



# RB WINDSOR & MAIDENHEAD

## INFRASTRUCTURE DELIVERY PLAN – CONSULTATION VERSION

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# 1 INTRODUCTION

## 1.1 Background

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

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

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

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

## 1.2 Purpose

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

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

## 1.3 Policy Context

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 2 DEVELOPMENT OF THE IDP

### 2.1 Types of Infrastructure

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

Figure 1: Types of infrastructure

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

## 2.2 Prioritising Infrastructure

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

Figure 2: Prioritising infrastructure

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

## 2.3 Methodology & Approach

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

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

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

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



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## 3 INFRASTRUCTURE REQUIREMENTS

### 3.1 Schedule A: Transport Infrastructure

#### 3.1.1 Scope

##### Strategic Transport

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

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

##### Local Transport

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

#### 3.1.2 Method for determining infrastructure requirements

##### Strategic Transport

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

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

##### Local Transport

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

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

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

### **3.1.3 Identifying future need**

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

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

### 3.1.4 Transport Projects

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

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

A4	Strategic - Rail	Windsor		Increased services from Windsor - Waterloo	increase frequency and capacity	South Western Railway		South Western Railway	In consultation		Medium
A5	Strategic - Rail	Other (Cookham, Datchet)		Datchet level crossing and platform lengthening	reduce local road congestion to allow increased frequency of services	South Western Railway, Network Rail			Feasibility stage		Medium
A6	Local - Highways	Ascot, Sunningdale, Sunninghill		Improvement to A330 Winkfield Road/A332 Windsor Road	Identified by Local Highway Authority (LHA) to support development in the BLP	RBWM	£0.95		Initial design stage		Medium
A7	Strategic - Road	Maidenhead		Improvement to M4 Junction 8/9	Identified by LHA to support development in the BLP	RBWM ; Highways England	£3.00		Initial design stage		Medium
A8	Local - Highways	Maidenhead		Improvement to A404(M)/Shoppenhangers Road/Norreys	Identified by LHA to support propose	RBWM ; Highways	£0.96		Initial design stage		Medium

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

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

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

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



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

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

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

				transport. Could also take cars and provide	encouraging modal shift.							
A37	Local - Active travel	Maidenhead	SW Maidenhead	New pedestrian/cycle bridge over the A308(M) to carry the n-s Green Spine southwards into the Triangle site. Aspiration for the bridge to also carry public transport route.	promotes active and sustainable travel, linking employment development on the Triangle site to the local centre in AL13 and northwards into the residential development and up to the railway station.	Developers of Triangle site and sites in AL13 ; RBWM (requires consultation with Highways England)	Again, example taken from North Essex GC suggests costs of c£5m for a pedestrian/cycle footbridge					Criterion 0) in AL13 proforma.

A38	Local - Highways	Maidenhead	SW Maidenhead	Refer to original submission IDP for highway and junction schemes in relation to SWM. Further work is ongoing between Gordon Oliver & colleagues and WSP to address new/improved junctions and access to the site and their implications on the wider local highway network.	New/improved junction requirements to be confirmed/required as a result of the updated transport modelling for the BLP by WSP.	RBWM ; Developers		S106/CIL. Possible HIF funding for northern end of AL13?	Criterion o) in AL13 proforma.			
A39	Local - Active travel	Maidenhead	SW Maidenhead	Improve east-west connection connections across SWM area to improve pedestrian/cycle links in particular, to Braywick Park to the East and Ockwells to the west.	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging	Developers; RBWM		S106/CIL	Criterion o) in AL13 proforma.			

					modal shift.							
A40	Local - Active travel	Maidenhead	SW Maidenhead	From the proforma for Braywick Park, Site GA1 - improved/ new north-south (eg to the town centre) and east-west (eg to Desboorough) pedestrian and cycle routes	Key connectivity element - providing opportunities for active travel; reducing the need to travel by car; encouraging modal shift.	RBWM				Criterion 0) in GA1 proforma.		
A41	Local - Public transport	Maidenhead	SW Maidenhead	from the proforma for Braywick Park, Site GA1 - public transport access to new leisure centre and Braywick Park	Improving access for all, whilst reducing the need to use the car for journeys.	RBWM / bus operators				Criterion 0) in GA1 proforma.		

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

### **3.2.1 Scope**

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

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

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

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

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

- Quality
- Quantity
- Accessibility.

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

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

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

### **3.2.3 Identifying future need**

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

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### 3.2.4 Green & Blue Infrastructure Projects

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

	Sub-category	Localit y	Category	Placemaking Area	Project	Justification	Delivery Partners	Est'd Cost (£m)	Funding arrangements	Status	Per iod	Prio rity in relation to BLP
B 1	Public Open Space	Maide nhead	Flood defences		Thrift Wood Farm Open Space (to provide 86 acres of open space / playing fields)	To address significant shortfall in open space compared to recommend ed local standards	RBWM	0.5 m	Council capital budget and partner funding	Site open to public	n/a	n/a
B 2	Public Open Space	Maide nhead	Public open space		Deerswood Meadow Local Nature Reserve (1 acres of enhanced open space)	To enhance the local nature reserve to create an attractive natural environment for wildlife	RBWM	0.05	Council capital budget	Comple ted	n/a	n/a

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B3	Public Open Space	TBC	Play space		Additional SANGs and provision for biodiversity in the Borough	Projects to be confirmed: payments made to meet the cost of provision which mitigates the impact of development on the SPA	RBWM; Natural England; landowner/s TBC		Section 111 agreements including SAMM payments	Requires further invest.	1-5 years	High
B4	Public Open Space	TBC	Shurlock Row public open space		To address significant shortfall in open space compared to recommended local standards		RBWM & Parish Council	0.25	CIL/s106; capital budget	Identified project	1-5 yrs	High
B5	Public Open Space	Maidehead			Shurlock Row public open space	To address significant shortfall in open space compared to recommended local standards	RBWM & Parish Council	0.25	CIL/s106; capital budget	Identified project	1-5 yrs	High

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

#### **3.3.1 Scope**

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

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

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

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

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

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

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

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

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

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

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

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

### **3.3.3 Identifying future need**

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

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

### 3.3.4 Infrastructure Projects

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

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

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

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



### 3.4 Schedule D: Health

#### 3.4.1 Scope

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

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

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

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

#### 3.4.2 Method for determining infrastructure requirements

Within Windsor, Ascot and Maidenhead CCG geography there are currently 22 GP premises with 83 Full Time Equivalent GPs serving a total population of 156,000 people which equates to a ratio of 1,880 patients per GP (<http://digital.nhs.uk/catalogue/PUB30044>). The existing provision ratio of GPs in Windsor, Ascot and Maidenhead CCG is below (i.e. better than) the Department of Health's target patient list of 1,800 patients per GP5.

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 facilities6.

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

A Health Plan for Ascot has been emerging through the immediate concerns around the sustainability of current general practices services and the opportunities for premises development in this area7.

#### 3.4.3 Identifying future need

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

*5 Department of Health guidelines*

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

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

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### 3.4.4 Health Infrastructure Projects

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

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

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

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

### **3.5.1 Scope**

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

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

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

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

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

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

### **3.5.3 Identifying future need**

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

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

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

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### 3.5.4 Sport & Leisure Infrastructure Projects

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

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

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

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



## **3.6 Schedule F: Community**

### **3.6.1 Scope**

#### **Libraries**

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

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

#### **Community Facilities**

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

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

#### **Police**

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

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

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

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

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

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### **Libraries**

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

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

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

### **Community Centres**

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

### **Police**

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

### **3.6.3 Identifying future need**

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

### 3.6.4 Community Infrastructure Projects

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

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

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

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

### **3.7.1 Scope**

#### **Utilities**

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

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

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

#### **Flood Defences**

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

#### **Potable Water**

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

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

#### **Sewerage**

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

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

#### **Utilities**

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

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

### **Flood Defences**

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

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

### **Potable Water**

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

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

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

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

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

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

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

## **Sewerage**

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

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

### **3.7.3 Identifying future need**

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

### 3.7.4 Utilities Infrastructure Projects

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

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

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

				networks to the nation.						
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