds to be considered.	Low
Contractor			
R42 – Construction Inflation.	Medium	Mitigation – Potential use of a Guaranteed Maximum Price contract.	Low
Planning consent			
R4 - Delayed planning consent due to delayed determination of the planning application	Medium	Mitigate - early engagement of Planners including pre-application advice to minimise any delays / objections.	Low

7 POTENTIAL IMPACTS

- 7.1 Work will be carried out throughout the project with the current concession holder, Legacy Leisure who operate the MLC. In line with the current contract the operator will be given notice to quit the current MLC no less than 6 months prior to BLC opening.

The new centre is within one mile of the existing Magnet and will have improved access and transport links.

- 7.2 The proposal offers the opportunity to develop connectivity within the park improving cycle and pedestrian linkage between the Green Way and Braywick Road. Initial landscape plans have been drawn up to enhance the parkland location and ensure the new building relates well to the parkland setting. A concept plan is attached as Appendix 6 and incorporates the flood risk mitigation and ecology reports to provide on site drainage and improve wildlife habitat where possible.
- 7.3 The Stage 2 concept design has an aim to reduce the like for like energy consumption to 25% of the current MLC. A number of initiatives are incorporated at this stage including:
- Improved thermal insulation
 - Photovoltaic cells on the roof to provide power generation
 - Vehicle electric charge points installed and infrastructure installed to expand further
 - Grey water use wherever possible
 - Fully integrated building management system to control all pumps and environments.
 - Heat exchange to recirculate heat removed from cooled areas to those requiring heat.
 - Cold water softening plant to extend the operational life of plant by reducing scale build-up.
 - Natural ventilation to minimise energy usage in the main hall and the street.
 - LED lighting technology will be used and external lighting will be controlled by solar detectors and time switches.
 - Sustainable Urban Drainage System including swales, ditches, dry ponds and permeable parking bays.

8 CONSULTATION

- 8.1 A wide range of consultations have been undertaken:
- December 2015 by Sport Leisure Culture consultations in preparation for the 13 June 2016 CRSC report.
 - Presentation to Partnership for the Regeneration of Maidenhead on 11 August 2016 by G.L.Hearn.
 - Presentation to Elected Members on 24 October 2016 by Cllr Mrs S. Rayner.
 - Consultation took place in the local press with a front page article 'Have your say' on 27 October 2016 inviting feedback to the new email address braywickleisurecentre@rbwm.gov.uk
 - From 14 July 2017 banners have been placed in the MLC and the Nicholson's Centre, Friends of Maidenhead exhibition inviting further feedback from residents to the email address.
 - Pre-planning advice has been sought from the council's planning department and used to support this RIBA Stage 2 plan. A planning consultant, Fuller Long, has been appointed as part of the Design Team.
- 8.2 Transport modelling for the BLC development has been undertaken and initial results from the transport consultants indicate the impact of the new leisure centre at Braywick Park on the highway network is negligible. There is likely to be a requirement for minor

amendments to the current junction arrangements and these are included in the cost plan analysis. These will be formalised as part of the planning application.

8.3 Formal consultations with users of the site include:

- Sport England
- Windsor Swimming Club
- Maidenhead Swimming Club
- Maidenhead and District Netball League
- The SMILE Club
- SportsAble
- Legacy Leisure
- Magnet Squash League
- Maidenhead Synagogue
- Maidenhead and District Symphony Orchestra
- Maidenhead Rugby Club
- Braywick Heath Nurseries
- Maidenhead Golf Driving Range
- Pixies Day Nursery (currently based at the MLC)
- The council’s Access Forum (Chair and Vice Chair)

8.4 If this paper is approved further discussion will take place with local residents through:

- Contact by letter updating them on plans and inviting them to a public exhibition event.
- The public presentation event with stakeholders, local residents and MLC users will take place in September 2017 showcasing the revised accommodation schedule and approved concept designs.
- Information leaflets distributed to users of the MLC.

9 TIMETABLE FOR IMPLEMENTATION

9.1 Table 5 sets out the high level timetable for planning, building and letting the new facility.

Table 5: Implementation timetable

Date	Details
October 2017	Planning application submitted
December 2017	Procurement of building contractor commences
April 2018	Build starts on Braywick Leisure Centre site – subject to planning approval
October 2018	200 additional car park spaces open
March 2019	Topping out of completed external framework
June 2019	Notice to quit MLC given to Legacy Leisure
August 2019	Receipt of management proposal for BLC from Legacy Leisure
September 2019	Internal fit out commences
November 2019	Operational training and fit out
December 2019	New centre opens, Magnet closes

9.2 Implementation date if not called in: Immediately

10 APPENDICES

10.1 This report is supported by six appendices

- Appendix 1 – CRSC June 2016 report actions
- Appendix 2 - Concept design
- Appendix 3 – Cost plan - Part II
- Appendix 4 – Project programme
- Appendix 5 – Accommodation schedule
- Appendix 6 – Landscape concept

11 BACKGROUND DOCUMENTS

11.1 This report is subsequent to the agreement to the re-provision of the MLC which was part of the St. Clouds Opportunity Area – Leisure Centre Asset Strategy report which was taken to Cabinet Regeneration Sub Committee on the 13 June 2016 as a Part II paper.

12 CONSULTATION

Name of consultee	Post held	Date sent	Commented & returned
Alison Alexander	Managing Director	9/8/2017	9/8/2017
Russell O’Keefe	Executive Director	9/8/2017	15/8/2017
Rob Stubbs	Section 151 Officer	9/8/2017	10/8/2017
Terry Baldwin	Head of HR	9/8/2017	17/8/2017
Mary Kilner	Head of Law and Governance	9/8/2017	17/8/2017

REPORT HISTORY

Decision type: Key decision	Urgency item? No
Report Author: Kevin Mist, Communities Project Lead, 01628 796443	

This page is intentionally left blank

**Appendix 1 – CRSC June 2016 report actions
Report to Cabinet Regeneration Sub Committee – September 2017**

CSRC Actions in St Cloud Opportunity Area and Leisure Centre Asset Report June 2016
Recommendations and Responses

- Recommendation 1: Approve the principles of the core facility mix.**
Work has progressed to develop the RIBA Stage 0 core facility mix to the the RIBA Stage 2 Concept Design presented in this report, based on feedback from centre users and residents.
- Recommendation 2: Agree that Braywick Park is the preferred location for the replacement leisure centre, subject to planning.**
Work has been undertaken to secure the Braywick 'site' for the new leisure centre to provide the required accommodation and retain the 9 hole mini golf course and a virtual golf driving range operation on site. The concept design integrates the new building within the parkland setting.
- Recommendation 3: Approve the completion of sequential evidence and feasibility reports, to support the relocation of the leisure centre and the redevelopment of St Clouds in planning terms.**
The sequential evidence has been completed by G.L.Hearn and will form part of the planning application.
- Recommendation 4: Delegate authority to the Strategic Director of Corporate and Community Services in liaison with the Lead Member for Finance and the Lead Member for Culture and Communities, to liaise with the operator Parkwood Leisure, to firm up the core facility design and detailed elements of the specification within the financial envelope set out within this report.**
Work has been undertaken with a large number of key stakeholders listed in the part 8 of the report including Parkwood Leisure, to firm up the core facility mix.
- Recommendation 5: Delegate authority to the Strategic Director of Corporate and Community Services in liaison with the Lead Member for Culture and Communities and Deputy Lead Member for Maidenhead Regeneration to carry out stakeholder engagement and public consultation on the draft development framework for St. Clouds and the new leisure centre, commencing with a presentation to PRoM.**
Presentations of the Stage 0 facility mix have been made to PRoM on the 11th August 2016, Elected Members (24 October 2016) and the public as outlined in Section 8 of the body of this report.
- Recommendation 6: Approve that a report is brought to Council in September 2016 to seek approval for funding of the new leisure centre and the adoption of the Development Framework.**
A £2,000,000 budget was approved by Council on 21 February 2017 for development work on the project to RIBA Stage 2.

This page is intentionally left blank

Appendix 2 - Concept Design

Report to Cabinet Regeneration Sub Committee - September 2017



RIBA STAGE 2 **CONCEPT DESIGN REPORT:**

PROPOSED LEISURE CENTRE

Braywick Leisure Centre, Maidenhead

CLIENT: Royal Borough of Windsor & Maidenhead

To be read with Burke Rickhards drawings/documents:

Location Plan	2169 (2100) 06
Site Plan	2169 (2100) 01 Rev 1
RPA	2169 (2100) 02 Rev 1
Ground Floor Plan	2169 (3100) 00 Rev 4
First Floor Plan	2169 (3200) 00 Rev 4
Concept Sections	2169 (5000) 01
External Images	2169 (6000) 01
Internal Images	2169 (6000) 02

**DOCUMENT
ISSUE/REVISION**

Revision	Date	By	Notes
Draft	03/08/17	RC	Draft Issue
Final	04/08/17	RC	CRSC Report Issue

1.0 Introduction

Burke Rickhards were appointed in May 2017 as Architects and Lead Designer for the replacement of the Magnet Leisure Centre to Braywick Park, Maidenhead. The project programme is extremely challenging and the site is not without its complexities. The Park currently sits within the Green Belt, although the emerging Local Plan removes this designation and supports the relocation of the leisure centre. It has been established that the much loved and very well used Magnet Leisure Centre has reached the end of its economic and useful life and needs replacing. After careful analysis, detailed consideration and extensive consultation undertaken by GL Hearn and reported to CRSC on June 13th 2016, the Braywick Park site has been chosen as the best location for the new centre.

This report sets out the design development work has been undertaken, in line with the agreed RIBA Schedule of Services, from Stages 0 to 2. That is from the Strategic Brief to the Concept Design presented. The services, in line with the design process, are iterative and it has been essential the design and project team maintain a holistic approach. It is pleasing to report that the high level of collaboration needed to progress this scheme to such a tight programme has been achieved and provides the seamless platform for delivering an outstanding facility in the park and of the park.

2.0 Strategic Site Analysis

Braywick Park is a well-established sports and recreation destination for Maidenhead, with a varied collection of existing facilities including a rugby club, athletics track, public house, plant nursery, cemetery and golf driving range. The park also includes a nature reserve and Green Lane, a cycle track part of the Sustrans network. Consequently, there is a good level of infrastructure serving site within a mature landscape setting. The site has not always enjoyed its verdant setting, being used an amenity site for waste tipping.

Access and egress to the site is to be taken from the existing car park, utilising the existing access from Braywick Road. Unless the Transport Assessment recommends to the contrary, the existing park access is to remain in its current state. For the new facilities to be successful, they must integrate with the overall park and this will require a high degree of 'permeability' in the design. From the construction perspective, the existing infrastructure and site size facilitate good segregation and access.

The site is generally level, with a minor topographic depression to the centre. The land to the rear of the site is fill and is not recommended for construction of the main building. The ground is Kempton gravels on a chalk bed. Whilst outside the flood plain, the site is potentially liable to fluvial flooding. The implications of these are considered in detail in the Structural Engineers' Report.

Whilst the site is of limited ecological value because of its use of golf driving range and being predominantly close-cut grass. However, there are some very significant trees, which significantly influence and require integration into the design. Maintaining a sylvan setting and retaining good levels of landscape screening are also key, especially in relation to views into the site from the neighbouring properties.

On the basis, the parking will sit to the Braywick Road side of the site, with the building and courts to the park, noise is not considered to be a significant issue for the strategic development.

The site is roughly rectangular with its long axis orienting south west to north east. Strategically, the design should seek place external seating with a southerly aspect, the pool hall on a northerly aspect to minimise glare. The orientation of the hard courts will be less significant provided there is floodlighting.

3.0 Surveys

Ecology

As part of the Ecological Appraisal, an extended Phase 1 habitat survey and Habitat Suitability Index (HSI) assessment were undertaken. The context is that The proposed development will result in the loss of common and widespread habitat types of limited intrinsic ecological value, small areas of foraging and sheltering habitat for reptiles and common toads, a small number of trees and the buildings that could support roosting bats and nesting birds. However, a further survey for roosting bats coupled with surveys to determine the use of the site as a foraging and commuting resource by bats has been recommended.

The report recommends the following protection, mitigation and compensation measures:

- Considerate construction and avoidance of pollution
- Incorporation of native trees, shrubs, grasses and forbs into proposed landscaping
- Protection of retained woodland, trees and hedgerows
- Avoidance of shrub, scrub, hedgerow and tree clearance works during the bird nesting season (March-August inclusive)
- A precautionary working method during vegetation clearance
- The creation of new ecologically valuable habitats
- The installation of bird and invertebrate boxes

Our Landscape Architect has been working closely with the Ecologist and all the above have been included within the Landscape Concept. There are potential programme implications, which will require detail consideration at the next stage.

Tree Survey

The parkland is a mature setting, where the trees contribute significantly to the character and amenity. Maintaining and enhancing the sylvan setting has been a fundamental part of the analysis and strategic development of the project. Whilst there is a requirement to remove trees from the site to enable development, the very high-quality trees have been retained and integrated within the landscape and architectural design. A further Arboricultural Impact Assessment will accompany the planning application.

Archaeology

The Desk-based Assessment revealed the area surrounding the proposal site is rich in archaeology of all periods from the Mesolithic onwards. A possible Roman road traversed the proposal site though there is much doubt about the likelihood of this. While the proposal site remained mostly undeveloped until the 1970s when the golf driving range was laid out (the existing buildings postdate 1993), its easternmost section has been extracted for gravel and sand and then used for landfill in the 1960s. For this area, it is not possible that any below-ground archaeological deposits

or finds would have survived. However, in the absence of cartographic proof for quarrying within the remainder of the proposal site and the evidence from geotechnical investigations for in-situ gravel, it is considered that further information from field observation will be required to establish the archaeological potential of the remainder of the proposal site. This could be achieved by an appropriately worded condition to any consent gained.

Ground Investigation - Phase 1 Preliminary Risk Assessment and Phase 2 Environmental and Geotechnical Site Investigation Report

The implications of this report are covered within the Structural Engineers' Report. The Concept Design has been developed with in collaboration with the engineers and the findings of this report.

4.0 Brief Development & Consultation

In conjunction with the Strategic Analysis, we have been developing the brief with the Project Team and consultees. More detail on consultations undertaken so far is documented within Appendix 6 of the main report. Noted below are key comments from recently undertaken meetings. Wherever practical we have incorporated the many helpful suggestions within the brief.

Sport England

We have met with the Planning Officer and presented our scheme. The general reaction was positive as the scheme very much aligns with Sport England's change in emphasis on improving general activity levels. As a community facility enhancing existing links with other users of the park and with the parkland itself and offering family friendly options with intergenerational activities, it was agreed there were significant benefits.

We still need to confirm the overall impact of the loss of golf range does not set precedent and has suitable mitigation.

SportsAble

Accessibility is a core element of the design brief and will be followed through in the detail design. Considerations noted:

- Wheelchair accessible buses to serve the site
- Removable steps to access main pool and permanent pool lift in recess
- Poolside showers for full cleaning
- Sports wheelchairs access and wheelchair storage
- Wheelchair basketball accommodated in half of main hall
- Robust, accessible changing for wheelchair teams

Swimming Clubs (Maidenhead & Windsor)

The support again was generally positive, as the new facilities improve on the existing providing additional pool area both in the main and learner pools. We are also providing a poolside Swimming Club Room, suitably located for competition usage. The pool surround is to be designed to allow for congregating spaces for both competitors and adults with young children.

Squash Club

The provision of 4 courts was welcomed and considered essential for the club to survive. Gallery viewing preferred, but if not practical, glass backed courts essential

for child protection for one to one training. Access to a meeting room a preference to engender greater club atmosphere.

Nursery

The provision of an Ofsted compliant, 18 place Nursery facilities for 2 to 5-year olds was welcomed. External play area is essential and a linkage with the Soft Play provision would be beneficial. Current usage of Soft Play early in the morning is an existing benefit at the Magnet LC.

Parkwood

There was strong support for the concept of a public access to run through the centre. The improved connectivity with the park and the simple wayfinding were key benefits. Most of comments were pertinent to detail design development, with agreement on the general level a disposition of facilities. Improved catering, enhanced referral provision and reduced changing areas were key items identified.

As part of the brief development process we also undertook an Environmental Services Workshop to consider delivering a highly efficient and sustainable centre. Refer to the Stage 2 MEP Report for further detail.

We have also documented within Request for Information schedule the changes and clarifications to the original brief.

5.0 Project & Design Programmes

The team has been focussed on maintaining swift progress to the concept design, whilst undertaking sufficient feasibility considerations to ensure the delivers high quality and utility, efficiently, effectively and elegantly. There have 6 options produced, each refining the scheme and incorporating comments and updates to the brief. We have challenged the siting, but found the disposition most logically follows the layout presented with this report.

Using the extensive experience of the project and design team, we have been able to deliver a scheme which meets the rightfully high expectations of the Council with a highly efficient and elegant scheme. We remain on target to deliver against the overall programme, provided there is no delay in the approval process.

6.0 Concept

The concept for the design of the proposed new leisure centre in Braywick Park, Maidenhead arose from the strategic analysis of the site.

The chosen site for the building responded to the consideration of ground conditions, and its relationship to other existing developments within the park, existing car parking, existing trees, and its proximity to Braywick Road for access.

It was felt that if such a large building was simply dropped into the park it could produce a large visual and physical barrier that would be detrimental to the park and break connectivity between Braywick Road and the rest of the extensive parkland setting.

The idea developed therefore of a central top glazed winter garden extending right through the depth of the building from front to rear. This winter garden would be a public thorough-fare allowing access right through the building with first floor galleries providing the controlled access to the upper level sports facilities. This internal street would also separate the primary wet and dry facilities of the pool hall and sports halls (accessed at ground level). The street or winter garden is a simple and primary circulation route off which all facilities are accessed. This makes way finding through the building obvious and simple, as well as facilitating good supervision of those using the building.

As this internal street is a public thoroughfare and not only for users of the leisure facilities, it creates added value to the park, as a bad weather refuge, refreshments base and focal point to the use of the park by the public.

The other aspect of the concept was that this large building should blend into the landscape as much as possible. The idea was to use appropriate sympathetic materials and the creation of a dramatic curved floating roof over a large glazed façade to create a more organic form, and the perception of a lightweight structure.

The idea developed of a glazed first floor fitness suite providing a high-level shop window for the activities within the building. At night time, this extensive band of glazing would be illuminated continuing the visual excitement of the building and as a strong advertisement for the facilities.

Uniquely, this is a double fronted building with the elevation to the extensive parkland to the north east as important as the frontage facing Braywick Road. The idea developed of this internal street and public thoroughfare extending externally, with an axial boulevard of trees continuing pedestrian access from Braywick Road into and through the building and into the Parkland beyond.

The car parking servicing the building was conceived as an extension of the existing car parking. To soften this parking into the landscaping, the extensive use of tree planting was considered the most effective tool. Low level planting would not be seen amongst the cars whilst trees would give the perception of a more naturalistic area with greater visual impact, particularly given the scale of the proposed new building.

This concept, we believe, is a very positive added value to the park and a sympathetic strategy for integrating this large complex into this sensitive parkland setting.

7.0 Cost Information

Throughout the design development we have been in close consultation with the cost consultant. The design has been developed with economical delivery of a high-quality environment. Some key aspects of this:

- The Pool Hall (wet) and the Sports Halls (dry) are separate structures
 - Ease of construction
 - Clarity in use
- Being rectangular in plan, the form is economic and reduces amount of external wall
- Building planned to an economic structural grid
- Section minimises Pool Hall volume

- The services strategy is closely integrated for ease of access, maintenance and enclosure
- External features incorporated into drainage strategy – ditches and dry ponds

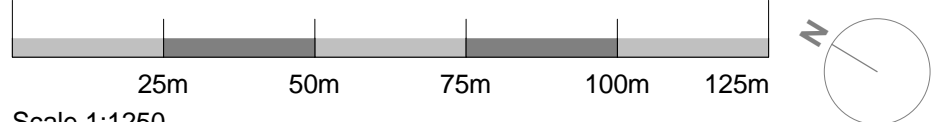
We have been providing comparative area analysis with the original area schedule for each of the iterations to ensure the brief refinements are properly reflected and the design delivers the economy with the greatest elegance.



Key

- | | | |
|--------------------------------|------------------------------|---|
| 1. Proposed sub-station | 8. Cycle & pedestrian route | 15. Cars in |
| 2. Service yard & turning area | 9. Cycle route continued | 16. Cars out |
| 3. Coach parking | 10. Staff parking | 17. Bus stop |
| 4. Netball courts | 11. Minigolf | 18. Cemetery Lodge |
| 5. Landscape feature | 12. Golf Centre | 19. Garden of Remembrance |
| 6. 3G court 40x60m | 13. Existing car park | 20. Pedestrian path to cemetery |
| 7. Woodland edge planting | 14. Service/coaches in & out | 21. Open space with childrens play area |
| | | 22. Concourse |

- | | | |
|------------------|----------------------|---------------------|
| Existing Tree | Unimproved grassland | Ornamental shrubs |
| Existing Foliage | Improved grassland | Wild flower grasses |
| Proposed Tree | | |



Scale 1:1250



BURKE RICKHARDS

91 North Hill Plymouth PL4 8JT T (01752) 266111
www.burkerickhards.co.uk

Chartered Architects Leisure Consultants Project Managers Cost Consultants

Site Plan

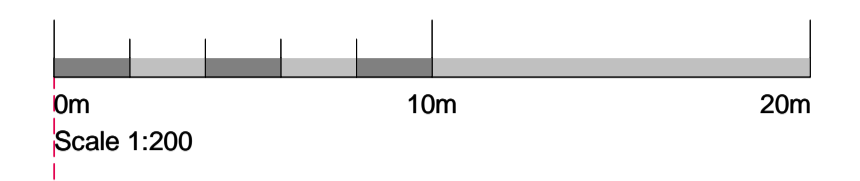
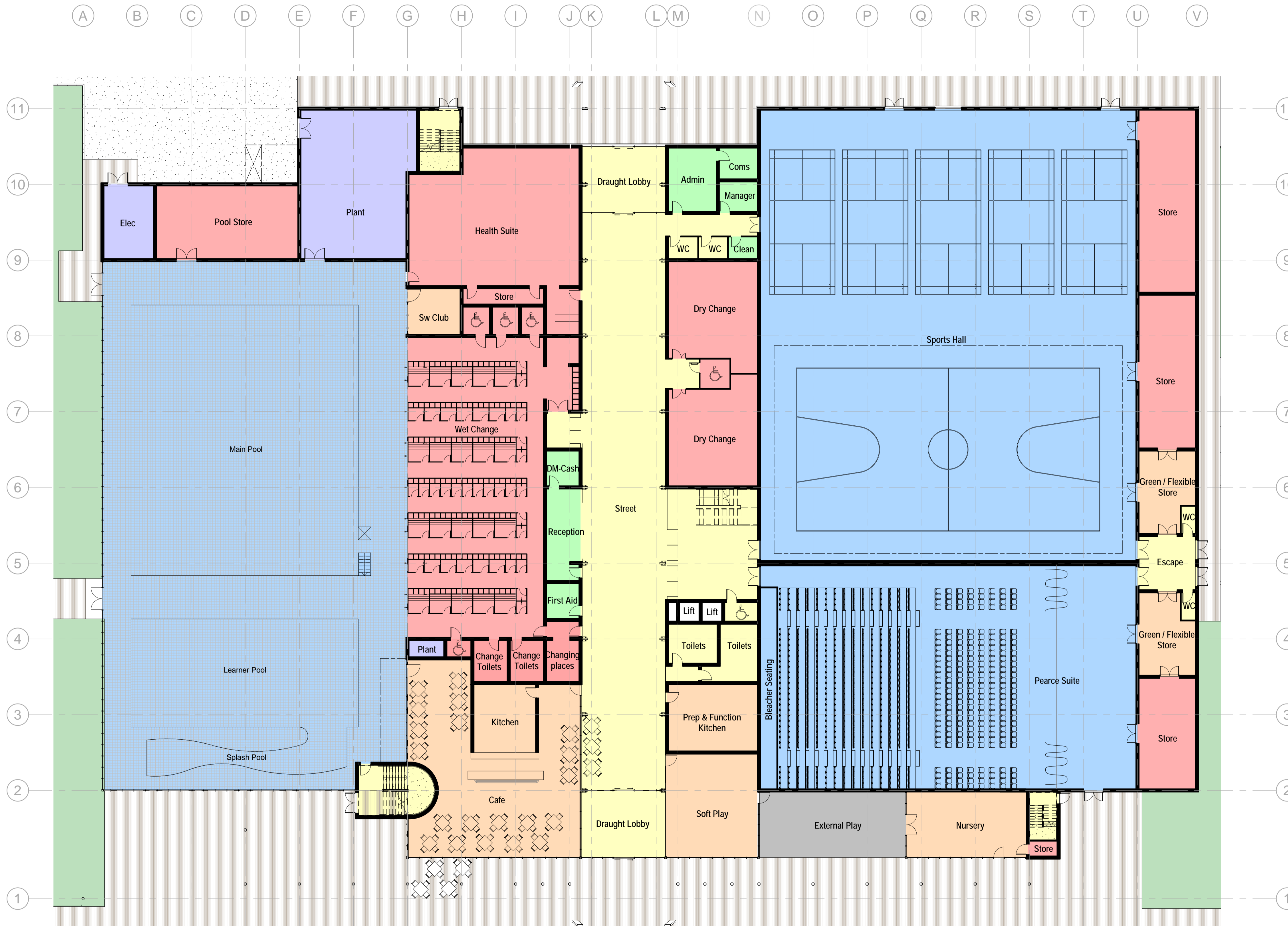
Rev

Project number	2169
Date	27 Jul 2017
Drawn by	PWJ
Checked by	RHC

2169-(2100)01	2
	As indicated

No.	Description	Date
1	Stage 2 Report	4 Aug 2017
2	Minor graphic adjustents	10 Aug 2017

Braywick Leisure Centre
RBWM 33



- LEGEND**
- Core Sporting Areas (CSA)
 - Essential Supporting Areas (Equipment, Storage, Changing and Sanitary)
 - Foyer / Circulation Space / Public Toilets
 - Internal Plant Areas
 - Core Management Areas
 - Other Areas

No.	Description	Date
1	Minor updates	27.07.17
2	Further minor updates	31.07.17
3	Stage 2 comment	03.08.17
4	Stage 2 Report	04.08.17

Ground Floor Area = 6410

00 Ground Floor Plan
 1 : 200

BURKE RICKARDS
 91 North Hill Plymouth PL4 8JT T (01752) 266111
 www.burkerickards.co.uk

Client: RBWM
 Job Ref: Braywick Park Stage 2 Final Draft
 Title: Proposed Ground Floor Plan

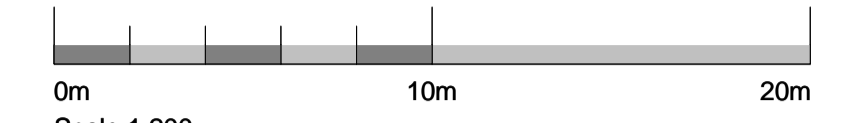
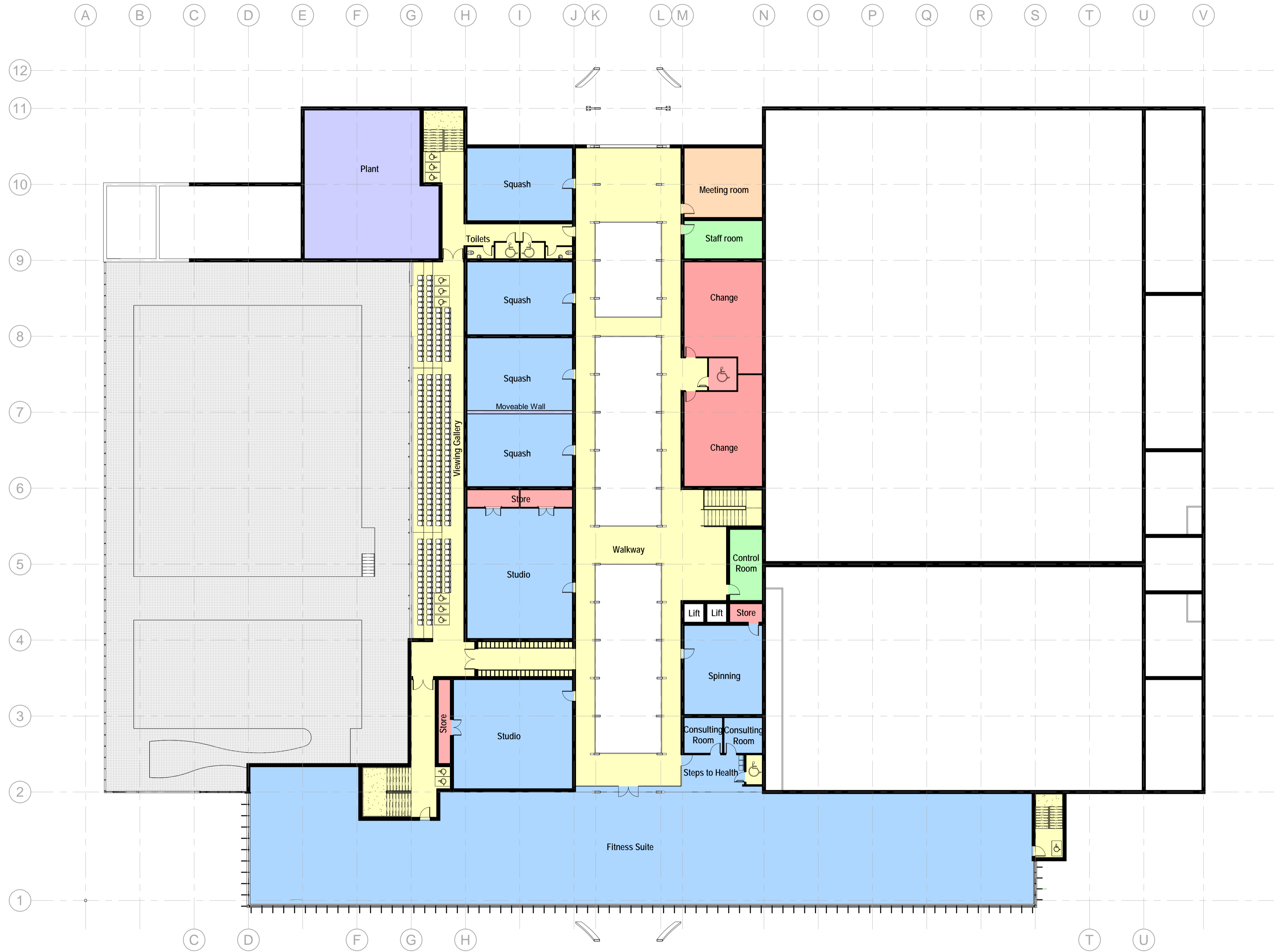
Drawn by: XX Project number: 2169
 Date: Issue Scale: 1 : 200
 Chkd by: D:XX Paper: A1

Rev
4

2169 - (3100)00

Chartered Architects • Leisure Consultants • Project Managers • Cost Consultants

04/08/2017 15:31:45



LEGEND

- Core Sporting Areas (CSA)
- Essential Supporting Areas (Equipment, Storage, Changing and Sanitary)
- Foyer / Circulation Space / Public Toilets
- Internal Plant Areas
- Core Management Areas
- Other Areas

35

First Floor Area = 2586

No.	Description	Date
1	Minor updates	27.07.17
2	Further minor updates	31.07.17
3	Stage 2 comment	03.08.17
4	Stage 2 Report	04.08.17

BURKE RICKARDS
 91 North Hill Plymouth PL4 8JT T (01752) 266111
 www.burkerickards.co.uk

Client: RBWM
 Job Ref: Braywick Park Stage 2 Final Draft
 Title: Proposed First Floor Plan

Drawn by: XX
 Date Issue: D:XX
 Project number: 2169
 Scale: 1 : 200
 Paper: A1

2169 - (3200)00	Rev
	4

04/08/2017 15:31:57



INTERIOR BLOCK 4_1
1 : 1



INTERIOR BLOCK 2_1
1 : 1

No.	Description	Date

BURKE RICKARDS
91 North Hill Plymouth PL4 8JT T (01752) 266111
www.burkerickhards.co.uk

Client RBWM
Job Ref Braywick Park Stage 2 Final
Title Draft
3D Views Sheet 2

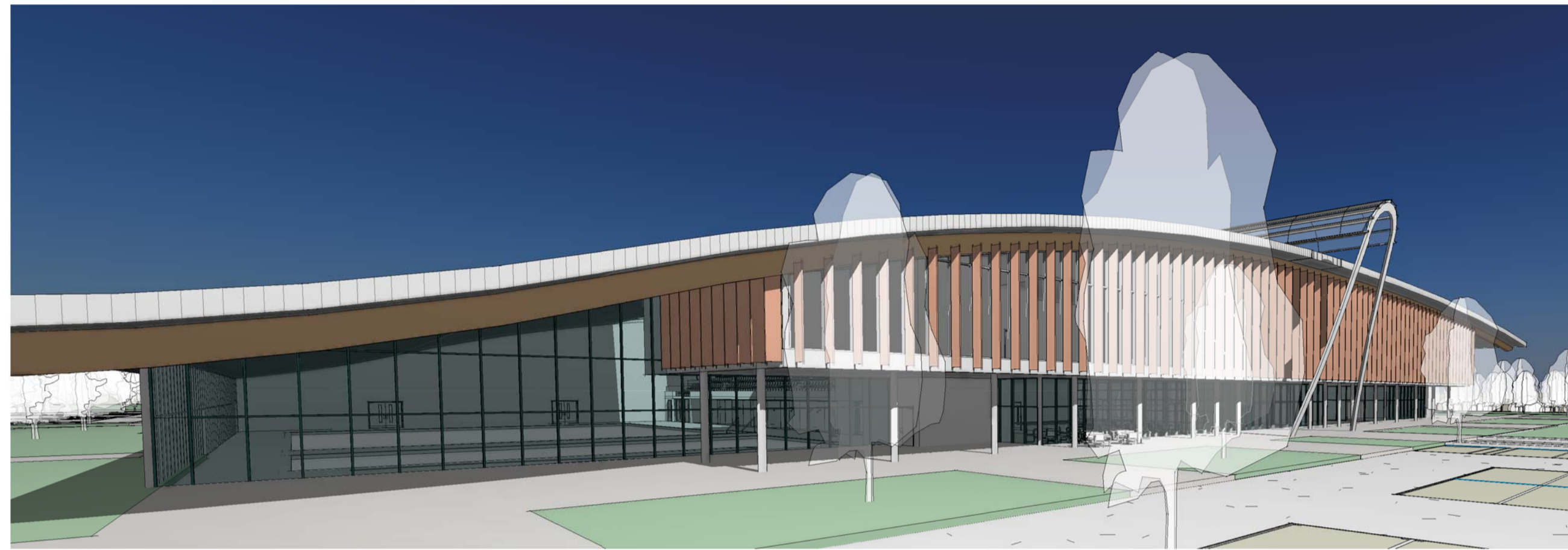
Drawn by/Author Date Issue Project number Scale Paper 2169 1 : 1
Chkd by/Checker

2169 - (6000) 02	Rev
------------------	-----

Chartered Architects • Leisure Consultants • Project Managers • Cost Consultants

04/08/2017 16:01:54

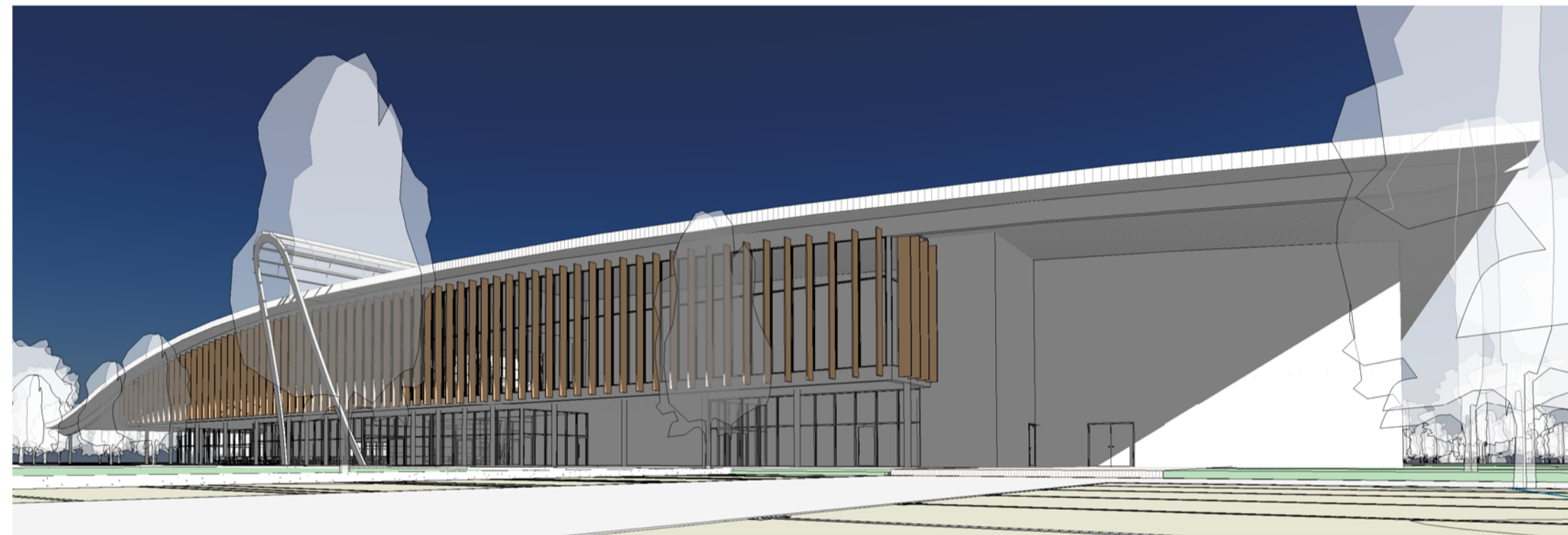
36



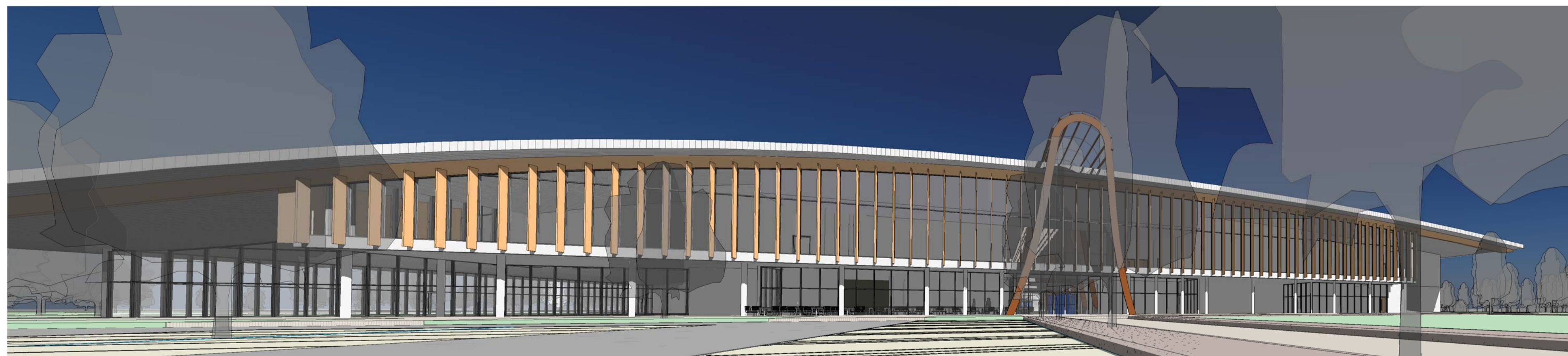
PERSPECTIVE EXTERIOR BLOCK 1



PERSPECTIVE EXTERIOR BLOCK 4



PERSPECTIVE EXTERIOR BLOCK 2



PERSPECTIVE EXTERIOR BLOCK 3

37

No.	Description	Date

BURKE RICKARDS
 91 North Hill Plymouth PL4 8JT T (01752) 266111
 www.burkerickhards.co.uk

Client: RBWM
 Job Ref: Braywick Park Stage 2 Final Draft
 Title: 3D Views Sheet 1

Drawn by/Author: [] Project number: 2169
 Date/Issue: [] Scale: Paper
 Chkd by/Checker: [] Paper: A1

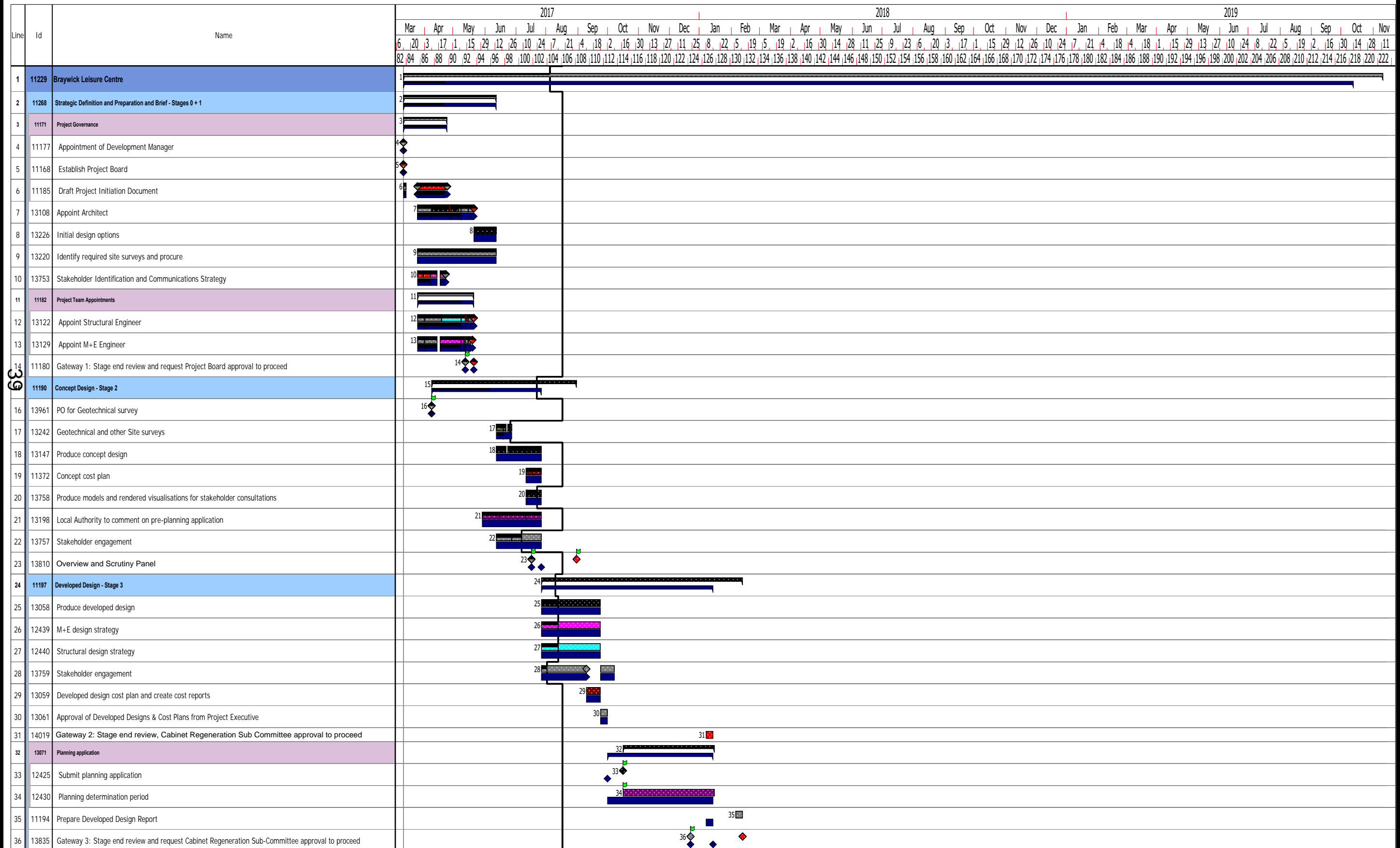
2169 - (6000)01

Rev []

04/08/2017 16:01:39

Chartered Architects • Leisure Consultants • Project Managers • Cost Consultants

This page is intentionally left blank



Appendix 5 - Core Facility Schedule

Report to Cabinet Regeneration Sub Committee - September 2017

	core facility schedule	zone area total	Sept 2017m ²
1	Welcome Zone Total Area	784	
1.01	Reception		122
	Draught Lobby		96
	Entrance Foyer		0
	Buggy Storage		0
	Membership Sales		0
	Reception (and desk)		26
1.02	Café 80 Covers		304
	Servery		178
	Kitchen		40
	Prep/Function kitchen		36
	Toilets		50
1.03	Café WC's		53
	Accessible WC		37
	Changing Places WC		Incl
	Soft Play		16
1.04	Soft Play Zone		81
	Equipment		81
1.05	Multi-purpose/Meeting Room		118
	Store		46
	Nursery		68
	Administration		4
1.06	General Admin Office 6 Person		106
	Centre Manager		26
	IT / Comms Room		9
	Cash/Duty Manager Office		10
	Control room 1st floor to sports halls		10
	Staff Amenity		20
	Cleaner		31
2	Pools total space	2111	
2.01	Competition pool - 25m x 10 Lane 1.1-1.6m deep		1112
	Pool surround; dual drainage		530
	Lift		342
	Swim club meeting room		Item
	Spectator seating		240
	Learner Pool		incl
2.02	Learner pool - 10m x 20m 0.9m deep		360
	Learner pool surround		210

	core facility schedule	zone area total	Sept 2017m ²
	Splash Area		150
2.03	Fun Pool		128
	Pool surround; dual drainage		128
	Fun features		0
2.04	Poolside store		88
	Changing Village		88
2.05	Changing village		423
	Changing places Equipment		413
	Group change 1		Incl
	Group change 2		
	Male swimmers toilets		
	Disabled toilet		Incl
	First aid room		Incl
	Cleaner		10
3	Sports Halls	2,880	
3.01	1380m ² Hall		2,450
	Stores		1,444
	Flexible/Green Room Store		161
	Pearce Suite Hall		690
	Bleacher seating		38
	Stores		28
	Flexible/Green Room Store		53
	Squash		36
3.02	2 Nr Courts	4 courts	260
	Dry Sport Changing		260
3.03	Single sex change - indoor sports		170
	Outdoor' sports toilets		152
	Assisted changing		11
			7
	Health and Fitness		
4	Fitness Gym total area	1,270	
4.01	Fitness gym 200 Stations		814
	Storage		770
	Steps to Health		0
	Office/consulting room		44
	Studios / Creche etc		0
4.02	Standard dance studio / Fitness studio 1 30 Users		315
	Studio storage		116
	Standard dance studio / Fitness studio 2 30 Users		16
	Studio storage	42	110

	core facility schedule	zone area total	Sept 2017m ²
	Spin studio 25 Bikes		9
	Studio storage		59
	Dry Changing		5
4.03	Single sex change - indoor sports		141
	Assisted changing		133
	Cleaner		8
			0
5	Health Suite -total area	210	
5.01	Health Suite		210
	Health Suite Store		200
	Health Suite GF		10
	Spectator Zone Total Area		0
6	Seating	180	
6.01	Tiered seating 250 People		169
	Toilets etc		169
6.02	Spectator toilets		11
	Accessible WC		11
	Vending area		0
	Sundry spaces Total Area		0
7	Circulation	1,992	
7.01	General circulation		1178
	Feature staircase		976
	Passenger Lift		0
	Escape stairs 3 Nr		12
	Plant Rooms etc		190
7.02	Air handling plant -Wet FF		814
	Air handling plant -Wet Mezz		158
	Air handling plant -Dry FF		100
	Boiler Room		196
	Filtration plant		138
	Electrical Intake Room		186
	Pool Lift Plant		31
	Bin store		5
	Re-cycling store		0
			0
	Gross Internal Floor Area	9,427	9,427
	netball /tennis courts		6
	3 G all weather football pitch		40x60m
	car parking spaces		430
	Shared-peak site parking spaces at Forest Bridge School - subject to planning		70

This page is intentionally left blank

Appendix 6 - Landscape concept

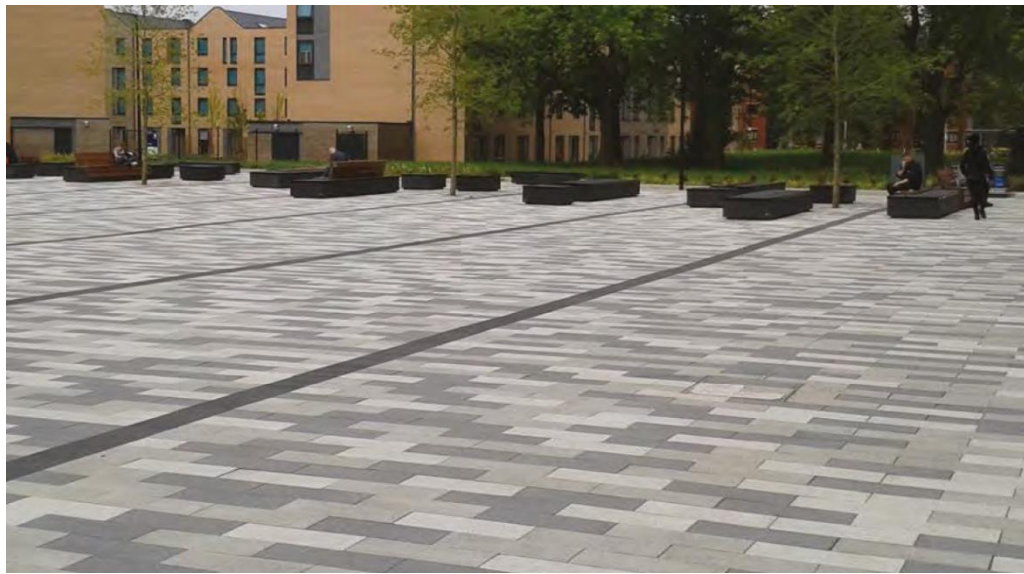
NOTES, with reference to areas numbered:

1. Avenue leading to main entrance and 'street' running through Leisure Centre. Tree planting to emphasise the avenue as the main pedestrian route. Double row of staggered trees / single row of trees adjacent to mature oak. Materials to be permeable (blocks) laid in panels with contrasting bands to provide visual interest. Additional secondary tree planting and beds in car park to emphasis key access routes, break up hard landscape and provide a more enclosed character generally.
2. Oak tree and surrounds to forms a defining area of the scheme and act as a buffer between front piazza and car park. Potential for this area to contain a rustic-style play area and areas of semi woodland-style planting e.g. multi-stem birch trees, grasses, bulbs.
3. Entrance Piazza to form a welcoming area and functional space accommodating café terrace. Potential for use of composite decking to retain rustic feel and emphasis at key areas. Planting weaved through area to give emphasis to entrances and add interest and variety.
4. Planting adjacent to poolside (windows) to provide interest and structure views. North-facing aspect requires predominantly shade-tolerant species. Area to benefit from plants of architectural interest e.g. multi-stem trees, ferns, also rocks. Layout be informed by architect's internal arrangement.
5. Rear Piazza to continue the 'street' though the site providing functional and congregational areas with access to pitches and scope for hosting events. Woodland-style planting beds to frame areas and retain connection to site boundaries.
6. Swales/dry pond to provide SUDS option to development and create a feature area with trees and shrubs with capacity for holding seasonal water. Separated from adjacent footpath via ha-ha style wall. Access to grass pitches via steps/boardwalk.
7. Area of improved grassland and planting managed for conservation value in conjunction with adjacent Nature Reserve. Area mitigates for loss of planting resulting from the development. Also in this area, log piles and bird boxes. Foot/cycle path to run to Green Way with ramp connection.
8. Area of new woodland edge planting to improve backdrop to views from Leisure Centre/ Rear Piazza and improve structure to this area of the park.
9. 'Ziggurat' feature - mound and viewing platform built into the existing banks and woodland to provide a focal point for views from Rear Piazza and encourage greater public use of Braywick Park.
10. Existing mature tree planting retained with improved management and additional planting as required to maintain a visual screen and create a verdant backdrop.
11. Existing roadside tree planting retained with improved management and additional planting as required to maintain a visual screen and create a verdant backdrop.
12. Planting treatment on boundary with cemetery to create additional screening and separation. Existing evergreen hedge allowed to grow higher. Semi-mature specimen tree planting and groups of native trees.
13. Paved feature area to mark the pedestrian entrance to the avenue and improve visibility of the Leisure Centre to passing traffic. Potential for statue e.g. sport-related, running man etc. To be used in conjunction with future pedestrian crossing.



NOTES, generally:

- Landscape treatment to emphasise and retain the verdant character of the site.
- The landscape design is intended to provide both:
 - o functional space with strong character to service the needs of the facility within a rich setting, and;
 - o integration of the development within its parkland surrounds to allow adjacent areas to merge and create a buffer to conflicting functions.
- Compensatory landscape enhancements included to mitigate for building development.
- Planting to utilise a native woodland-style plant list to retain the sylvan nature of the site and retain and enhance biodiversity.
- Hard materials to provide a rich and robust surface treatment with a clear distinction between vehicle and pedestrian areas. Site to utilise sustainable drainage to create landscape features - seasonal pond/swales etc
- Site layout to enhance connections to surrounding facilities.



Concourse ; Forecourt & Landscape feature areas –Textured concrete flag paving in mixed colours and banding



Natural play to blend in the greater landscape



Textured wide top kerb to form planters



Permeable block paving to car parking bays



The centre landscape blends in the natural landscape of the site with swales for water attenuation creating valuable wildlife habitat



Concrete benches in the feature landscape area



Provision for a pergola leading up to the centre



Provision for a street furniture , bollards , bins , external lighting and cycle racks



Carpinus betulus 'frans fontaine'



Acer campestre elsrijk



Pyrus calaryana chanticleer



Prunus avium plena



Prunus okame

Car Park Trees – clear stem , seasonal colour

Pedestrian Concourse Trees – clear stem , seasonal colour , flowers



Prunus serrula



Betula jacquemontii



Amelanchier lamarckii



Alnus glutinosa



Betula nigra

Ornamental Trees to forecourt and landscape feature area– multistem ,seasonal colour

Swale trees – create wildlife habitat and frame long distance views



Car Park Planting – robust , easy maintenance



Planting cycle / pedestrian routes –seasonal colour , native species to improve wildlife habitat



Boundary screen planting – native hedge mix, seasonal colour, low maintenance



Swale planting – help with the removal of contaminant and assist in increased filtration

Report Title:	Maidenhead Station Access Update
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Phill Bicknell, Lead Member for Highways and Transport Cllr David Evans, Lead Member for Maidenhead Regeneration and Maidenhead
Meeting and Date:	Cabinet Regeneration Sub Committee – 5 September 2017
Responsible Officer(s):	Russell O’Keefe, Executive Director
Wards affected:	Boyn Hill and Oldfield

www.rbwm.gov.uk



REPORT SUMMARY

- 1 This report offers an update on improvements to the forecourt area of Maidenhead Station which will support the arrival of the Queen Elizabeth line (Crossrail) in December 2019 and the broader regeneration of the town.
- 2 The Royal Borough has provisionally been allocated up to £6.75 million of Growth Deal Funding by the Thames Valley Berkshire Local Enterprise Partnership for measures to improve access and interchange at Maidenhead Station. This funding is subject to approval of a major scheme business case by the LEP’s Local Transport Body in November 2017.
- 3 Members are asked to note progress and the next steps for developing the preferred scheme and associated business case.

1 DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet Regeneration Sub-Committee:

- i) **Notes the report and progress made to date**
- ii) **Notes the proposed timescale for developing the preferred option and developing the business case in order to secure Local Growth Deal Funding.**

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

- 2.1 The Royal Borough has provisionally secured up to £6.75 million of Growth Deal funding from the Thames Valley Berkshire Local Enterprise Partnership (LEP) for a major transport improvement scheme at Maidenhead Station in preparation of the arrival of the Queen Elizabeth line (Crossrail).
- 2.2 The funding is subject to the development of a business case prepared in accordance with the Department for Transport’s Transport Appraisal Guidance (webTAG), which must deliver a benefit to cost ratio (BCR) of at least 2.0.
- 2.3 The scheme will have three core elements:
 - i) Improved connections between journeys made on foot, bicycle, bus, train, taxi and car.

- ii) Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a high-quality gateway to the town centre.
 - iii) Construction of replacement parking for any spaces that are displaced from the forecourt in order to create the interchange.
- 2.4 The Royal Borough's framework partner (Project Centre Ltd) were commissioned to:
- Develop concept designs, outline specifications and preliminary cost estimates for the scheme.
 - Consult with key stakeholders and agree a preferred scheme.
 - Develop designs and cost estimates for the preferred option.
 - Develop a compliant major scheme business case for approval by the LEP's Local Transport Body at its next meeting on 16 November 2017.
- 2.5 This will build on the feasibility and design work already undertaken.
- 2.6 This work is developing designs, specifications and cost estimates incorporating elements required by Network Rail and Great Western Railway, namely:
- A new public space in front of the ticket office with high quality paving, seating, lighting and landscaping
 - An improved pedestrian route across the forecourt linking the station entrance to the crossing to the town centre
 - A cycle hub with 300 secure, covered cycle parking spaces
 - Improved facilities for taxis, including an accessible rank and holding area
 - Blue badge parking, and parking for rail contractors and retail staff
 - Provision for servicing of the retail unit
 - Provision for passenger set-down / pick up (including corporate mini-buses)
 - Provision for rail replacement bus services – up to six vehicles
 - Bollard protection of the ticket office / station entrance
 - Off-site re-provision of long-stay parking for cars and powered two-wheelers.
- 2.7 Appendix 1 shows a draft concept for the station forecourt.
- 2.8 It should be noted that a bus interchange will not be considered as part of this project. Previous studies concluded that this could not be accommodated within the station forecourt. Options were considered using private land to the north of the site within the Maidenhead Station Opportunity Area. However, the landowners declined to enter into a joint venture and compulsory purchase would be required. This would result in significant increased costs and a potential funding shortfall of between £7 million and £17 million, even with substantial redevelopment of the site.
- 2.9 It should also be noted that long-stay parking displaced from the station forecourt will be re-provided nearby as part of the town centre parking strategy.
- 2.10 In addition to the forecourt area, design, specifications and preliminary cost information for an enhanced crossing between the station and the town centre are being developed.
- 2.11 The preferred option being developed is for a cycle/pedestrian bridge as an alternative to the existing at-grade. It is believed this could well mitigate negative impacts on traffic

flows, which may occur if the at-grade crossing is improved to reduce pedestrian delay and increase capacity.

2.12 An alternative option for improving the existing at-grade, traffic signal controlled crossing are also being developed with due consideration to the planned changes to the town over the next few years.

2.13 The final developed options are subject to further consultation key stakeholders including:

- Partnership for the Rejuvenation of Maidenhead (PRoM)
- Rail industry partners (Crossrail, Great Western Railway and Network Rail)

2.14 The draft business case will be presented to the LEP's consultants for audit and review before being presented to the LEP's Local Transport Body for approval and release of funding.

Table 1: Options

Option	Comments
Option 1 – To do nothing. This is not recommended	The Borough would miss out on significant funding to improve access to Maidenhead Station and support the regeneration of the town centre
Option 2 – To develop options for the crossing between the station and town centre, and then develop a webTAG compliant business case for the preferred option.	This would allow the council to secure funding to improve access to Maidenhead Station and support the regeneration of the town centre; future proofing the station against predicted growth in passenger numbers. This is the recommended option

3 KEY IMPLICATIONS

Table 2: Key implications

Outcome	Unmet	Met	Date of delivery
Business case approved by the LEP's Local Transport Body and Growth Deal funds allocated to the project	Business case not approved	Business case approved	16 November 2017

4 FINANCIAL DETAILS / VALUE FOR MONEY

4.1 Securing Growth Deal Funding requires a minimum Royal Borough contribution of 20%. Estimated scheme costs are £8 million, of which £6.75 million is funded externally from the LEP (Growth Deal Funding).

- 4.2 Final scheme costs will be dependent upon the final preferred scheme option.
- 4.3 If the Local Transport Body awards funding on 16 November, then construction will take place in 2018/19 and 2019/20 and should be completed in advance of Queen Elizabeth line (Crossrail) operations starting from Maidenhead in December 2019.
- 4.4 The capital programme approved in February 2017 includes £585,000 (ref. CD42) expenditure in 2017/18 with the remainder of costs indicatively phased across 2018/19 and 2019/20.

Table 3: Approved Budget

	2017/18	2018/19	2019/20
CAPITAL	£585,000	£5,000,000	£2,415,000

Table 4: Financial impact of report's recommendations

REVENUE	2017/18	2018/19	2019/20
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£0

CAPITAL	2017/18	2018/19	2019/20
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£0

5 LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from this report.

6 RISK MANAGEMENT

Table 5: Impact of risk and mitigation

Risks	Uncontrolled Risk	Controls	Controlled Risk
Business case does not achieve the required cost benefit ratio of 2.0 or more.	High	Engagement of specialist sub-consultancy support for preparation of the economic case, with experience of preparing business cases for similar schemes elsewhere.	Med
LEP's consultant (WYG) does not approve the draft business case	Medium	Early meeting with WYG to agree scope and methodology for the business case.	Low

Risks	Uncontrolled Risk	Controls	Controlled Risk
Failure to get necessary consents and permissions	Medium	Early engagement of rail industry partners	Low

7 POTENTIAL IMPACTS

7.1 These will be reported as part of the business case.

8 CONSULTATION

8.1 This report will be considered by Highways, Transport and Environment Overview and Scrutiny Panel on 29 August.

9 TIMETABLE FOR IMPLEMENTATION

Table 5: Implementation timetable

Date	Details
8 September	Concept designs for interchange and crossing complete
15 September	Option modelling complete
22 September	Designs for preferred option complete
25 September	Draft business case submitted to LEP's consultant for review and comments
30 October	Sing off of final Business Case by Cabinet Regeneration Sub-Committee
16 November	Final business case presented to Local Transport Body for approval

10 APPENDICES

10.1 Appendix 1 – Draft Concept Proposal for Station Forecourt

11 BACKGROUND DOCUMENTS

11.1 None

Appendix 1: Draft Concept Station Forecourt Proposal

Standard mode of operation

1. Station square with opportunity for seating/planting area and trees
2. Disabled parking bays located within the shared surface area. Access would be required through the taxi rank, but this gives the best facilities for disabled users, parking below the existing station canopy.
3. Head of the taxi queue with space for two vehicles to stand ready
4. Two lanes of taxi queuing space giving room for up to ten taxis to wait
5. Loading within the shared surface to service the retail unit
6. 20 standard set down and pick up parking bays
7. Cycle parking
8. Clear pedestrian priority across the junction
9. Two staff parking spaces for Network Rail

55



This page is intentionally left blank

Agenda Item 7

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Agenda Item 8

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank