

Appendix E

Report to Council, 19 June 2017

www.rbwm.gov.uk



Royal Borough
of Windsor &
Maidenhead

Borough Local Plan 2017

Infrastructure Delivery Plan

May 2017

IDP Contents

1. Introduction
 - 1.1 Background
 - 1.2 Purpose
 - 1.3 Policy context
 - 1.4 Borough Local Plan 2013-33

2. Development of the IDP
 - 2.1 Types of infrastructure
 - 2.2 Prioritisation of infrastructure
 - 2.3 Methodology and approach
 - 2.4 Collaborative working
 - 2.5 Funding and viability

3. Infrastructure Requirements
 - Schedule A Transport infrastructure
 - 3.1 Transport context
 - 3.2 Local transport schemes
 - 3.3 Major transport schemes
 - 3.4 Junction improvement schemes
 - 3.5 Sustainable transport
 - Schedule B Green and Blue infrastructure
 - 3.6 Flood defences
 - 3.7 Public open space
 - 3.8 Play space
 - 3.9 SANG
 - Schedule C Social infrastructure
 - 3.10 Education definitions
 - 3.11 Early years
 - 3.12 Primary education
 - 3.13 Secondary education
 - 3.14 Special Educational Needs (SEN)
 - 3.15 Health
 - 3.16 Sports and leisure facilities
 - 3.17 Emergency services
 - 3.18 Libraries and community centres
 - Schedule D Utilities and hard infrastructure
 - 3.19 Utilities context
 - 3.20 Electricity
 - 3.21 Gas
 - 3.22 Water supply
 - 3.23 Sewerage
 - 3.24 Waste
 - 3.25 Telecommunications and broadband

- Appendix A - Schedule A – Transport infrastructure
- Appendix B - Schedule B - Green and Blue infrastructure
- Appendix C - Schedule C - Social infrastructure
- Appendix D - Schedule D - Utilities and hard infrastructure
- Appendix E - Project Risks

- Figure 1 BLP residential development assumptions
- Figure 2 Residential developments by ward
- Figure 3 Types of infrastructure
- Figure 4 Prioritisation of infrastructure
- Figure 5 Key stages of the IDP
- Figure 6 List of groups contacted
- Figure 7 Key milestones
- Figure 8 Proposed local transport schemes
- Figure 9 LTP schemes
- Figure 10 Junctions with LOS at D, E or F
- Figure 11 Junction level of service (LOS) interpretation
- Figure 12 Junctions with average LOS at D, E or F – peak AM conditions
- Figure 13 Junctions with individual turn or turns with a LOS at E or F
- Figure 14 Junctions of strategic importance
- Figure 15 Journeys with delays of 60/+ seconds (if no mitigation is provided)
- Figure 16 Journey time routes
- Figure 17 Specific Highway comments relating to housing allocations
- Figure 18 Public Open Space: proposals for land purchases and leases
- Figure 19 Allen’s Field Suitable Alternative Natural Green Space
- Figure 20 School systems in the Borough
- Figure 21 Children benefiting from early years provisions in the Borough
- Figure 22 Number of additional early years and childcare places need
- Figure 23 Estimated costs of providing new nursery schools and classes
- Figure 24 Current primary places available at intake and surplus capacity
- Figure 25 Maximum demand for primary school places at intake, by FE
- Figure 26 Sites identified for new primary schools
- Figure 27 Balance of capacity and demand at intake for primary schools (FE)
- Figure 28 Estimated costs of new primary places with 10% surplus (£’000)
- Figure 29 Current secondary places available at intake and surplus capacity
- Figure 30 Maximum demand for secondary school places at intake, by FE
- Figure 31 Site identified for new secondary school
- Figure 32 Balance of capacity and demand at intake for secondary schools (FE)
- Figure 33 Estimated costs of new secondary places with 10% surplus (£’000)
- Figure 34 Site identified for a new special school
- Figure 35 Proposed leisure and indoor sports facilities projects
- Figure 36 Planned library and community facilities projects
- Figure 37 Known significant water supply reinforcements requirements
- Figure 38 High level assessment of STWs

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 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).

1.2 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, wastewater 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)*

1.3.2 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).

1.3.3 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.

1.3.4 It is recognised that a more flexible approach may be taken to development and infrastructure coming forward after the first five years, provided any uncertainty is clearly recognised in the Local Plan. The guidance advises that, where the deliverability of critical infrastructure is uncertain, the plan should address the consequences of this by including possible contingency arrangements and alternative strategies although the key deliverables should be clearly stated.

1.4 Borough Local Plan 2013-33

1.4.1 This IDP has been prepared to support the emerging Borough Local Plan 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 Policies 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 providers¹.

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:
 - (i) Secure the provision of utilities, services, and facilities to enable planned development in a coordinated and timely manner
 - (ii) Ensure that new development makes an appropriate contribution towards infrastructure needs arising from such development

¹ BLP Policy IF1 (S), BLP 2017

- **Objective 7 Sustainable transport** – To promote sustainable transport and alternatives to the use of private vehicles:
 - (i) Encourage the provision of facilities for pedestrians and cyclists in new development
 - (ii) Locate development to minimise the need for travel
 - (iii) Promote the use of public transport
- **Objective 9 Environmental protection** – To maintain and enhance the natural environment of the borough:
 - (i) Ensure that new development contributes to environmental **improvement**
 - (ii) 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:
 - (i) Ensure that new development contributes to providing open space within new development
 - (ii) 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:
 - (i) Promote sustainable design and construction
 - (ii) Promote the use of renewable energy
 - (iii) 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

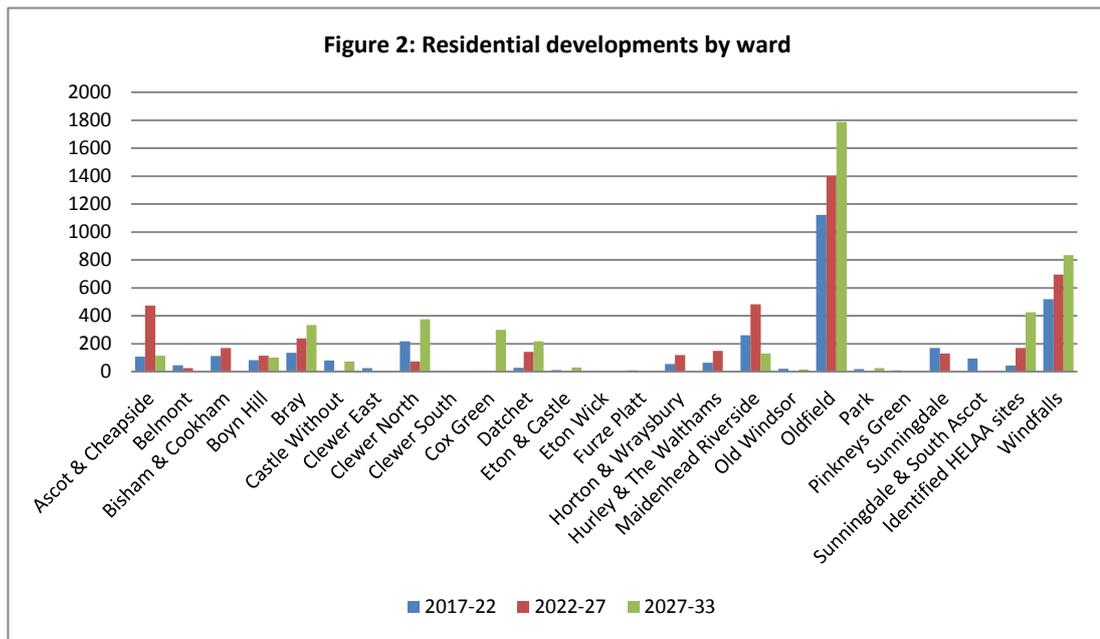
	2013-17	2017-22	2022-27	2027-33	Total
Completions and commitments	1,476	2,296	n/a	n/a	3,772
BLP proposed allocations	0	1,657	3,314	3,315	8,286
Identified Housing and Economic Land Availability Assessment (HELAA) sites	0	26	99	237	362
Windfalls	0	413	624	803	1,840
Total	<u>1,476</u>	<u>4,392</u>	<u>4,037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

1.5.3 The IDP assumes that about 1,476 units have been built in the Borough between 1st April 2013 and 31st March 2017², and an additional approximately 4,400 residential

² Based on planning monitoring figures available in Feb 2017

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 and associated sites.

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.



1.5.5 The BLP does not generally specify the level of employment development 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 which should be the subject of specific institutional responses as appropriate.

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 meaning 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, 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 BLP³. 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
Social infrastructure	<ul style="list-style-type: none"> ▪ Early Years education ▪ Primary and first schools (incl. infant and junior) ▪ Secondary, middle & upper schools ▪ Special educational needs ▪ GP services ▪ Adult social care ▪ Community centres ▪ Libraries ▪ Emergency services ▪ Sports and leisure facilities
Transport	<ul style="list-style-type: none"> ▪ Road network and road junctions ▪ Walking and cycling provisions ▪ Public transport facilities ▪ Parking provision
Utilities and hard infrastructure	<ul style="list-style-type: none"> ▪ Strategic flood resilience ▪ Sewerage ▪ Water supply ▪ Gas and electricity ▪ General waste management ▪ Telecommunications

³ HDH, *Viability Update: Local Plan Review 2017*, April 2017

Environmental infrastructure

- Open space provision
- SANG / Biodiversity

(Note this is not an exhaustive list of infrastructure needed to support development)

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
High priority	Required to enable new development to come forward within the plan period.
Medium priority	Required to mitigate against the impacts from new development contribute towards the Spatial Objectives of the Borough Local Plan, but the precise timing of delivery is not critical.
Low priority	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 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.

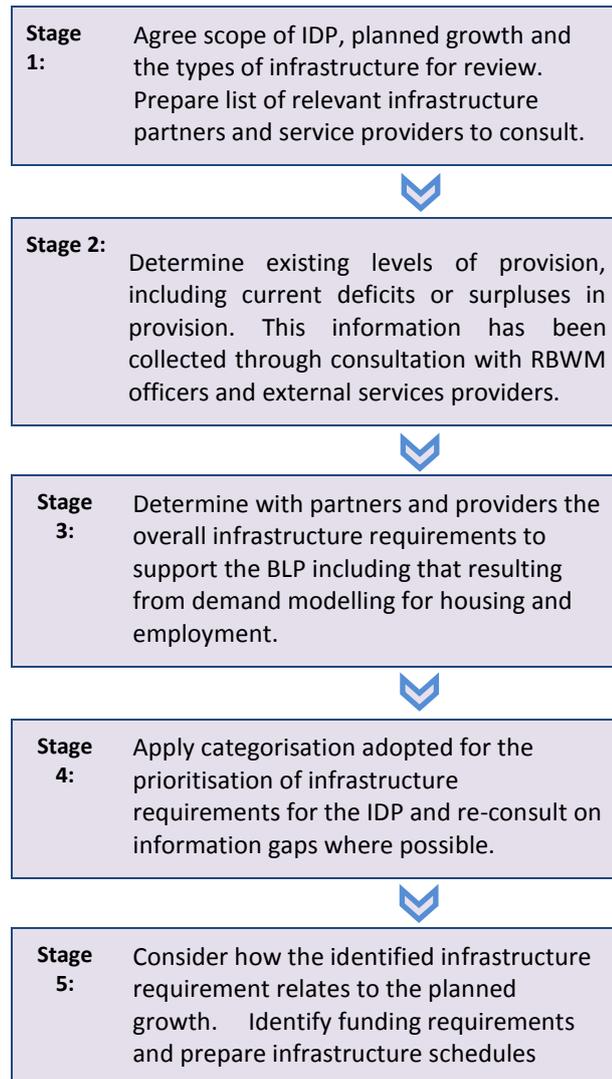
2.3.4 Unless specified, costs for land assembly and land purchase have not been included in this report. Demographic projections are based on modelling assumptions related to population yield and calculations provided by the relevant infrastructure partners and service provider.

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 A number of infrastructure partners and service providers are still to provide information requested, and where appropriate, the IDP draws on evidence and information gathered by the Council in 2015 for the adoption of the Community Infrastructure Levy (CIL) and work on the emerging BLP. The overall methodology for the IDP adopted is indicated in Figure 5 below.

Figure 5: Key stages of the IDP



2.3.8 Infrastructure delivery requires long-term commitment and effective joint working between the Council and its partners. An officer and stakeholder Infrastructure Reference Group 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.

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.
- 2.3.12 Work for the IDP has been undertaken in parallel with the preparation of the Regulation 19 submission version of the BLP. The BLP development trajectory has been updated as a result of the Regulation 18 consultation and this IDP will continue to be refined as development takes place.

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 mainly relate to transport junction improvements in neighbouring authorities and 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. Memorandum of Understanding (MoU) documents have been, or are being, prepared which address issues of common interest and identify possible areas where further collaboration would be mutually beneficial, including necessary infrastructure.
- 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. To ensure infrastructure priorities and progress are kept under regular review, an Infrastructure Reference Group (officers group) has been set up across Council services and representatives from Windsor Ascot and Maidenhead Clinical Commissioning Group (WAM CCG) to coordinate with other infrastructure providers and work collaboratively on matters relating to future infrastructure delivery.
- 2.4.4 The Infrastructure Reference Group will produce an Infrastructure Investment plan which will set out the details of how the identified infrastructure requirements for the BLP will be funded. Officers also play an active part in a Berkshire wide infrastructure working group seeking to align infrastructure planning information and the preparation of IDP evidence among the Berkshire authorities.

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

Infrastructure Types	Organisations / Groups
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
Sustainable Transport (including rail and cycling provisions)	RBWM; Network Rail
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 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.

Figure 7: Key milestones

Key milestones	Date
Draft Report: Draft IDP report to be published as part of Borough Local Plan evidence base - Identifying the key infrastructure requirements needed to support the Borough	April 2017 - Draft Report to be published.

Local Plan, how it relates to the anticipated developments set out, and where possible, costings of the infrastructure and how they will be delivered.	
Final Report: Review comments received from stakeholders and where necessary, undertake further discussions and work with neighbouring authorities and relevant infrastructure partners and service providers to refine assumptions made in the Draft Report.	May/June 2017 - Final IDP report to be published.

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 grant (on per capita basis) for publicly funded infrastructures, 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 List⁴ 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.
- 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)⁵.

⁴ RBWM, *CIL Regulation 123 List*, December 2016

⁵ RBWM, *Local Plan Review 2017 – Viability Update*, xx 2017 (Draft)

3. Infrastructure Requirements

Schedule A Transport infrastructure

3.1 Transport context

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, footpaths and public rights of way, cycle routes and waterways).

3.1.2 Transport schemes are identified as either local (those which improve connections between or within neighbourhoods in the Borough) or strategic (those which are key to connectivity between the Borough and beyond). Projects identified include junction improvement schemes required to mitigate the impact of planned development.

3.1.3 Transport interventions and future projects which would support transport development at a local and strategic level have been drawn from relevant local policy and evidence base documents and consultation. This section focusses only on the elements of transport provision for which the Council is responsible, in terms of delivery and funding.

Berkshire Local Investment Strategy

3.1.4 The Berkshire Local Investment Strategy (2010), developed by the Thames Valley Berkshire Local Economic Partnership (TVB LEP), outlines and integrates the plans for housing and economic development for the next 20 years for the six unitary authorities in Berkshire. The Strategy marks the major issues to be tackled across the area, such as tackling congestion, particularly on strategic routes such as those to and from London, from Heathrow Airport and north-south movements linking the South Coast to the Midlands and North.

RBWM Local Transport Plan

3.1.5 The RBWM'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 outlines the Council's vision and strategic plans with regard to transport infrastructure.

3.1.6 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.

RBWM Parking Strategy

- 3.1.7 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.
- 3.1.8 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).

Maidenhead Access and Parking Review February 2015

- 3.1.9 The Council has prepared this document as a high level review of the issues and options. The report is a working document designed to capture issues and options across Maidenhead for all user types.
- 3.1.10 The document also seeks to review the forecast demand for parking within the town and proposes a number of options for short to long term to address the predicted shortfalls. The report is a stepping stone and looks to build on the Area Action Plan to start a process for taking the individual issues, options and possible projects forward including securing future funding opportunities.

Windsor Parking Strategy (2014)

- 3.1.11 The majority of the short to medium projects detailed within the 2009 Windsor Parking Strategy document have been secured and implemented in mid-2014. The Council commissioned a review of the original long term options as defined in the 2009 study to determine their appropriateness to be considered to provide additional car parking capacity in Windsor.
- 3.1.12 The main purpose of the study is to build upon the success of the original Windsor Parking Strategy and it seeks to generate a number of high-level options which are to be considered by the Council. These options will require the Council, if they are determined to be appropriate, to secure funding in the future and consent through the formal planning process.

3.2 Local transport schemes

Scope

- 3.2.1 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 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.

Planned and committed provision

- 3.2.2 The Planning Obligations SPD 2014 sets out a list of projects relating to physical infrastructure that the Council has approved as justifying planning obligations being sought from a new development. The list of schemes below identifies the aggregated

costs as set out in the SPD list of planned projects for all schemes that are considered to be local; aggregated and grouped according to:

- intervention type;
- policy origin of the project.

3.2.3 It should be noted that the indicative costs set out in the SPD do not always indicate the full cost of the infrastructure item, but rather the cost to which developer contributions will be allocated.

3.2.4 Where possible, the full costs have been clarified. In addition due to the age of the SPD, a number of items may have been implemented or reassessed as major project. A high level review of the SPD has been carried out and a summary of the items to be included across the defined areas shown is set out in Figure 8.

Figure 8: Proposed local transport schemes

Scheme	Maidenhead	Windsor	Other	Borough-wide	Total
Public rights of way improvement plans	£3.0	£0.3	£0.5	£0.0	£3.8
LTP integrated transport strategy proposals	£0.1	£0.1	£0.1	£2.1	£2.4
Public realm and environmental improvements	£0.8	£1.6	£2.5	£1.3	£6.3
Cycle network scheme	£1.2	£0.1	£1.0	£0.0	£2.3
Car Park improvement schemes	£0.0	£0.2	£0.0	£0.0	£0.2
Traffic and road safety schemes	£4.4	£2.0	£2.9	£1.8	£11.0
Street Lighting scheme	£1.1	£0.7	£0.8	£0.0	£2.6
Total	£10.5	£5.0	£7.8	£5.3	£28.6

Source: Peter Brett Associates LLP; RBWM Planning Obligations and Developer Contributions Supplementary Planning Document 2014

Future requirements

3.2.5 The total estimated costs of all projects identified in the SPD review is approximately £28.6 million, a significant proportion of which is attributed to traffic and road safety schemes. The Maidenhead area accounts for close to 40% of the overall transport costs, almost double the funding required in Windsor.

3.3 Major transport schemes

3.3.1 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 planned or in implementation, are noted in Figure 27 below.

Figure 9: LTP schemes

Projects	Junctions
Stafferton Way - Support Works	Shoppenhangers Road / Norreys Dive
Stafferton Way - Car Park	A404(M) Junction 9B / A4 Bath Road
Maidenhead Public Realm Strategy	A4 Bridge Road / Ray Mead Road
Maidenhead Transport Hub/Station	M4 Junction 8/9
Nicholson's Car Park	Shoppenhangers Road / A404(M) Slip Road
Waterways - Maidenhead	A308 Albert Road/ Datchet Road/ Straight Road / Old Windsor
Maidenhead Access and Parking Strategy	A308 Braywick Road / Braywick Park Junction
Windsor Park and Ride/Coach Park Scheme	
Windsor Car Parking Strategy	
Legoland Corridor	

Source: Peter Brett Associates LLP; RBWM

Planned and committed provision

Stafferton Way Link Road (Support Works)

3.3.2 The planned extension to Stafferton Way link road to complete a circular route around Maidenhead by linking the A308 and the A4, was estimated at a total projected cost of £3.75 million, with around 55% (£2.083m) provided by the Department for Transport (DfT) and the remainder by RBWM⁶. The project commenced on site in February 2015.

3.3.3 Although the project is provisionally funded to cover the three main packages of works, the scheme also proposed the option for a set of additional support works along the corridor to further enhance the scheme. These works are not currently funded and the Council would seek a £745,000 contribution towards these works.

Parking at Stafferton Way

3.3.4 There is currently a long-stay car park for visitors to Maidenhead town centre and access to the railway station. Plans include an improved multi-storey car park which would better serve users of the railway station and also town centre employees.

Maidenhead public realm improvements

3.3.5 A number of improvements are planned for the area around Maidenhead Station and also Maidenhead town centre. The Planning Obligations SPD sets out a sum of £7.1 million for public realm improvements to Maidenhead Priority Areas and also a sum of £10.01 million for other town centre public realm improvements. These costs are believed to be for construction only, as such they have been converted to “project costs” using the DfT Webtag assumptions and therefore a contribution in the region of £24,000,000 would be required.

Waterways – Maidenhead

Local Pinch Point Fund Application form for the extension of Stafferton Way Link Road, RBWM (2013)

3.3.11 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 at Green Lane and a lock is to be added at a later stage to allow larger boats to pass into the town centre.

3.3.12 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.

Various parking projects

3.3.13 A number of parking projects have been identified in the LTP and related documents; primarily in Maidenhead and Windsor, and further detailed planning work will be required. Up to £13 million is being sought from various sources for these projects.

Legoland corridor

3.3.14 The Council is reviewing options for highway improvements from the Clarence Road junction to the Legoland Access Junction on Winfield Road as part of a multi-agency group which meets to address issues in this corridor. These are being considered as a means of managing the seasonal pressures that the Legoland facility places on this corridor, and an allowance of £3,000,000 for these works is being considered.

Strategic Highway Schemes Associated with the AAP

3.3.15 Projections have been made for anticipated future costs of strategic highway schemes, which will support the delivery of the Maidenhead Town Centre Area Action Plan (AAP) to 2026. The AAP included over £10 million of costs for various highway schemes in Maidenhead.

3.3.16 The strategic highway improvements in the AAP area include the following elements:

- projected AAP highway improvements: £5.66 million
- soft measures: £1.75 million
- future capital works: £10 million

Windsor Bridge⁷

3.3.17 This project is a new bridge from the coach park to the town centre. No costs or additional detail has been provided on this scheme.

3.3.18 There are other strategic transport schemes planned and underway in the area which have not been included in this list, as the responsibility for carrying out and funding these projects does not lie with the Council. Such projects include the works being undertaken by Crossrail at Maidenhead Station, including platform extensions,

⁷ This project was noted as a 'priority infrastructure project' for the Borough in the March 2013 s106 Update Report, RBWM Cabinet Report. It is not currently referenced in the RBWM SPD document.

electrification and access improvements. There are also planned improvements to the M4 which will be undertaken by the Highways Agency as part of the Active Motorways scheme.

3.4 Junction improvement schemes

Scope

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

Existing and planned provision

- 3.4.2 As part of the transport evidence for the BLP, the Council has commissioned consultants WSP and Parsons Brinckerhoff to model the impact of planned growth on traffic in the road network and performance of junctions in the Borough and the immediate surrounding areas⁸. The draft report for the modelling work indicated that, based on development trajectory data provided, 28 junctions within the detailed area of modelling have a level of service relating to congestion (LOS) performance at D, E or F during peak AM conditions (see Figure 10 below for the 28 junctions; Figure 11 for the interpretation of level of service (LOS); and Figure 12 for peak AM conditions at identified junctions).

⁸ WSP & Parsons Brinckerhoff, Draft Local Plan Assessment / Transport model report, Mar 2017

Figure 10: Junctions with LOS at D, E or F

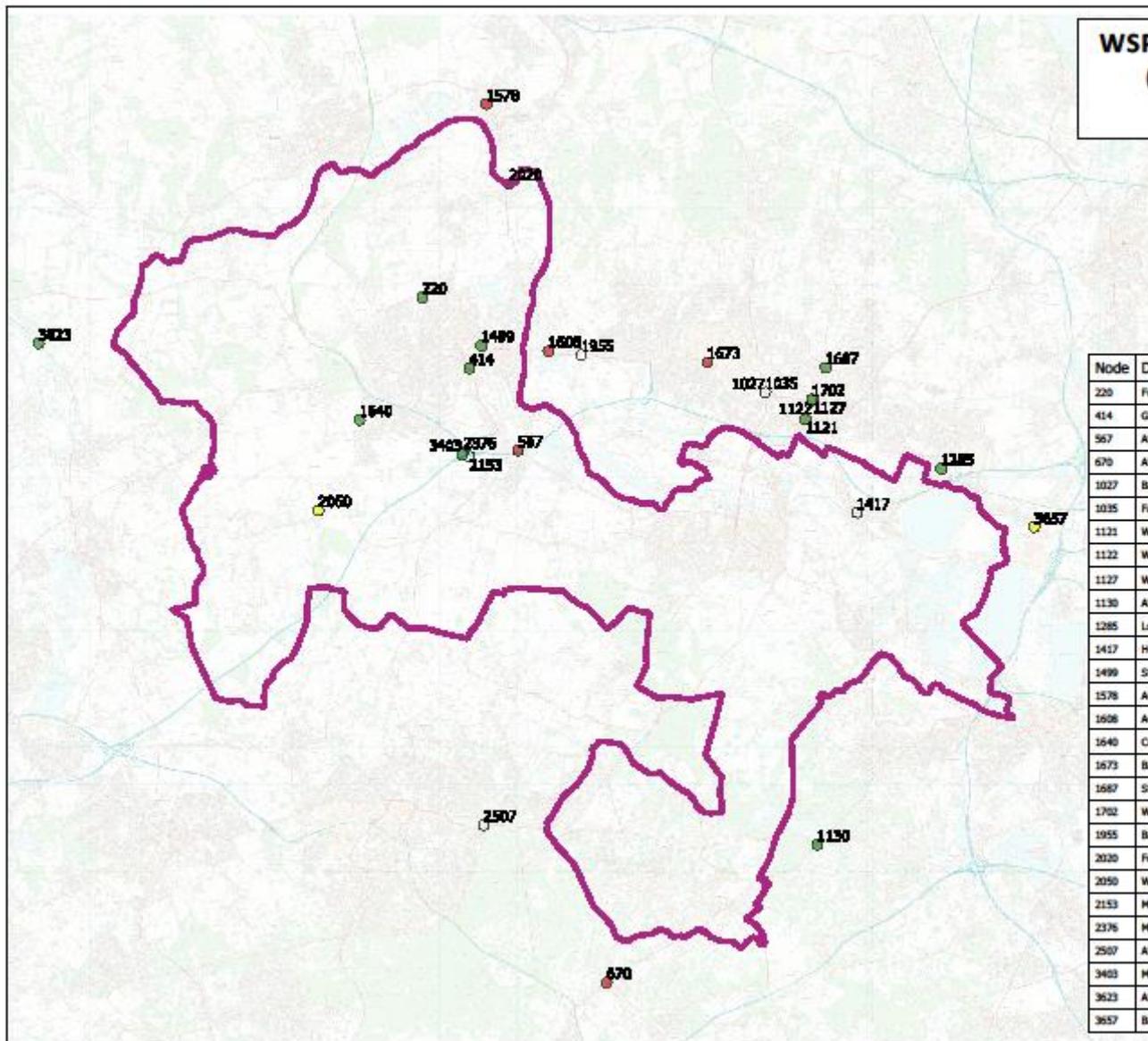
Node	Description	Area	2032 Scenario B (incl. BLP growth)		
			AM	PM	Junction Type
220	Furze Platt Rd / Switchback Rd South	Maidenhead	D		Signalised
414	Grenfell Road / King Street	Maidenhead	D		Signalised
567	A308 Windsor Road / Upper Bray Road	Holyport	F	F	Priority
670	A30 London Road / School Road	Windlesham	F	F	Priority
1027	Bath Road West / Tuns Lane	Slough	E	E	Signalised
1035	Farnham Road / Bath Road East	Slough			
1121	Windsor Road / Albert Street	Slough	D	D	Signalised
1122	Wellington Street / William Street	Slough	D		Signalised
1127	Wellington Street / William Street	Slough	D	D	Signalised
1130	A30 London Road / A329 Blacknest Road		D	D	Signalised
1285	London Road / High Street	Langley	D	E	Signalised
1417	Horton Road / High Street	Datchet		E	Roundabout
1499	St Cloud Way / Zone 128 access	Maidenhead	D		Signalised
1578	A4155 – Marlow Road / Blind Lane	Bourne End	F	E	Priority
1608	A4 Bath Road / Berry Hill	Taplow	F	D	Signalised
1640	Cox Green Level Crossing	Cox Green	D	D	Signalised
1673	Bath Road / Dover road	Slough	F	F	Signalised
1687	Stoke Road / Shaggy Calf Lane	Slough	D	D	Signalised
1702	Wellington Street / William Street	Slough	D	D	Signalised
1955	Bath Road / Station Road	Taplow			
2020	Ferry Lane (bridge crossing)	Cookham			
2050	Waltham Road / Walgrove Gardens	Waltham	E		Priority
2153	M4 J8 / 9 Westbound approach	Maidenhead		D	Signalised
2376	M4 J8 / J9 A404(M) South East bound app.	Maidenhead	D	D	Signalised
2507	A329 – London Road / Long Hill Road	Bracknell		D	Roundabout
3403	M4 J8 NB Offslip / A404 roundabout	Maidenhead	D		Signalised
3623	A321	Henley	D		Signalised
3657	Bath Road / Coleridge Crescent	Colnbrook	E	D	Priority

Figure 11: Junction level of service (LOS) interpretation

Level of Service	Interpretation
D	Significant congestion on critical approaches, but junction is functional. Cars required to wait through more than one cycle during short peaks, No long standing queues formed.
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements (yellow box). Traffic may block back to upstream junctions.
F	Total breakdown. Stop and go operation.

(* note interpretation of Level of Service A-C has been excluded from the table above)

Figure 12: Junctions with average LOS at D, E or F – peak AM conditions



3.4.3 This assumes LOS performance is averaged out across all turns for the 28 junctions and may not accurately represent the individual performance of links and turns of the junction. To provide a more detail assessment on the performance of each junction, the draft report also provided an analysis of turning movement and performance of each turn of the junctions.

Junctions of strategic importance

3.4.4 In total, this identifies 44 links and turns within the assessment area with individual turns with a LOS at E or F, for the junctions shown in Figure 10. 15 junctions have then been identified by the Highways Authority as having strategic importance to supporting the delivery of the BLP (as shown in Figure 14 and Schedule A).

Figure 13: Junctions with individual turn or turns with a LOS at E or F

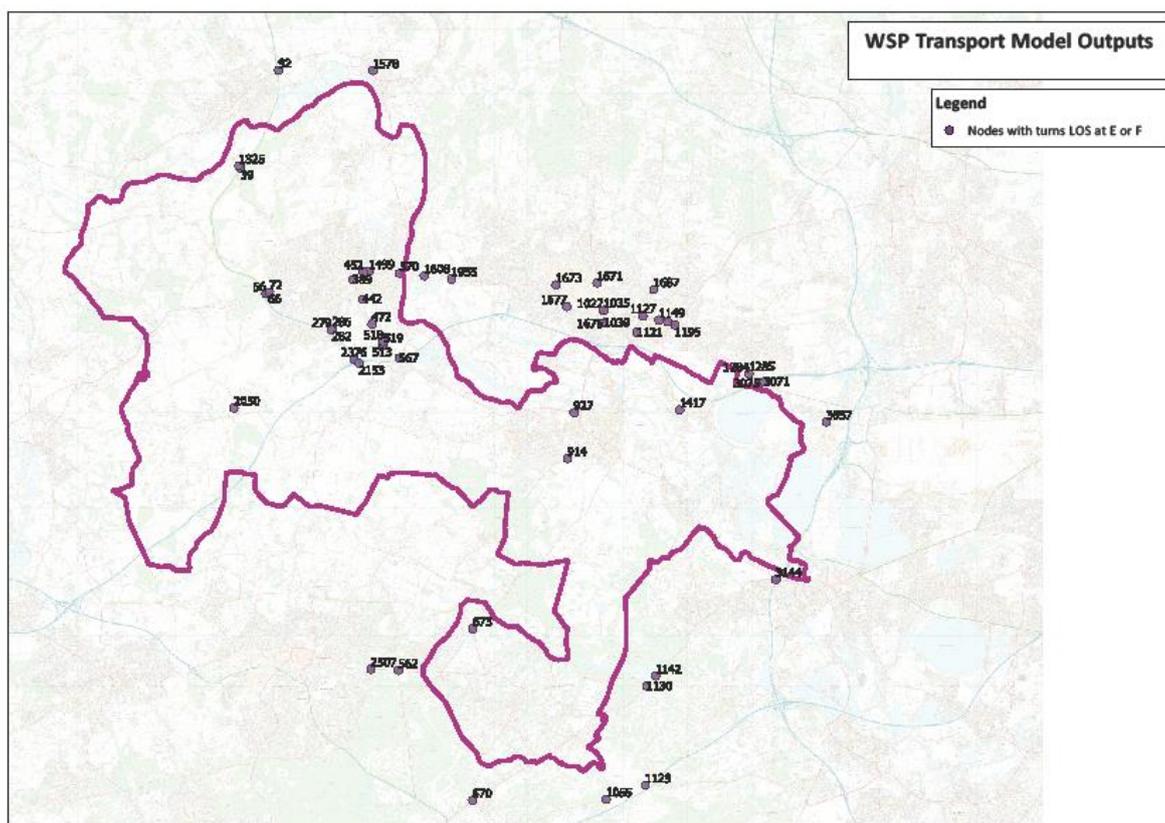


Figure 14: Junctions of strategic importance

Junctions of Strategic Importance
<ul style="list-style-type: none"> ▪ M4 J8 / 9 * ▪ A404 (M) / Shoppenhangers Road / Norreys Drive roundabouts * ▪ A404 (M) / A404 / A4 Thicket roundabout * ▪ A404 / A308 Bisham roundabout ▪ A4 / Henley Road / Cannon Lane ▪ A4 / A308 Castle Hill roundabout ▪ A4 / B4447 Cookham Road roundabout ▪ A4 / A4094 Ray Mead Road roundabout ▪ A308 Braywick Road / Stafferton Way / Rushington Avenue roundabout ▪ A308(M) / A308 / A330 / The Bingham's (Braywick) roundabout * ▪ A308 / B3028 Upper Bray Road ▪ A308 / Mill Lane / Parsonage Lane roundabout ▪ A330 Winkfield Road / A332 Windsor Road ▪ B376 London Road / B470 Horton Road ▪ B3022 Winkfield Road / Clewer Hill Road

(* denotes junctions with implications for the strategic road network from Highways England's perspective)

3.4.5 The large majority of the identified strategic junctions are on A and B roads and their performance will likely have wider implications for the Borough's road network. The Council has commissioned consultants PBA to work up initial designs of mitigations and costings for the 15 junctions, which for the A4 schemes are likely to include signals.

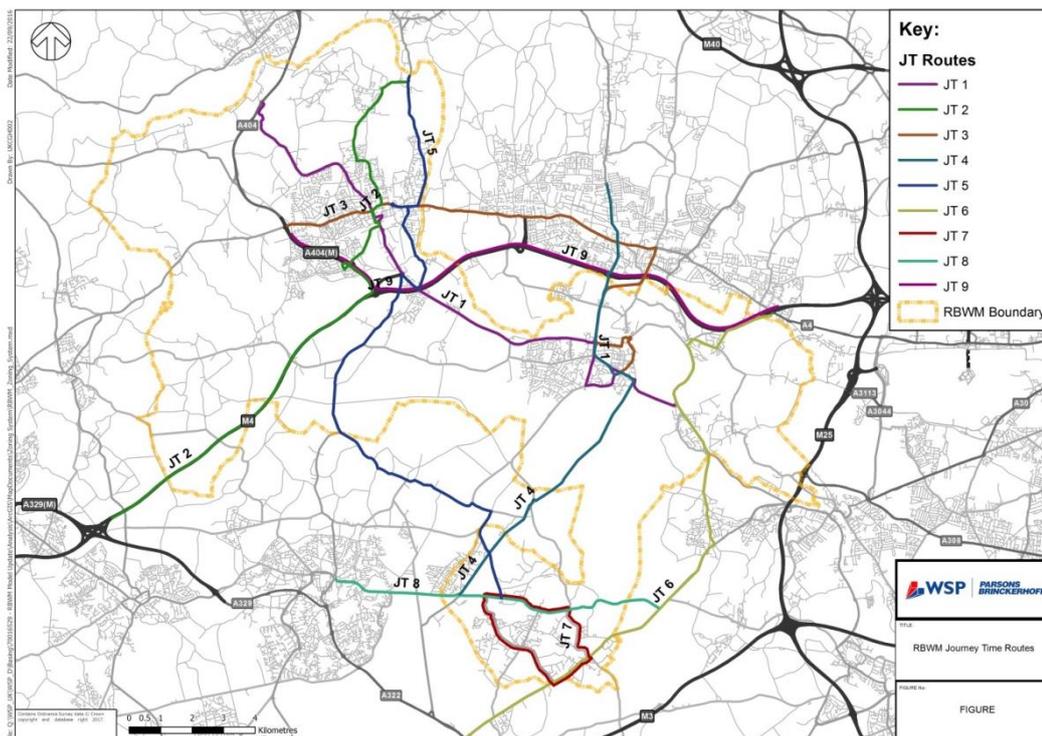
- 3.4.6 Discussions between Highways England (HE) and the Council suggest that of the identified junctions⁹, four will have implications for the strategic road network. HE will provide a formal response to the Council in due course but it is noted that, while mitigations will be necessary to ameliorate 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).
- 3.4.7 As part of the transport modelling work, a series of nine routes were also identified to provide representation journey times across the network if development proposals from the BLP were to come forward and no mitigation is provided. Figures 31 and 32 below highlight the nine routes that show an overall increase of 60 seconds in delay, and the junctions at which delays occur.

Figure 15: Journeys with delays of 60/+ seconds (if no mitigation is provided)

AM Peak routes	PM Peak routes
<ul style="list-style-type: none"> ▪ Route 1 travelling eastbound shows increased delays of approximately 182 seconds at the A308 Windsor Road/Harvest Hill Road ▪ Route 1 travelling westbound shows increased delays of 121 seconds at the A308 Windsor Road/A308(M) ▪ Route 2 travelling northbound shows increased delays of 167 seconds at the A404(M) Off-Slip/Shoppenhangers Road junction ▪ Route 3 travelling eastbound shows increased delays of 161 seconds at the A4 Bath Road/Berry Hill junction ▪ Route 3 travelling westbound shows increased delays of 193 seconds at the A322 Windsor Road/A412 Chalvey East junction ▪ Route 4 travelling northbound shows increased delays of 79 seconds at the A355 Tuns Lane/Cippenham Lane junction ▪ Route 4 travelling southbound shows increased delays of 63 seconds at the A332 Windsor Road/Kennel Ave junction ▪ Route 5 travelling westbound shows increased delays of 105 seconds at the A330 Ascot Road/A308(M) junction ▪ Route 5 travelling eastbound shows increased delays of 373 seconds at the A308 Windsor Road/Upper Bray Road junction ▪ Route 9 travelling westbound shows increased delays of 76 seconds at the M4/A404(M) junction 	<ul style="list-style-type: none"> ▪ Route 1 travelling eastbound shows increased delays of approximately 170 seconds at A308 Windsor Road/Harvest Hill Road ▪ Route 1 travelling westbound shows increased delays of 65 seconds at the A308 Braywick Road/Stafferton Way junction ▪ Route 2 travelling northbound shows increased delays of 75 second at the Shoppenhangers Road/Harvest Hill Road ▪ Route 2 travelling southbound shows increased delays of 78 seconds at the Shoppenhangers Road/Norreys Drive ▪ Route 3 travelling eastbound shows increased delays of 189 seconds at the A4 Bath Road/Berry Hill junction ▪ Route 3 travelling westbound shows increased delays of 85 seconds at the A332 Windsor Road/A412 Chalvey East Junction ▪ Route 4 travelling northbound shows increased delays of 84 seconds at the A355 Tuns Lane/A4 Bath Road junction ▪ Route 5 travelling westbound shows increased delays of 73 seconds at the A330 Ascot Road/A308(M) junction ▪ Route 5 travelling eastbound shows increased delays of 478 seconds at the A308 Windsor Road/Upper Bray Road junction ▪ Route 9 travelling eastbound shows increased delays of 95 seconds at the A1404(M) on-slip (south) junction ▪ Route 9 travelling westbound shows increased delays of 72 seconds at the A404(M) On-Slip (north)

⁹ Meeting between the council and Highways England on 4 April 2017 re the IDP

Figure 16: Journey time routes



3.4.8 The outputs of the transport model also identified performance issues at a number of junctions outside the administrative boundary of the Borough. The Council will be consulting the relevant authorities under the Duty to Cooperate to discuss possible implications for the BL P and any mitigation necessary.

Future requirements

3.4.9 The transport model is strategic in nature and local junction validation may be required if model outputs are used in detailed junction assessment. The Council has 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 the site for development, from a Highways point of view, which will inform the development management stage.

Schedule C Green and Blue infrastructure

3.5 Flood defences

Scope

3.5.1 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.

3.5.2 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.

3.5.3 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 have been updated subsequently. 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.

Existing status

3.5.4 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.

3.5.5 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.

3.5.6 Measures include the construction of three flood diversion channels, the widening of Desborough Cut and improvements to Sunbury and Molesey Weirs and Teddington Lock. It also includes community based measures for improving resistance and resilience to flooding.

Current and future provision

3.5.7 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

3.5.8 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.

3.5.9 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.

3.5.10 A subsequent phase has since been considered, reviewing the reach extending from Walton Bridge to Teddington. The 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.

3.5.11 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.

3.5.12 Subject to funding and gaining necessary consents, construction work on the modifications to the first Thames weir could begin in 2017. Construction of the flood channels is expected to start in 2020 and take approximately five years to complete.

3.5.13 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.

3.5.14 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.

3.6 Public open space

Scope

3.6.1 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 SPD 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).

3.6.2 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.

Existing capacity

3.6.3 The Borough Open Space Audit (2008) assessed the provision of public and private spaces across the Borough. It found that the Borough has a deficit of approximately 45 hectares when the total amount of open space is compared to the recommended local standard for open space typologies.

3.6.4 Analysis reveals the greatest shortfall in open space provision within the Borough is from the typology 'Natural and Semi-Natural Greenspace'. As this amount of new public open space does not cover the existing deficit, it is considered that there is no existing surplus capacity of provision.

3.6.5 Recent consultation confirms that this deficit has remained due to the absence of new open spaces being brought forward, which correlates with Phase 1 findings. Additionally, in certain areas of the Borough there is a shortfall of available suitable land for purchase or lease for either formal or informal public open space¹⁰.

Planned and committed provision

3.6.6 The Borough Open Space Audit 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, including about £85,000 for land purchase in the north of the borough and £90,000 to increase provision in the south, around Ascot¹¹.

3.6.7 The Planning Obligations SPD sets out a number of proposed including proposals for land purchases or leases for new playing pitches within the northern parishes and Maidenhead area as well as land for children's play area, land purchase in Ascot area for pitches and pavilion and improved pitch, play and pavilion provisions across the borough. Additionally, a feasibility study to assess usage and viability of a Recreational Cycling Circuit (to provide a safe cycling, running, roller-skating and other leisure activity facility) in an accessible location has been proposed¹².

Future requirements

3.6.8 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 and Figure 26 sets out proposals to acquire new public open space to meet future demand. These proposals include both informal open space and formal sports provision and are estimated to cost the Council approximately £17 million.

¹⁰ *RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014*

¹¹ *Consultation with Head of Leisure Services, RBWM (2015)*

¹² *RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014*

Figure 18: Public Open Space: proposals for land purchases and leases

Proposals	Size (Ha)	Cost (millions)
Land purchase for new playing pitches within the northern parishes / Maidenhead area	5.0	£2.50
Maidenhead land purchase at Dorchester Close, Shifford Crescent / Switchback Road	4.0	£2.00
Land in Windsor	5.0	£3.50
Bray Land in Fifield for children’s play area (parish priority project)	0.5	£0.25
Purchase of land / long term lease for pitches in Hurley	4.0	£2.00
Land purchase in Ascot area for pitches and pavilion	5.0	£3.50
Waltham St Lawrence - Purchase or lease of land for public open space including play area and / or rural park	5.0	£2.50
Land purchase for informal use in Littlewick Green (parish priority project)	0.5	£0.25
Total	29	£16.5

Source: Consultation with RBWM officers, 2015

3.7 Play space

Scope

3.7.1 Play space incorporates a number of open space types including those dedicated areas for children containing adventure or equipped play facilities provided within public open space areas, informal ‘playable’ spaces, and those as part of dedicated multi-use games areas (MUGAs). The size and type of these spaces can vary widely.

3.7.2 At a national level, the Children’s Plan 2007 outlines the Government’s commitment to improve the lives of children and young people up to 2020 by providing access to safe play spaces. This was followed in 2008 by the Play Strategy, which set out guidance for local authorities on the provision of child play space.

3.7.3 The Play Strategy was supported by an investment of £235 million from central government to deliver new or refurbished play areas and adventure playgrounds between 2008 and 2011. The delivery programmes through which this funding was invested were the Playbuilder, Play Pathfinder and Play Capital Investment Programmes.

3.7.4 The BLP provides guidance for the provision of child play space based upon the recommendations set out in the National Playing Fields Association’s (NPFA) ‘Six Acre Standard’. The NPFA identifies three target categories of play provision and associated accessibility:

- Local Area for Play (LAP) spaces should be within 100 metres of homes;
- Local Equipped Area for Play (LEAP) spaces should be within 400 metres of homes; and
- Neighbourhood Equipped Area for Play (NEAP) spaces should be within 1,000 metre of homes.

3.7.6 For the calculation of Play Space assumptions of play space requirements were drawn from s.106 Planning Obligations guidance. These were provided as number of

facilities per child and per young person. The age groups assumed for children were 0-12 years and for young people aged 13+ years old.

Existing capacity

3.7.7 The Open Space Audit (2008) assessed child play space provision for both children (aged 0 to 12 years old) and young people (aged 13 years and over). It found that the capacity of child play space provision (for ages 0-12) across the Borough was at an acceptable level, with a total of 60 sites offering play facilities for children. This equates to an average of 0.45 facilities per 1,000 children.

3.7.8 This was considered to be a suitable level of provision for children within the Borough. Provision for children was predominantly within equipped children's play areas and adventure playgrounds (generally within the LEAP and NEAP categories).

3.7.9 The Open Space Audit identified that the capacity of space for young people (aged 13 years and over) was insufficient, with a capacity of 0.17 facilities per 1,000 young people and recommended that a standard of 0.23 facilities per 1,000 young people is adhered to. Facilities for young people are generally taken to include more informal, playable spaces, MUGAs, and facilities such as skate parks and bike tracks.

Planned and future provision

3.7.10 The Open Space Audit 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, including approximately £85,000 for land purchase in the north of the borough and £90,000 to increase provision in the south, around Ascot¹³.

3.7.11 The Planning Obligations SPD sets out a number of proposed improvements and formal development across the Borough, including land purchases or leases for new playing pitches within the northern parishes and Maidenhead area as well as land for children's play area. Additionally, a feasibility study has been proposed¹⁴ to assess the usage and viability of a Recreational Cycling Circuit (to provide a safe cycling, running, roller-skating and other leisure activity facility, in an accessible location).

3.7.12 An Open Space Strategy is being prepared by the Council and this is likely to indicate further requirements for open space. The IDP will be updated to take account of the proposals of the strategy.

3.8 Sustainable Alternative Natural Greenspace (SANG)

Scope

3.8.1 Within five kilometres of the Thames Basin Heaths Special Protection Area (SPA), 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

¹³ Consultation with Head of Leisure Services, RBWM (2015)

¹⁴ RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014

intercept visitors who would have otherwise visited the SPA¹⁵. Figure 18 shows that almost all of the land within the southern parishes of the Borough is within five kilometres of the SPA.

3.8.2 The policy drivers for this include the 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 SPD 2012, which together require that:

- SANG must be provided for housing development within five kilometres of the SPA
- a minimum of eight 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

3.8.3 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. The catchment area associated with the SANG is related to its size.

3.8.4 As explained in the Planning Obligations SPD, this means the SANG can be used to mitigate the impact of residential development of any size within two kilometres of its boundary. The contributions made by those dwellings towards Allen's Field will provide funding for the ongoing maintenance of Allen's Field for the 99 years of the lease term.

3.8.5 Once this capacity of 462 new dwellings have come forward, another SANG will be required. To date, developments totalling 198 dwellings have gained permission, therefore a further 264 such dwellings can be given permission before the SANG capacity is reached.

3.8.6 Where development occurs outside the two kilometre SANG catchment area, the SANG can mitigate the impact of developments of a net of one to nine dwellings. There is no mitigation solution in place for developments of over nine dwellings outside the two kilometre area and where sites are allocated in the BLP, the need for a SANG solution is identified in the site proforma.

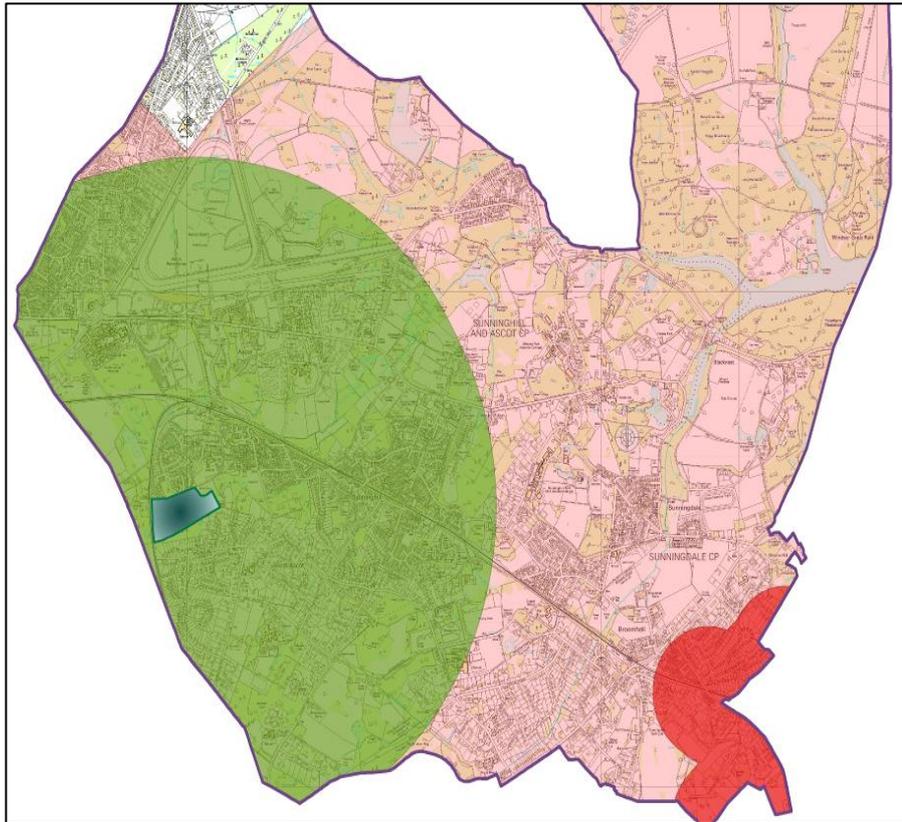
3.8.7 The developer contributions made per new dwelling include a fixed fee which contributes to the 99-year lease paid directly to the freeholder of Allen's Field in addition to an element used to fund site works and maintenance. Under this funding model there is no capital cost associated with the provision of SANG.

3.9.8 As shown in Figure 19, the requirement for SANG contributions extends to the southern parishes only. The area correlates broadly to the following wards:

- Ascot and Cheapside ward;
- Sunningdale ward;
- Sunninghill and South Ascot ward; and
- an estimated 50% of Old Windsor ward.

¹⁵ RBWM Planning Obligations and Developer Contributions SPD, (October 2012)

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



Source: RBWM. Note: Allen's Field is identified in blue. A two kilometre buffer of Allen's Field is shown in green. A five kilometre buffer of the special protection area (SPA) is shown in pink, and a 400m buffer zone surrounding the SPA is shown in red.

Planned and future provision

3.9.9 There are currently no committed plans for a new SANG within the Borough, although options are being investigated and the Council has purchased a piece of land that is intended to form a future extension to Allen's Field. Other sites may also be available and would be required to allow for more than 264 further dwellings to be given permission. It is intended that a similar funding model to that used for Allen's Field would be used for any new or extended SANG.

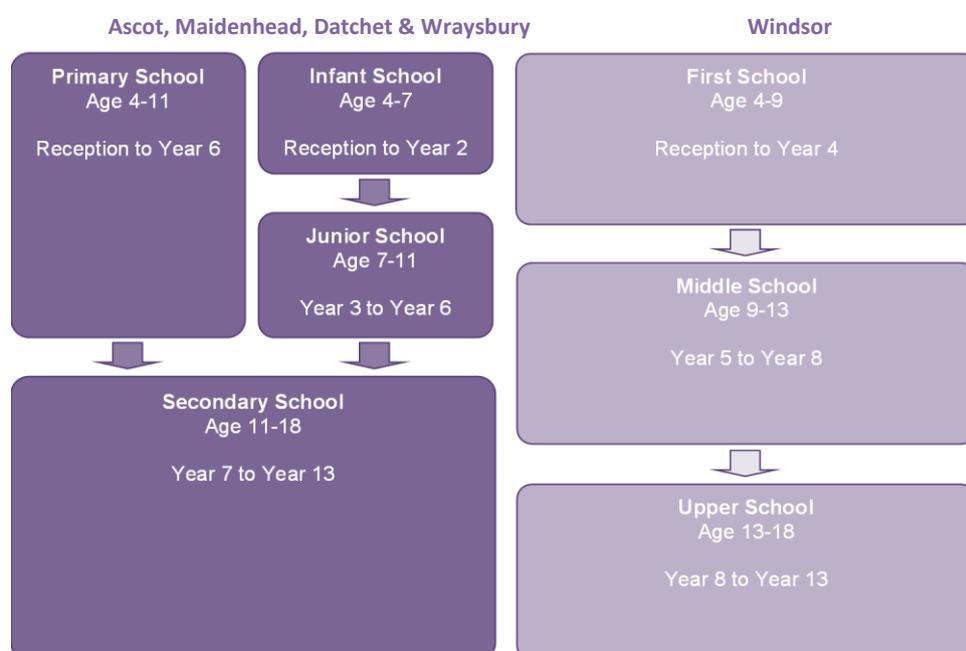
Schedule C Social infrastructure

3.10 Education definitions

3.10.1 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.

3.10.2 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



3.10.3 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).

3.10.4 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.

3.11 Early years

Scope

3.11.1 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.

3.11.2 From September 2017, the Government is also introducing the “extended entitlement”, where working facilities 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 of 30 hours a week for 38 weeks a year.

3.11.3 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.

Current and committed provision

3.11.4 Government figures¹⁶, 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)

3.11.5 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
Aged 2	-	10.5%	9.9%	10.2%
Aged 3	102.9%	107.0%	104.7%	104.9%
Aged 4	44.1%	44.2%	42.0%	43.3%

3.11.6 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 13 nursery classes, and there are three maintained nursery schools (Cookham Nursery, Maidenhead Nursery, and The Lawns Nursery).

Future requirements to support the BLP

3.11.7 The Borough estimates that the housing target set out in the BLP will generate a need for an extra 1,000 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

¹⁶ 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>

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.

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	+56	+6%	+56	+22	+84
Datchet and Wraybury	+37	+4%	+32	+15	+56
Maidenhead	+495	+50%	+495	+198	+743
Windsor	+134	+13%	+134	+53	+200
Total	+722	+73%	+717	+288	+1,003

3.11.8 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, and 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.

3.11.9 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.

3.11.10 At present, 18% of the early years places in the Borough are maintained nursery schools or classes. Maintaining this ratio will require approximately 195 new funded early years places in maintained nursery classes and schools.

3.11.11 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)¹⁷. The impact on school sites should therefore be relatively small, and has been taken into account in the analysis for primary school demand.

3.11.12 For the purpose of this IDP, estimated costs are based on the National School Delivery Cost Benchmarking Study 2017¹⁸, 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.

3.11.13 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 £2m will be required to meet the identified need from the BLP¹⁹.

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

¹⁷ [Building Bulletin 103](#), Department for Education/Education Funding Agency, June 2014

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

¹⁹ Education evidence for the IDP (May 2017)

	Nursery places required	Total Cost
Ascot	+13	£119,444
Datchet and Wraysbury	+13	£137,241
Maidenhead	+130	£1,372,410
Windsor	+39	£358,332
Total	+195	£1,987,427

3.12 Primary education

Scope

3.12.1 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.

Current and committed provision

3.12.2 There are 46 maintained or state funded (see 3.1.3) 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.

3.12.3 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.

3.12.4 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 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%
Total	1,677	55.9	1,722	57.4	+45	+1.5	+2.6%

3.12.5 There are a number of committed projects providing 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).

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

Future requirements

3.12.7 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 10%.

3.12.8 These three figures 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).

3.12.9 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	+	1.6	=	6.1	x	10%	=	6.7
Datchet/Wraysbury Primary	3.0	+	1.1	=	4.0	x	10%	=	4.5
Maidenhead Primary	31.2	+	14.0	=	45.2	x	10%	=	49.7
Windsor First	17.7	+	3.5	=	21.2	x	10%	=	23.3
Total	<u>56.4</u>	+	<u>20.2</u>	=	<u>76.5</u>	x	10%	=	<u>84.2</u>

3.12.10 The analysis suggests that the demand for Reception places in the Borough could increase by 27.8 FE to a maximum total of 84.2 FE. Most of the increase will be in Maidenhead (+14 FE).

3.12.11 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.

3.12.12 The Borough has assessed whether existing schools can expand by assessing the size of each site against government guidelines on site size set out in Building Bulletin

103²⁰. This is calculated on the maximum number of full FE (classes of 30) that a site has capacity for.

- 3.12.13 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.
- 3.12.14 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’.
- 3.12.15 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.
- 3.12.16 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.

Figure 26: Sites identified for new primary schools

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

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	6.7	5.0	-1.7	+2.0	+0.0	+1.0	8.0	+1.3
Datchet/Wraysbury	4.4	3.0	-1.5	+0.0	+1.0	+0.0	4.0	-0.5
Maidenhead	49.7	31.7	-18.0	+3.7	+9.0	+3.0	47.4	-2.3
Windsor	23.3	18.2	-5.1	+10.8	+0.0	+2.0	31.0	+7.7
Total	<u>84.2</u>	<u>57.9</u>	<u>-26.3</u>	<u>+16.3</u>	<u>+10.0</u>	<u>+6.0</u>	<u>90.4</u>	<u>+6.2</u>

- 3.12.17 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. These could be addressed by:

²⁰ Annex B, [Building Bulletin 103](#), Department for Education/Education Funding Agency, June 2014

- Identifying additional primary school sites.
- Squeezing more capacity onto existing sites using the 'compact site' model.
- Accepting a lower level of surplus places in years when demand is very high.

3.12.18 Figure 28 gives the estimated cost of the proposals based on the National School Delivery Cost Benchmarking Study 2017²¹, and with a location factor of 1.18. These costs exclude any land purchase costs.

Figure 28: Estimated costs of providing new primary education places with 10% surplus (£'000)

	Committed provisions	New schools	Expansions & Compact sites	Total Cost
Ascot Primary	£1,000	-	£6,819	£7,819
Datchet / Wraysbury Primary	-	-	£4,721	£4,721
Maidenhead Primary	*	£40,392	£55,103	£95,495
Windsor First	-	-	£14,613	£14,613
Total	£1,000	£40,392	£83,737	£122,648

(Note: Cost for Braywick Park is not available; fully funded by EFA) . Includes the estimated £14m cost of building a as yet unidentified 3 FE school to address the final 2.3 FE shortfall.

3.12.19 The risks arising from this analysis are that:

(a) 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.

(b) There has been no direct consultation with schools yet and it is likely that some school leadership teams will not support expansion on their sites. 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.

(c) This analysis does not 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.

3.12.20 The IDP does not, at this stage, propose a specific programme of primary school expansions, as these will need to be planned as part of the ongoing school place planning operation. Schools, parents and residents will be consulted on options for change.

3.13 Secondary education

²¹ [National School Delivery Cost Benchmarking Study 2017](#), Hampshire County Council, February 2017

Scope

3.13.1 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.

Current and committed provision

3.13.2 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.

3.13.3 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.	
Ascot Secondary	240	8.0	240	8.0	+0	+0.0	+0.0%
Datchet and Wraysbury Secondary	59	2.0	140	4.6	+81	+2.7	+57.9%
Maidenhead Secondary	872	29.1	1,004	33.5	+132	+4.4	+13.1%
Windsor Middle	453	15.1	450	15.0	-3	-0.1	-0.7%
Windsor Upper	403	13.4	452	15.1	+49	+1.6	+10.8%
Total	<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>

3.13.4 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

3.13.5 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	8.7	+	1.5	=	10.3	x	10%	=	11.3
Datchet/Wraysbury Secondary	3.1	+	0.9	=	4.0	x	10%	=	4.5
Maidenhead Secondary	30.7	+	13.1	=	43.8	x	10%	=	48.2
Windsor Middle	16.6	+	2.2	=	18.8	x	10%	=	20.7
Windsor Upper	17.3	+	1.7	=	19.0	x	10%	=	20.9
Total	<u>76.4</u>	+	<u>19.4</u>	=	<u>95.9</u>	x	10%	=	<u>105.6</u>

3.13.6 This analysis suggests that the demand for Year 5, 7 and 9 places could increase by 29.2 FE to a maximum total of 105.6 FE. Most of the increase will be in Maidenhead.

3.13.7 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.

3.13.8 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 ²)	FE
Proposed Maidenhead Golf Course Secondary School	At land allocated within site HA6, Maidenhead Golf Course.	66,444	7.0

3.13.9 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	11.3	9.0	-2.3	+3.0	+0.0	+2.0	14.0	+2.7
Datchet/Wraysbury	4.5	3.7	-0.8	+1.3	+0.0	+2.0	8.0	+3.5
Maidenhead	48.2	34.5	-13.7	+4.7	+7.0	+3.0	49.2	+1.0
Windsor Middle	20.7	17.0	-3.7	+5.0	+0.0	+2.0	24.0	+3.3
Windsor Upper	20.9	17.1	-3.9	+1.4	+0.0	+2.5	21.0	+0.0
Total	<u>105.6</u>	<u>81.3</u>	<u>-24.3</u>	<u>+15.4</u>	<u>+7.0</u>	<u>+11.5</u>	<u>116.2</u>	<u>+10.6</u>

3.13.10 Figure 33 gives the estimated cost of the proposals based on the National School Delivery Cost Benchmarking Study 2017²², and with a location factor of 1.18. These costs exclude any land purchase costs.

Figure 33: Estimated costs of providing new secondary education places with 10% surplus (£'000)

	Committed provisions	New schools	Expansions and Compact sites	Total cost
Ascot Secondary	£5,300	£0	£11,517	£16,817
Datchet/Wraysbury Secondary	£0	£0	£1,875	£1,875
Maidenhead Secondary	£15,780	£35,100	£53,144	£104,024
Windsor Middle	£5,760	£0	£8,775	£14,535
Windsor Upper	£3,600	£0	£37,864	£41,464
Total	<u>£30,440</u>	<u>£35,100</u>	<u>£113,175</u>	<u>£178,715</u>

3.13.11 The risks arising from this analysis are identical to those for primary, with the addition of one around selection:

- (a) The Borough is currently considering the introduction of selective education. This is likely to be subject to any changes to national legislation, which currently prohibits the opening of new selective schools. Many Borough children already attend selective provision in neighbouring local authority

²² [National School Delivery Cost Benchmarking Study 2017](#), Hampshire County Council, February 2017

areas. Analysis suggests that a new selective school in Maidenhead could attract up to 3.3 FE back from those out-of-Borough schools, thereby increasing the secondary demand in the town by up to 3.3 FE.

3.13.12 The IDP does not, at this stage, propose a specific programme of secondary school expansions, as these will need to be planned as part of the ongoing school place planning operation. Schools, parents and residents will be consulted on options for meeting the projected demand as it comes forward.

3.14 Special Educational Needs (SEN)

Scope

3.14.1 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.

Current and committed provision

3.14.2 The Borough has two state funded SEN schools; Manor Green and Forest Bridge School. Four schools also have attached SEN units.

3.14.3 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 2019. These schools address existing demand within the system.

Future requirements

3.14.4 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 site has been identified in Figure 34 and the capital cost has been estimated at £30m:

Figure 34: Site identified for a new special school

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

3.15 Health

Scope

3.15.1 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.

- 3.15.2 Healthier lifestyles are promoted as a means to reducing reliance on healthcare services. In July 2010 the Government published its White Paper 'Equity and Excellence: Liberating the NHS' setting out plans to restructure the NHS. Following the publication of the paper, the introduction of 'The Health and Social Care Act'²³ resulted in the transfer of responsibility for commissioning the majority of health care services.
- 3.15.3 From April 2013, NHS groups and Primary Care Trusts were abolished and replaced by new Clinical Commissioning Groups (CCG) as the statutory commissioning bodies. 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.
- 3.15.4 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. 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.
- 3.15.5 There is a drive to deliver health services increasingly in community-based settings, with the development of integrated primary care facilities and health hubs, 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.

Current and committed provision

- 3.15.6 Within the Windsor, Ascot and Maidenhead CCG administrative area there are currently 19 GP surgeries with 108 Full Time Equivalent GPs serving a total population of 149,000 people which equates to a ratio of 1,380 patients per GP. 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 GP²⁴.
- 3.15.7 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 facilities²⁵.
- 3.15.8 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 planning application for a new surgery to replace a surgery currently housed in a Victorian building, within the Ascot area, is currently under consideration²⁶.

²³ *Health and Social Care Act, (2012); UK Government*

²⁴ *Department of Health guidelines*

²⁵ *Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG*

²⁶ *Consultations with Head of Operations, Windsor, Ascot and Maidenhead CCG (Clinical Commissioning Groups) and Bracknell & Ascot CCG*

3.15.9 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 Health²⁷. 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.

Future requirements

3.15.10 The development of new homes and communities will lead to increased demand for health facilities. The Healthy Urban Development Unit's (HUDU) model is one method used to calculate the healthcare requirements generated by new development.

3.15.11 The HUDU model uses the numbers of anticipated new dwellings and resulting population increase to calculate the amount of hospital beds or floor space required for that population in terms of primary care (as well as acute, intermediate care, mental health). The model uses the following ratios of service requirement, alluded to above:

- GPs: one GP per 1,800 residents
- dentists: one dentist per 2,000 residents.

3.15.12 The HUDU model estimates a financial contribution by calculating the cost per square metre for each additional GP required. It suggests a benchmark of 170 square metres per GP²⁸, at a cost of £2,900 per square metre²⁹.

3.15.13 The space requirement is set at a higher level than traditional standards in order to reflect the changing role of primary care in providing a wider range of services to the community. The costs estimate is based on calculations for the construction of a Primary Healthcare Centre to accommodate six GPs and includes construction costs, equipment costs, fees and contingency.

3.15.14 For dentist provision this IDP assumes a set cost for the provision of a standard sized dental practice of £500,000 per surgery, which could accommodate up to three dentists, depending on layout and area specifications³⁰. Demand arising and associated cost for the baseline growth scenario is set out in the table below.

3.15.15 CCG assessment of demand assumes no surplus capacity GPs and estimates a demand of approximately nine whole-time equivalent (WTE) GPs. 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.

3.15.16 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 major changes in the short to medium term.

²⁷ *Consultation with NHS England, 2015*

²⁸ *Department of Health, Health Building Note*

²⁹ *Department of Health, Health Building Note*

³⁰ *AECOM experience, based on data collected for similar assessments*

3.15.17 In recent years there have been substantial changes to the organisation of GP surgeries, with a shift away from single-handed practices towards those with six more full-time equivalent GPs who can often own the buildings in which they practice. This has resulted in a larger proportion of patients being registered with these multi-partner practices working across multiple sites³¹.

3.15.18 The NHS has proposed a number of radical new care delivery options with the aim of delivering efficiencies and ensuring that the primary healthcare network has the required resources and flexibility to provide high-quality services³². These new models of delivery include:

- Multispecialty Community Provider model, which permits groups of GPs to combine with nurses, other community health services, hospital specialists and perhaps mental health and social care to create integrated out-of-hospital care.
- Primary and Acute Care Systems model which integrates hospital and primary care providers.

3.15.19 Together with the Council, the NHS and CCGs could review options to deliver the estimated demand for 9 WTE GPs and 8 WTE dentists. 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 it may have to secure new premises to serve the Borough's needs.

3.15.20 Options should explore 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.

3.16 Sports and leisure facilities

Scope

3.16.1 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.

3.16.2 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

³¹ Care Quality Commission, available at: <http://www.cqc.org.uk/content/doctorsgps> [accessed on 19th March 2015]

³² NHS (2014) 'Five Year Forward View', October 2014

1,000 residents³³. The Planning Obligations SPD also references a target of 1.8 hectares per 1,000 population for formal sports provision (pitches, courts, greens, tracks).

Existing capacity

- 3.16.3 There are two leisure centres in the Borough offering swimming pool facilities as well as sports hall provision, and a further three leisure centres offering a variety of activities. The Cox Green Leisure Centre in Maidenhead offers AstroTurf facilities and tennis courts and Charter's Leisure Centre and Four Marlow Road Community Centre offer child and youth centric facilities.
- 3.16.4 The Thames Valley Athletics Centre in Windsor also provides facilities for athletics, sports halls, a gym and therapy centre. The Centre was jointly developed by RBWM and Slough councils and is shared by the local community and Eton College. The Council is a trustee, but the running of the facility has been undertaken by Datchet and Eton Leisure since July 2011³⁴.
- 3.16.5 In recent years the Council has created new open space on land already under its ownership or through the acquisition of open space under independent management. This includes sites at Allens Field/ Hathaways Wood in Ascot, Poyle Poplars in Windsor and land at Ray Mill Road West, Maidenhead³⁵.
- 3.16.6 Larchfield Community Centre opened in November 2012 and features a 12 metre square activity hall with sprung floor which will provide a venue for martial arts, dance classes, table tennis and other community activities. This is the first of a three phase development of community based facilities in Larchfield.
- 3.16.7 Other recent extensions to provision in the Borough include a new all-weather floodlit rugby pitch at Braywick Park which opened in September 2012 and a gym extension at Windsor Leisure Centre which opened in January 2013, at a cost of £380,000, funded equally between RBWM and s106 contributions. Construction commenced in August 2014 on a new community leisure facility at Furze Plat Senior School which involves an extension to the current gym and an artificial turf pitch at the school which will be made available for community use.
- 3.16.8 There is an adopted Council Playing Pitch Strategy and the Leisure Services team advises that there is a shortage of formal sports pitches, with a particular need within the south of the Borough. Overall the existing sports facilities have minimal to no spare capacity and a shortage of football pitches for youth football in the under 7's to under 15's categories.
- 3.16.9 The rugby provision at Maidenhead is currently insufficient to meet the needs of expected future demand within the mini and juniors categories. The existing facilities for athletics and archery within Maidenhead have minimal to no spare capacity and demand is increasing³⁶.

Current and committed provision

- 3.16.10 The Borough's strategy for the provision of sport and leisure facilities is three fold. The strategy aims to promote onsite provision of open space for new development

³³ Sports England Calculator April 2014 (for RBWM)

³⁴ Consultation with Head of Leisure Services, RBWM (2014)

³⁵ Consultation with Landscape Manager, RBWM (2014)

³⁶ Consultation with Outdoor Facilities Manager, RBWM (2014)

of a significant size to maintain the 0.45 hectares per 1,000 population, where possible; there is a particular emphasis on increasing capacity of existing sites, for example, by creating additional facilities and improving access to them and thirdly, through the purchase of additional land and the creation of new sites where possible³⁷.

3.16.11 Figure 35 below sets out the proposed improvements which have been identified within the Planning Obligations SPD³⁸ to increase the operating capacity of the following leisure centres and sports facilities.

Figure 35: Proposed leisure and indoor sports facilities projects^{39, 40}

Project	Approx. Total Cost	Outcome
Re-provision and Relocation of Magnet Leisure Centre		
<ul style="list-style-type: none"> Improvements to changing facilities to increase capacity and allow more intensive use of the Sports Halls and pool. New equipment for gym and halls. New features for pool e.g. water based activity/educational equipment New equipment for pool e.g. inflatables, fountains, water cannons Increase capacity of gym 	£25m	Improved recreational facility to allow for more intensive use and 20% increase capacity
Windsor Leisure Centre		
<ul style="list-style-type: none"> 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 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 Increase capacity of gym 	£0.5m	Improved recreational facility to allow for more intensive use and increase capacity
Sunningdale Leisure Centre		
<ul style="list-style-type: none"> Improvements to increase the capacity/ allow more intensive use of the Centre and Sports Hall including improved changing facilities, new equipment for gym and halls 	£3.0m	Improved recreational facility to allow for more intensive use and increase capacity
Cox Green Leisure Centre		
<ul style="list-style-type: none"> Improvements to sports hall and gym to improve flexibility of use of space, including sprung floor, new lighting, air handling plant and sports equipment. Swimming pool within Ascot and the Sunnings 	£3.0m	Improved recreational facility to allow for more intensive use and 50% increase in capacity Provide new recreation facility

³⁷ Consultation with Landscape Officer, RBWM (2014)

³⁸ RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014

³⁹ RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014

⁴⁰ Consultation with Head of Leisure Service, RBWM (2015)

Future requirements

- 3.16.12 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.
- 3.16.13 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.
- 3.16.14 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 £13 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.

3.17 Emergency services

Scope – Police

- 3.17.1 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 Ascot⁴¹. 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

- 3.17.2 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

- 3.17.2 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 Service⁴² which was established in 2006 following the merger of four ambulance trusts in the counties of Berkshire, Buckinghamshire, Hampshire and Oxfordshire, an area of approximately 3,554 square miles with a residential population of over four million.

⁴¹ Thames Valley Police

⁴² South Central Ambulance Service, (2014). Available at: <http://www.southcentralambulance.nhs.uk/our-services/ourservices.ashx> , accessed Sept 2014

Existing capacity - Police

3.17.4 Based on information provided by the Thames Valley Police Service⁴³, 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.

3.17.5 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

3.17.6 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

3.17.7 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.

Future provision - Police

3.17.8 The need to improve use and utilisation of the property portfolio is the key strategic direction of Thames Valley Police's (TVP) future asset management, as stated in their 2008 Asset Management Strategy. The TVP Property Asset Management Plan 2014 to 2019 sets out the plans for the changing provision of police facilities within the region.

3.17.9 A space use and utilisation analysis revealed a pattern of more efficient use of space and facility resources with, most significantly, a decrease of 32% in non-usable space and an increase of 38% of support space⁴⁴. These findings reinforced the TVP strategic emphasis on the need to improve utilisation of property, by identifying opportunities to increase the proportion of office space in core buildings, reduce the space per workstation and vacant workstations, and increasing desk sharing through implementing agile working.

3.17.10 Given this trend and the existing levels of provision within the TVP, it is unlikely that the Thames Valley Police Service will plan to seek an increase in the space provided for policing services at this time. This is unlikely to be triggered by the population increase associated with proposed development.

<http://www.thamesvalley.police.uk/yourmh/yourmh-tvp-pol-area/yourmh-tvp-pol-area-berkse-winds/yourmh-tvp-pol-area-wind-local-stations.htm>

Property 2026 – Helping to deliver a better police service across Thames Valley. Property Asset Management Plan 2014 to 2019, Property Services Department, June 2014 [accessed online 02.10.14 <http://www.thamesvalley-pcc.gov.uk/Document-Library/Property-Asset-Management-Plan-2014---2019.pdf>]

Fire

3.17.11 The Windsor Fire Station is due to close and be replaced with the Tinkers Lane Fire Station, which is currently under construction. There are no known 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

3.17.12 The South Central Ambulance Service published a Strategic Plan Document for the period of 2013-2016⁴⁵. 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.

3.17.13 The document did not discuss increasing the provision of ambulance services and instead aimed to achieve greater efficiencies in staffing and lower running costs through continually seeking options to collaborate and partner with other health services. Given this trend, it is unlikely that the South Central Ambulance Service will be seeking an increase in the space provided for ambulance services, and this is unlikely to be triggered by the population increase within the Borough associated with the anticipated increase in residential and employment growth.

3.18 Libraries and community centres

Scope

3.18.1 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'⁴⁶ 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.

3.18.2 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 publically accessible services such as health, education, or the police force.

Existing capacity – libraries

3.18.3 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, Wraysbury and Woodlands Park
- a public mobile and home library service, which is a smaller mobile library and makes visits to 100 sites

*South Central Ambulance Service (SCAS) Strategic Plan Document for the period 2013-2014. [accessed online 26.09.14
http://www.southcentralambulance.nhs.uk/_assets/publications/annual%20plan/scas-strategic-plan-13-14.pdf]*

'Comprehensive, Efficient and Modern Public Libraries', (2001); Department of Culture, Media and Sport

- 3.18.4 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 library within walking distance and covers some of the deficit in provision to the north and west of Maidenhead.
- 3.18.5 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 facilities⁴⁷.
- 3.18.6 The Council's strategy on library provision is centred on maximising capacity within existing infrastructure rather than the addition of physical infrastructure. The library service is seeking to deliver choice to residents of the borough through a shift from physical facilities to online services. This includes the addition of digital services such as e-books and electronic information to residents.
- 3.18.10 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 provision⁴⁸. 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

- 3.18.11 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.
- 3.18.12 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.
- 3.18.13 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.
- 3.18.14 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 schools⁴⁹ and this approach is actively supported by the Council.

Future provision - libraries

- 3.18.15 There are a number of proposed projects which would increase library provision in the Borough including plans to replace Eton library and increase provision as the current facility is below the space standard, and an extension to the Old Windsor

⁴⁷ *RBWM Infrastructure Needs Assessment: Initial Findings, March 2014*

⁴⁸ *Consultation with Head of Libraries, Arts and Heritage, RBWM (September 2014)*

⁴⁹ *Consultation with RBWM officers, 2015*

library which is the second smallest within the Borough and is currently inadequate for the population size of Old Windsor.

- 3.18.16 There are two proposed static libraries, one in Furze Platt and another in Hurley both of which are in the northern part of the Borough⁵⁰ and improvements are planned to the Maidenhead Central library and the Sunninghill static facility. The Council also has plans, dependent on funding and site availability, to relocate the Windsor facility to a new site.
- 3.18.17 There is an aspiration to provide a new static branch library in Sunningdale, where there is currently thought to be an under-provision. There are also proposals to replace container facilities within Holyport, Shifford Crescent, Woodlands Park and Wraybury with static libraries to meet location and opening hours standards.
- 3.18.18 Replacement of the container library at any of its sites with static provision would provide opportunity, subject to investment in a suitable site for the container to provide a service to another community, for example Hurley or Knowl Hill in the north and west of the Borough or other rural villages⁵¹.
- 3.18.19 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. The total cost of providing the eight library projects is estimated to be approximately £6.7 million.

Community facilities

- 3.18.20 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 Maidenhead Area Action Plan.
- 3.18.21 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 assets and offer a mix of services.
- 3.18.22 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.
- 3.18.23 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

⁵⁰ *RBWM Planning Obligations and Developer Contributions Supplementary Planning Document, Infrastructure and Amenity Requirements, March 2014*

⁵¹ *Consultation with RBWM officers, 2015*

projects amounting to approximately £3.6 million will be met by developer contributions as a result of new development coming forward in these areas⁵².

Figure 36: Planned library and community facilities projects

Libraries	Community Centres
Increase capacity at Eton Library	New community facility at Blackmoor Lane
One static library at Furze Platt	Community facilities in Larchfield Area
One static library at Holyport	Expansion of Windsor Community Centre
Improvements to Maidenhead Central Library, Sunninghill facility	
Extension to Windsor library and / or relocating to new site on the High Street	
New static branch library at Sunningdale	
Replace container facilities at Holyport, Shifford Crescent, Woodlands Park and Wraysbury	
One static library at Holyport	

Source: Consultation with RBWM, 2015

Schedule D Utilities and hard infrastructure

3.19 Utilities context

3.19.1 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 required to support residential and employment growth within the Borough within the plan period to 2030.

3.19.2 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.

3.19.3 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.

3.20 Electricity

Scope

3.20.1 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 future provision

3.20.2 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.

3.21 Gas

Scope

3.21.1 National Grid is the gas network strategic infrastructure provider for the Borough. Similarly to electricity, as the provider, National Grid 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.

Planned and future provision

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

There are no planned or committed projects in the Borough and 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.

3.22 Water supply

Scope

3.22.1 Thames Water is responsible for overall water supply in the Borough. The latest Water Resources Management Plan (WRMP14), was approved in 2014 and sets out how it plans to maintain the balance between supply and demand for water supply in the water resource zones between 2015 and 2040.⁵³

Planned and committed provision

3.22.2 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.

3.22.3 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.

3.22.4 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.

Water supply network

3.22.5 The statutory water distributors for the Borough area are Thames Water, South East Water and Affinity Water. To support growth identified in the BLP, 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.

3.22.6 Some of these 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.

⁵³ Thames Water, Water Resources Management Plan, 2014

Figure 37: Known significant water supply reinforcements requirements

	Known upgrade / reinforcement requirements
SE Water	<ul style="list-style-type: none"> ▪ 2 km large diameter main in Bray Wick area, Maidenhead ▪ 1 km main in Norreys Ave, Maidenhead ▪ 3 km 200 mm mains into development on Oakley Green Road or Windsor Road ▪ Mainlaying in Furze Platt Road, Maidenhead ▪ Mains laying at site HA9

3.23 Sewerage

Scope

3.23.1 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,

Current and future provision

3.23.2 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 (i.e. will upgrades by sufficient or will a new STW be required?).

Figure 38: High level assessment of STWs

Waste Water Treatment Works	High Level Assessment / Comments
White Waltham STW	<ul style="list-style-type: none"> ▪ STW is currently undergoing a Quality upgrade due to a tightening of its consent ▪ With the new forecast, it is anticipated that there should be sufficient capacity
Hurley STW	<ul style="list-style-type: none"> ▪ With the new forecast, it is anticipated that there should be sufficient capacity
Windsor STW	<ul style="list-style-type: none"> ▪ Have recently installed a new treatment asset at Windsor STW, however there is need to continue analysis to see how it performs ▪ It is possible that additional assets may be required to accommodate growth in the future, will continue to monitor the situation and invest accordingly
Slough STW	<ul style="list-style-type: none"> ▪ 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 ▪ Further investigations are required, but it is possible that upgrades to Slough STW may be required in the next AMP (2020-2025)

Maidenhead STW	<ul style="list-style-type: none"> ▪ Maidenhead STW is forecast to see significantly higher growth than previous forecasts stated ▪ 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
----------------	--

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

3.23.3 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.

3.23.4 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.

3.23.5 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

3.23.6 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.

3.23.7 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.

3.24 Waste

Scope

3.24.1 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.

3.24.2 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 delivered⁵⁴.

Current and future provision

3.24.3 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.

3.24.4 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 areas⁵⁵.

3.24.5 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 serviced by the landfill site in Buckinghamshire. There are currently no planned provisions to create a landfill site in the Borough.

Planned and committed provision

3.24.6 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 2020⁵⁶. The Council has let a 25 year contract for municipal waste treatment and disposal which provides for future waste disposal at an 'energy from waste' facility that will be built in Bedfordshire with a total value of approximately £75 million⁵⁷. The Council is due to start a waste procurement exercise for a future waste disposal system as the current disposal solution is currently located outside the Borough⁵⁸.

3.25 Telecommunications and broadband

Scope

3.25.1 For this IDP, telecommunications and broadband refer to internet connectivity. Internet access is increasingly becoming a key utility for both

⁵⁴ Consultation with Waste & Environmental Protection Manager, RBWM (May 2013)

⁵⁵ RBWM Infrastructure Needs Assessment: Initial Findings, March 2014

⁵⁶ RBWM Municipal Waste Strategy, accessed online 20/09/2014 [available at http://www.rbwm.gov.uk/public/040601_waste_strategy_67.5.pdf]

⁵⁷ Consultation with Waste & Environmental Protection Manager, RBWM (September 2014)

⁵⁸ Ibid

businesses and residential users, with the ONS estimating that in 2013 over 83% of UK households had internet access (equivalent to 21 million households).

3.25.2 The Borough is part of an initiative called 'Superfast Berkshire', 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 (LEP)⁵⁹.

Existing capacity

3.25.3 Wired, cabled or fibre internet access is provided by a number of the telecoms companies (e.g. BT, Plus Net, Virgin Media, Talk Talk). At present, there is no information regarding the proportion of households or businesses within the Borough that have internet access. It is reasonable to assume however, in line with the ONS data, that approximately 80% of households are likely to have some form of internet access.

Planned and future provision

3.25.4 Following the successful completion of the procurement phase, work will now focus on planning and the detailed activity for deployment. A joint team will be established between Superfast Berkshire and BT that will mobilise the project and set up contractual governance arrangements.

3.25.5 The project is expected to be delivered over five phases; the first four phases will concentrate on the fibre solutions and the last phase will ensure the remaining areas exceed the minimum standard of 2 Mbit/s. The £8.06 million project is receiving £2.03m investment from Broadband Delivery UK, and £2.03m from the six Berkshire local authorities and Thames Valley Berkshire Local Enterprise Partnership (RBWM is contributing £400,000). BT is the delivery partner for the project and is also contributing £4m to facilitate the scheme.

⁵⁹ <http://www.superfastberkshire.org.uk/>

APPENDIX A – Infrastructure Delivery Plan: Schedule A – Transport infrastructure

	Locality	Project	Justification	Delivery partners	Est'd cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
1	Ascot	Improvement to A330 Winkfield Road/A332 Windsor Road	Identified by Local Highways Authority (LHA) to support development in the BLP	RBWM	£0.95		Initial design stage		Medium
2	M'head	Improvement to M4 Junction 8/9	Identified by LHA to support development in the BLP	RBWM; Highways England	£3.00		Initial design stage		Medium
3	M'head	Improvement to A404(M)/Shoppenhangers Road/Norreys Drive roundabout	Identified by LHA to support proposed development in the BLP	RBWM; Highways England	£0.96		Initial design stage		Medium
4	M'head	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
5	M'head	Improvements to A404/A308 Bisham roundabout	Identified by LHA to support development in the BLP	RBWM	-	Not in programme	Initial design stage		Medium
6	M'head	Improvement to A4/A308 Castle Hill roundabout	Identified by LHA to support development in the BLP	RBWM	£0.47		Initial design stage		Medium
7	M'head	Improvement to A4/B4447 Cookham Road roundabout	Identified by LHA to support development in the BLP	RBWM	£0.06		Initial design stage		Medium

	Locality	Project	Justification	Delivery partners	Est'd cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
8	M'head	Improvement to A4/ A4094 Ray Mead Road roundabout	Identified by LHA to support development in the BLP	RBWM	£0.4		Initial design stage		Medium
9	M'head	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
10	M'head	Improvement to A308(M) / A308 / A330 / The Bingham's (Braywick) roundabout	Identified by LHA to support development in the BLP	RBWM; Highways England	£0.95		Initial design stage		Medium
11	M'head	Improvement to A308 B3028 Upper Bray Road	Identified by LHA to support development in the BLP	RBWM	£0.06	Not in programme	Initial design stage		Medium
12	Windsor	Improvement to A308 /Mill Lane/Parsonage Lane roundabout	Identified by LHA to support development in the BLP	RBWM	£0.2		Initial design stage		Medium
13	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
14	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

	Locality	Project	Justification	Delivery partners	Est'd cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
15	M'head	Maidenhead Town Centre: (pedestrian and cycle links)	Identified by LHA, part of Growth Deal 3 Funding Bids	RBWM; LEP	£4.9	Growth Deal 3 and local funding	Committed project	1-5 yrs	Medium
16	M'head	Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.32	Local funding	Initial design stage	1-5 yrs	Medium
17	Windsor	Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.21	Local funding	Initial design stage	1-5 yrs	Medium
18	Ascot	Cycling Action Plan schemes	Identified by LHA/LTP	RBWM	£0.31	Local funding	Initial design stage	1-5 yrs	Medium
19	Datchet	Cycling Action Plan schemes	Identified by LHA/ LTP	RBWM	£0.19	Local funding	Initial design stage		Low
20	M'head	Maidenhead to Marlow Branch Line Upgrade (track and signalling improvements)	Identified by LHA; part of Growth Deal 3 Funding Bids	RBWM; LEP	£4.5	Growth Deal 3; local funding	Committed project	1-5 yrs	Medium
22	Windsor	Windsor Racecourse Park and Ride (400 space park and ride at Windsor Racecourse)	Identified by Local Highways Authority, part of Growth Deal 3 Funding Bids	RBWM; LEP	£1.5	Growth Deal 3; local funding	Committed project	1-5 yrs	Medium
24	M'head	Additional deck at Stafferton Way Multi Storey Car Park (125 additional spaces)	Identified by parking services; part of Maidenhead town centre regeneration plans	RBWM	£1.9		Identified project	1-5 yrs Q4 18/19	Medium

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority in relation to BLP
25	M'head	Temporary – 3 or 4 deck car park at Reform Road (existing surface car park)	Identified by parking services ;part of Maidenhead town centre regeneration plans	RBWM	£2.0		Identified project	1-5 yrs Q2 18/19	Medium
26	TBC	Traffic and road safety scheme	Projects to be confirmed by Highways / identified through Local Transport Schemes / LTP	RBWM			Requires further investigation	TBC	Low

APPENDIX B – Infrastructure Delivery Plan: Schedule B - Green And Blue infrastructure

	Locality	Project	Justification	Delivery partner	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
1	M'head	Thrift Wood Farm Open Space (to provide 86 acres of open space / playing fields)	To address significant shortfall in open space compared to recommended local standards	RBWM	n/a	Council capital budget	Site open to public	n/a	n/a
2	M'head	Deerswood Meadow Local Nature Reserve (2.3 acres of enhanced open space)	To enhance the local nature reserve to create an attractive natural environment for wildlife	RBWM			Completed	n/a	n/a
3	TBC	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 development on the SPA	RBWM; Natural England; landowner/s TBC		Section 111 agreements including SAMM payments	Requires further invest.	1-5 years	High
4	Sunningdale	New sports centre / recreational facilities at Charters Leisure Centre	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	£10	CIL/s106; capital budget	Identified project	1-5 yrs	Low
5	M'head	Improvement to recreational facilities; Cox Green, Furze Platt Leisure Centres	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	£3	CIL/s106; capital budget	Identified project	1-10 yrs	Low

	Locality	Project	Justification	Delivery partner	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
6	TBC	Additional indoor sports and leisure recreation facilities in the borough	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM; private sector	TBC	CIL/s106; capital budget	Requires further investigation	1-10 yrs	Low
7	M'head	Additional grass playing pitch provision	Identified by Leisure Services to support development in BLP	RBWM	£0.25	CIL/s106; capital budget	Requires further invest'n	1-5 yrs	Medium
8	M'head	Improve grass playing pitch provision at Ockwells Park	Identified by Leisure Services to support development in BLP	RBWM	£0.5	CIL/s106; capital budget	Requires further invest'n	1-5 yrs	Low
9	Windsor	Additional grass playing pitch provision	Identified by Leisure Services to support development in BLP	RBWM	£0.25	CIL/s106; capital budget	Requires further invest'n	1-5 yrs	Medium
10	Windsor	Additional 3G playing pitch provision	Identified by Leisure Services to support development in BLP	RBWM	£0.2	CIL/s106; capital budget	Requires further invest'n	1-5 yrs	Medium
11	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	Requires further invest'n		Low
91	Ascot	New "community hub building"	Identified in development brief for Ascot Regeneration scheme	RBWM + developer	TBC	Developer/landowner/s106	Identified project		High

APPENDIX C – Infrastructure Delivery Plan: Schedule C – Social infrastructure

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
1	Ascot	Expansion of Cheapside CE Primary Sch. (+ 0.5 FE)	Included in current capital programme; project underway	RBWM; Cheapside Primary Sch.	£1	Basic Need, s106, LCVAP	Committed project	1-5 yrs	n/a
2	Ascot	Potential expansion of Holy Trinity CE Primary Sch. (+1.0 FE)	Identified by LEA to support development in the BLP	RBWM; Holy Trinity CE Primary Sch.	£3.4	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
3	Ascot	Potential expansion of South Ascot Village Primary Sch. (+1.0 FE)	Identified by LEA to support development in the BLP	RBWM; South Ascot Village Primary Sch.	£3.4	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
4	Datchet and Wraysbury	Additional primary education provision (+1.0 FE)	Identified by LEA to support development in the BLP	RBWM; TBC	£4.7	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
5	M'head	Expansion of Braywick Court Free School (+1.0 FE)	Included in current capital programme; project underway	RBWM; EFA; Braywick Court Sch.	n/a	Fully funded by EFA	Committed project	1-5 yrs	n/a

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
6	M'head	New primary school at Chiltern Road site, former Oldfield (+1.0 FE)	Identified by LEA to support development in the BLP	RBWM; partner to be determined	£2.6	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	High
7	M'head	New primary school at HA6: Golf Course Site (+4 FE)	Identified by LEA to support development in the BLP	RBWM; partner to be determined	£37.8	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
8	M'head	New primary school at HA21: Spencers Farm site (+4 FE)	Identified by LEA to support proposed growth in the BLP	RBWM; partner to be determined		Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
9	M'head	Additional primary education provision (+9.7 FE)	Identified by LEA to support development in the BLP	RBWM; partner to be determined	£55.1	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
10	Windsor	Additional first schools education provision (+6.0 FE)	Identified by LEA to support development in the BLP	RBWM; partner to be determined	£14.6	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
11	Ascot	Expansion of Charters Sch. (+1.0 FE)	Included in current capital programme; project underway	RBWM; Charters Sch.	£5.3	Basic Need, s106	Committed project	1-5 yrs	n/a
12	Ascot	Potential further expansion of Charters Sch. (+3.0 FE)	Identified by LEA to support development in the BLP	RBWM; Charters Sch.	£11.5	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium

	Locality	Project	Justification	Delivery process	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
13	Datchet and Wrybury	Potential expansion of Churchmead Sch. (+1.0 FE)	Identified by LEA to support development in the BLP	RBWM; Churchmead Sch.	£1.9	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
14	M'head	Expansion of Cox Green Sch. (+1.0 FE)	Included in current capital programme; project underway	RBWM; Cox Green Sch.	£15.8	Basic Need, CIL/s106, BCP	Committed project	1-5 yrs	n/a
15	M'head	Expansion of Furze Platt Senior Sch. (+2.0 FE)	Included in current capital programme; project underway	RBWM; Furze Platt Senior Sch.		Basic Need, CIL/s106, BCP	Committed project	1-5 yrs	n/a
16	M'head	Expansion of Newlands Girls' Sch. (+ 0.2 FE)	Included in current capital programme; project underway	RBWM; Newlands Girls' Sch.		Basic Need, CIL/s106, BCP	Committed project	1-5 yrs	n/a
17	M'head	New secondary sch. At HA6: Golf Course Site (+7.0 FE)	Identified by LEA to support development in the BLP. Could be up to 20.0 FE (with a higher cost than shown) if a proposal to move Desborough and Newlands schools onto the golf course proceeds	RBWM; partner to be determined	£35.1	Basic Need, CIL/s106, BCP	Early discussion	6-12 yrs	Medium
18	M'head	Additional secondary education provision (+6.7 FE)	Identified by LEA to support development in the BLP	RBWM; partner to be determined	£53.1	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
19	Maidenhead	Possible provision for new selective schools (+3.3 FE)	Additional capacity for new selective schools	RBWM; partners to be determined	Not costed	n/a	Policy proposal	6-12 yrs	Low

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
20	Windsor	Expansion of Dedworth Middle Sch. (+2.0 FE)	Included in current capital programme; project underway	RBWM; Dedworth Middle Sch.	£5.8	Basic Need, s106, BCP	Committed project	6-12 yrs	Medium
21	Windsor	Additional middle schools provision (+4.0 FE)	Identified by LEA to support development in the BLP	RBWM; The Windsor Learning Partnership	£8.8	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
22	Windsor	Expansion of Windsor Boys' Sch. (+1.0 FE)	Included in current capital programme; project underway	RBWM; The Windsor Learning Partnership	£1.8	Basic need, s106, BCP	Committed project	1-5 yrs	n/a
23	Windsor	Expansion of Windsor Girls' Sch. (+1.0 FE)	Included in current capital programme; project underway	RBWM; The Windsor Learning Partnership	£1.8	Basic need, s106, BCP	Committed project	1-5 yrs	n/a
24	Windsor	Additional upper schools provision (+3.9 FE)	Identified by LEA to support development in the BLP	RBWM; The Windsor Learning Partnership	£37.9	Basic Need, CIL/s106, BCP	Conceptual stage	6-12 yrs	Medium
25	Maidenhead	New Forest Bridge School (+0.2 FE)	Included in current capital programme; project underway (Braywick Park site)	RBWM: EFA; Forest Bridge Sch.	n/a	Fully funded by EFA	Committed project	1-5 yrs	n/a
26	Borough	Additional SEN school requirement (300 places)	Identified by LEA	RBWM; EFA	£30.0	CIL/s106, BCP	Conceptual stage		Medium
27	Borough	New nursery classes	Identified by LEA to support	RBWM; TBC	£2.0	TBC	Conceptual	1-17	Medium

		(195 places)	development in the BLP				stage	yrs	
	Locality	Project	Justification	Delivery process	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
Health provision									
28	Ascot	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	£0.8	NHS Funding Contribution*- ETTF bid	Bid successful / planning in progress	1-5	n/a
29	Ascot	New Build – Kings Corner Surgery and Magnolia House Surgery to Lynwood site	Identified by WAM CCG; transformation of primary care services to the Ascot population	WAM CCG	£0.9	NHS Funding Contribution* – ETTF bid	Bid successful / planning in progress	1-5	n/a
30	M’head	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
31	M’head	New build premises to accommodate the decommissioning / redevelopment of St Clouds Way – Golf Course health	Identified by WAM CCG to support development in the BLP	WAM CCG			Bid successful / planning in progress	n/a	Medium

		provision							
	Locality	Project	Justification	Delivery process	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
32	M'head	Health and social care hub in Maidenhead Town Centre	To replace the current accessible services in St. Clouds Way	WAM CCG			Requires further investigation	n/a	Medium
33	Windsor	Windsor Community Health Space	Identified by WAM CCG to support development in the BLP	WAM CCG	£0.15	ETTF bid	Completed	n/a	n/a
Leisure									
34	M'head	Re-provision of sports and leisure facilities in Maidenhead – New Braywick Park Leisure Centre	Included in current capital programme; project underway (Recommendation 2)	RBWM	£29	Capital receipts joint venture	Committed project	1-5 yrs	High (releases housing site)
35	Windsor	Improvement to recreational facilities at Windsor Leisure Centre	Identified through RBWM Indoor Sport and Leisure Facility Strategy	RBWM	£4	CIL/s106; capital budget	Identified project	1-5 yrs	Low

APPENDIX D – Infrastructure Delivery Plan: Schedule D - Utilities and hard infrastructure

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
1	Windsor	River Thames Scheme	Recommendations of the Lower Thames Flood Risk Management strategy	Environment Agency	£0.5	Central govt	Business case	10-16 yrs	Medium
2	M'head	Upgrade to Maidenhead Waste Water Treatment Works	Identified by Thames Water (TW) to support development in the BLP	Thames Water; developer arrangements	n/a	TW (AMP bid)	Conceptual stage	5-10 yrs	High
3	Windsor	Upgrade Windsor Waste Water Treatment Works	Identified by TW to support development in the BLP	Thames Water; developer arrangements	n/a	TW (AMP bid)	Conceptual stage	TBC	High
4	Slough	Upgrade Slough Waste Water Treatment Works	Identified by TW to support development in the BLP	Thames Water; developer arrangements	n/a	TW (AMP bid)	Conceptual stage	5-10 yrs	High
5	Ascot	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
6	M'head	Reinforcement to Maidenhead Sewerage Network	Identified by Thames Water to support development in the BLP	Thames Water		TW and developer	Conceptual stage		High
7	Windsor	Reinforcement to Windsor Sewerage Network	Identified by Thames Water to support development in the BLP	Thames Water		TW and developer	Conceptual stage		High

	Locality	Project	Justification	Delivery partners	Est cost (£m)	Funding arrangements	Status	Period	Priority related to BLP
8	M'head	Reinforcement to White Waltham Sewerage Network	Identified by Thames Water to support development in the BLP	Thames Water		TW and developer	Conceptual stage		High
9	Slough	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
10	Ascot	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
11	M'head	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
12	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

APPENDIX E – Project Risks

Risk Level	Description
H - High	Fundamental constraints attached to the delivery of the scheme, e.g. no clear funding stream, no site identified, land / site assembly issues
M – Moderate	Some constraints or uncertainty attached to the delivery of the scheme
L - Low	Strong certainty of delivery e.g. costs identified, funding in place, political and community support

	Project	Comments
2	Potential expansion of Holy Trinity CE Primary Sch. (+1.0 FE)	The expansion of school will likely require land (near or around what used to be the Edith Rose Nursery, alongside Station Road, opposite junction with Church Road), be allocated as a parking area for the School – requested to be developer contribution by Holy Trinity CE Primary School. (check implication for BLP)
4	Additional primary education provision (+1.0 FE)	A new site is needed most likely HA41 or HA42 currently allocated for housing, approximately 1.1 ha would be required.
10	Additional primary education provision (+10.2 FE)	Even with the new school sites and potential expansions (+3.2 FE), there is still a significant shortfall of primary school places to support the BLP. A possible option is the intensification of school sites, by rebuilding buildings at a higher height and providing all weather pitches instead of grass playing fields (+3.0 FE). However, even if this is feasible, there is still an estimated shortfall of approximately xx7.6 FE; LEA have indicated that additional sites, land for two or three new primary schools may be required. Typical area of land required for school sites: <ul style="list-style-type: none"> ▪ 2 FE – 1.8 Ha. ▪ 3 FE – 2.6 Ha ▪ 4 FE – 3.5 Ha.
19	Possible expansion of Holyport College (+2.0 FE)	The proposal would require additional land for the school, not currently identified, site is within Green Belt.
20	Additional secondary education provision (+6.7 FE)	Similar to primary education, in Maidenhead, even with the new school at the Golf Course, and potential expansions of various schools (+4.7 FE), incl. Holyport, there is still a shortfall of secondary places to support the BLP, a possible option is the intensification of existing schools, but this is likely a costly approach. The LEA suggests up to +2.0 FE could be release this way.
21	Possible provision for new selective schools (+3.3 FE)	The government is currently considering allowing the opening of new selective schools, and allowing existing secondary schools to introduce selection. RBWM is examining the possibility. If this does proceed, then it is likely the 3.3 FE currently catered for in neighbouring areas will revert to the borough. LEA have indicated that if this goes ahead, a more attractive option would be to provide a further new secondary school, instead of intensifying existing sites (+2.0 FE), to provide a 5 FE secondary school, this would required a site of 6.6 ha.
26	Additional upper schools provision (+4.1 FE)	Even with the potential expansions of Windsor Boys and Windsor Girls, there is still a shortfall in upper school places required to support the BLP; again, a possible option is the intensification of existing schools, but this is likely a costly approach. The LEA suggests up to +2.0 FE could be release this way.
28	Additional SEN school requirement (TBC)	LEA to confirm details, likely to require a new site in the borough.
29	New nursery classes (195 places)	LEA to confirm details
30 – 44	Transport – Strategic road network and junctions	Note mitigation for A4 schemes will likely require signals (historically a contentious issue for local communities). Large scale transport improvement projects are likely to be reliant on public sector grant schemes and funding from periodic spending reviews and private sector investments (rather than developers’ contribution or mainstream government grant on a per capita basis). The identified projects are considered to be high risk until there is a clear arrangement for their funding and political agreement for their delivery.
58 – 60	Flooding, Utilities & Waste – Sewage treatment works	Further investigation is required to understand the nature and timing of any upgrade necessary; not considered in AMP 2020-2025. In general, expansion works require a lead in time of 18 months to three years.
71	New Build to accommodate the Ascot and Radnor House Surgery and Green Meadows Surgery to Heatherwood site	CCG identified as High Risk – officer to seek clarification why.