

## Notice of Meeting

### Environment and Communities Overview and Scrutiny Panel

Councillor Porter (Chair), Councillor Mrs McKenzie-Boyle (Vice-Chair), Councillors Angell, Brossard, Brown, Ms Gaw, Mrs Ingham, Kirke and Allen

Wednesday 15 December 2021, 6.30 - 8.30 pm  
Online only via Teams



### Agenda

Item	Description	Page
1.	<b>Apologies for Absence/Substitute Members</b>	
	To receive apologies for absence and to note the attendance of any substitute members.	
2.	<b>Declarations of Interest and Party Whip</b>	
	<p>Members are asked to declare any disclosable pecuniary or affected interests and the nature of that interest, including the existence and nature of the party whip, in respect of any matter to be considered at this meeting.</p> <p>Any Member with a Disclosable Pecuniary Interest in a matter should withdraw from the meeting when the matter is under consideration and should notify the Democratic Services Officer in attendance that they are withdrawing as they have such an interest. If the Disclosable Pecuniary Interest is not entered on the register of Members interests the Monitoring Officer must be notified of the interest within 28 days.</p> <p>Any Member with an Affected Interest in a matter must disclose the interest to the meeting. There is no requirement to withdraw from the meeting when the interest is only an affected interest, but the Monitoring Officer should be notified of the interest, if not previously notified of it, within 28 days of the meeting.</p>	
3.	<b>Highway's Capital Programme</b>	
	<p>The Panel are meeting to better understand the Highway's Capital Programme processes with a focus on how schemes are prioritised.</p> <p>In addition to the supporting evidence pack the Panel has invited the following guests to address the meeting:</p> <ul style="list-style-type: none"><li>· Andrew Hunter, Executive Director: Place Planning &amp; Regeneration</li><li>· Neil Matthews, Assistant Director: Highways and Transport</li></ul> <p>Members of the Panel are asked to submit technical or detailed questions in advance of the meeting.</p> <p>The Panel will then prepare a report capturing their learning points and any concerns raised to inform the Commission's scrutiny of the 2022/23 budget proposals.</p>	

### **EMERGENCY EVACUATION INSTRUCTIONS**

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## **Evidence Pack**

The following items form the evidence pack for this meeting discussion.

4.	<b>Capital Programme 2021/22 - Highways and Transport</b>	3 - 14
	Report on the Highways and Transport Capital Programme for the 2021/22.	
5.	<b>Infrastructure Delivery Plan</b>	15 - 242
	See pages 19-39 for context on transport infrastructure in Bracknell Forest	
6.	<b>Transport Policy</b>	
	The Local Transport Plan 3 2011 to 2026 (LTP3) sets out the borough's transport strategy. <a href="https://www.bracknell-forest.gov.uk/transport-policy">Transport policy   Bracknell Forest Council (bracknell-forest.gov.uk)</a>	
7.	<b>Highways and Transport Capital Programme 2020-21</b>	243 - 244
	Data on Funding Streams and Budget Allocation for 2020-21.	
8.	<b>Integrated Transport Capital Programme 2019-20</b>	245 - 246
	Data on Funding Streams and Budget Allocation for 2019-20.	

Sound recording, photographing, filming and use of social media is permitted. Please contact [joey.gurney@bracknell-forest.gov.uk](mailto:joey.gurney@bracknell-forest.gov.uk), so that any special arrangements can be made.

Published: 7 December 2021

### **EMERGENCY EVACUATION INSTRUCTIONS**

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TO: THE EXECUTIVE

DATE: 27 April 2021

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## CAPITAL PROGRAMME 2021/22

### HIGHWAYS AND TRANSPORT

Director of Place, Planning and Regeneration

#### 1 PURPOSE OF DECISION

- 1.1 To approve the Highways and Transport Capital Programme for 2021/22 and its implementation as set out in the body of the report and Annex 1.

#### 2 RECOMMENDATION

- 2.1 **That the overall Highways and Transport Capital Programme for 2021/22 (Annex 1) is approved.**

#### 3 REASONS FOR RECOMMENDATION

- 3.1 The proposals in this report identify the current highway and transport priorities across the network. The schemes seek to facilitate transport in line with the Council's Local Transport Plan 3 (LTP3) and ensure that the Council maintains the highway in as good a condition as resources allow, having due regard to the Council's intervention policy based on network condition.

#### 4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Failure to approve the Highways and Transport Capital Programme would prevent the delivery of the Council's obligations as a Highway Authority and be contrary to the position set out in the Council's adopted Transport Policy (LTP3).
- 4.2 Given the reduction in highway maintenance funding levels in previous years, it would not be appropriate to allocate resources to anything other than the priorities identified through methodical and objective needs assessments.

#### 5 SUPPORTING INFORMATION

- 5.1 The overall Highways and Transport Capital Programme for 2021/22 totals £7.003m, of which over 90% of funding is derived from external sources. A further breakdown of the programme and its objectives is set out below.

##### Transport Programme

- 5.2 The Transport Capital Programme is formed to support the adopted LTP3 which sets out the key transport challenges and opportunities facing Bracknell Forest through the period 2011-2026. Schemes are developed taking account of wider policy goals alongside strategic and local transport needs. Issues such as deliverability and public impact/acceptability are also reflected within the scheme selection.
- 5.3 Core funding for the 2021/22 programme is made up of an Integrated Transport Grant from Central Government (£726k) alongside developer contributions for transport mitigation measures via S106 agreements and Community Infrastructure Levy (CIL) receipts – totalling £3.689m.

- 5.4 In 2020/21, the Council was successful in securing additional funds from Central Government through the Local Growth Fund (LGF) which is aimed towards implementing transport measures linked to economic growth and carbon reduction with a focus on removing pinch points. The 2021/22 programme will include completion of the A3095 (South) Highway Improvement Scheme and commencement of improvements to the A322 Sports Centre Roundabout, both of which are part-funded in this way.
- 5.5 As well as large scale schemes, the Council continues to implement local improvements that support the Local Transport Plan. These focus on improving access, mobility and travel choice, highway capacity and road space allocation, road safety, residential parking and traffic management. Additional match-funding has been committed by Silva Homes (£100k) to support further provision of residential parking schemes in priority areas.
- 5.6 The overall Transport Capital Programme for 2021/22 totals £4.515m and is contained within **Annex 1**.

### **Highway Maintenance Programme**

- 5.7 The Highway Maintenance Capital Programme seeks to ensure that the Council maintains the highway network in as good a condition as resources allow, giving due regard to public safety. It also supports objectives within the Council's adopted LTP3. The Highway Maintenance programme continues to focus on the integrity of a wide range of highway assets including carriageways, highway structures, drainage and street lighting.
- 5.8 Funding for the 2021/22 programme is made up of a Highway Maintenance Grant from Central Government (£1.888m) alongside a continued local contribution from Borough Capital of £200k to support road and footway maintenance. A further £400k Borough Capital is allocated toward the essential lamp column replacement programme - a recognised consequence of 'New Town Inheritance' whereby assets require capital replacement at the same time, in this case to manage highway risk.
- 5.9 The overall Highway Maintenance Capital Programme for 2021/22 totals £2.488m and is contained within **Annex 1**. Even with this level of funding, the scale of demand for planned maintenance far exceeds the available budget. For example, the identified lengths of carriageway which warrant intervention work over the next 3 years is detailed within **Annex 2**. Consequentially, funding must be targeted according to an assessment of need based upon the condition of assets.
- 5.10 In relation to road and footway maintenance, the details of work will vary between streets and will only be fully defined once the effects of the recent winter months have been established. The form of treatment for each road will be the most appropriate for the nature and category of the individual road to ensure (i) the most cost-effective use of available budgets; and (ii) preservation of the useful life of the asset.
- 5.11 Given the demands upon road network access (including for utility works), the availability of specialist plant and the objective of minimising local disruption, the final maintenance programme may need to vary. Local Members will be advised in advance of planned works within their Ward.
- 5.12 The Council also makes additional provision in its revenue budget for reactive highway maintenance work. This is used for routine and urgent maintenance purposes on all highway network assets and also includes the delivery of the winter service (road gritting) and the 24/7 emergency response service. The sum allocated within 2021/22 is £2.7m.

## **Resourcing Delivery**

- 5.13 In order to maintain delivery of the approved Highways and Transport Capital Programme, it is necessary to focus staff resources within the Highways and Transport Division. Outside of the approved in-year work programme it will not be possible to develop/progress Member or public generated requests for minor improvement schemes. New schemes will be added to a future works list for assessment at the appropriate stage.

## **6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

### Borough Solicitor

- 6.1 The approval of the Recommendation falls within the decision-making remit of the Executive under Part 2, Section 5 of the Council Constitution.

### Director: Resources

- 6.2 The sums detailed within the report form part of the 2021/22 Capital Programme for the Place, Planning and Regeneration Directorate. This report identifies the specific schemes on which this funding is to be allocated.

### Equalities Impact Assessment

- 6.3 An Equalities Impact Assessment was undertaken in preparation for the formal publication of the adopted LTP3. The actions arising from this decision are within the scope of the LTP3 EIA and no direct negative equality/diversity impacts arise from these proposed works. The identified schemes improve safety and accessibility for all road users.

## **7 CONSULTATION**

### Principal Groups Consulted

- 7.1 Stakeholders will vary dependant on individual schemes and their impact. Applicable consultation processes will precede scheme implementation.

### Method of Consultation

- 7.2 Not applicable at this time.

### Contacts for further information

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2021/22 Highways and Transport Capital Programme		Funding Streams (£000)
		1 DfT Integrated Transport Grant - 726
		2 DfT Highway Maintenance Grant - 1888
		3 S106/CIL TRL site development - 2800
		4 CIL - 500
		5 S106 - 389
		6 Silva Homes - 100
		7 BFC capital - 600
		<b>TOTAL: 7003</b>
		<b>Budget Allocation</b>
<b>1.0</b>	<b>Access, Mobility &amp; Travel Choice</b>	<b>416</b>
1.1	Westmorland Drive j/w Harvest Ride (Warfield) - Toucan Crossing to assist school journeys and support wider sustainable travel.	105
1.2	South Road (Great Hollands) - Footway/Cycleway linking the new Bucklers Park development site to local schools and Bracknell town centre.	249
1.3	Dukes Ride (Crowthorne) - Zebra Crossing outside Crowthorne Primary School assist school journeys and support wider sustainable travel.	50
1.4	Mobility Schemes (various locations) - minor improvement schemes to assist the mobility impaired.	12
<b>2.0</b>	<b>Highway Capacity and Road Space Allocation</b>	<b>3865</b>
2.1	A3095 (South) - Highway Improvements to Hanworth roundabout, Golden Retriever junction and Crowthorne Road to meet future demands and enable local communities to access this busy corridor safely. Work includes capacity improvements alongside enhancements to the natural environment including replacement tree planting and the creation of new hedgerows and wildlife habitats.	3490
2.2	A322 Sports Centre Roundabout - Highway Improvement to increase capacity and improve traffic flow through the junction.	375
<b>3.0</b>	<b>Traffic Management</b>	<b>493</b>
3.1	Residential Parking - working with Silva Homes to provide increased parking capacity in residential areas experiencing difficulties. Funding contribution provided by Silva Homes (£100k). Identified schemes include Keldholme (Wildridings), Rosedale Gardens (Wildridings), Oakengates (Hanworth), Aysgarth (Great Hollands), Ullswater (Great Hollands), Church Road (Owlsmoor).	200
3.2	Road Safety - works to improve road safety and reduce the number of injury accidents at identified sites. Locations include Western Roundabout (Bracknell), Swinley Road (Ascot), Wildridings Roundabout (Great Hollands/Wildridings).	85
3.3	Speed Management - measures to regularise or influence speed reduction. Locations include Bowyer's Lane (Warfield) and Brookers Row (Crowthorne).	28
3.4	Urban Traffic Management & Control (UTMC) - expanding control capability through improved technology at key traffic signal junctions and controlled crossing points to better manage journeys. Work includes upgrade/refurbishment of Birch Hill traffic signal junction.	180
<b>4.0</b>	<b>Road Maintenance</b>	<b>1349</b>
4.1	Inlay Surface Treatment - removal and replacement of road surface at A321 Yorktown Road (Sandhurst) from Wellington Road to Swan Lane, Terrace Road South (Binfield) from Foxley Lane to Cressex Close, Grant Road (Crowthorne), Saffron Road, Dundas Close, Rossett Close (Wildridings), Running Horse roundabout (Bullbrook).	699
4.2	Surface Treatment - application of road surface at North Street (Cranbourne), Nine Mile Ride (Crowthorne) from Golden Retriever junction to TRL, Ringmead (Great Hollands) from Wylam to Welbeck and Minstead Close (Martins Heron).	350
4.3	Localised Remedial Works (various locations) - preventative works in isolated locations to maintain integrity of carriageways and footways.	300
<b>5.0</b>	<b>Structures Maintenance</b>	<b>350</b>
5.1	Holland Pines (Great Hollands) - Embankment Stabilisation on approach to the subway system.	45
5.2	A322 Bagshot Road (Bracknell) - Vehicle Restraint System upgrade to prevent vehicle incursion into the subway system near to Bracknell Sport Centre.	55
5.3	A3095 Mill Lane (Wildridings) - Parapet/Vehicle Restraint System upgrade to prevent vehicle incursion into the subway system leading to Mill Pond	60
5.4	A3095 Mill Lane Bridge (Bracknell) - installation of bearing inspection and maintenance platform.	50
5.5	Osborne Lane (Warfield) - Bridge Parapet strengthening and upgrade works.	20
5.6	Mount Lane/Hazel Hill (Bracknell) - Expansion Joint replacement on cycle/pedestrian bridge across the rail line.	25
5.7	Pitts Bridge (Binfield) - Arch, Parapet and Abutment remedial works to maintain structural integrity.	25
5.8	Parapet Safety Improvements (various locations) - safety improvements at parapets following assessment.	35
5.9	Protective Treatments (various locations) - works to prevent water ingress into vulnerable structures.	35
<b>6.0</b>	<b>Drainage Maintenance</b>	<b>130</b>
6.1	Warfield Street (Warfield) - Drainage repair/improvement work between Gibbins Lane and Five-Ways junction.	30
6.2	Church Street (Crowthorne) - Drainage repair/improvement along its length,	30
6.3	Wellington Road (Crowthorne) - Drainage upgrade to manage surface water flooding.	10
6.4	Three Legged Cross Junction (Warfield) - Drainage upgrade to manage surface water flooding.	20
6.5	Old Wokingham Road (Crowthorne) - Culvert/headwall replacement and carriageway stabilisation.	10
6.6	Subway Drainage Works - system upgrade including pumps.	30
<b>7.0</b>	<b>Electrical Maintenance</b>	<b>400</b>
7.1	Lamp Column Replacement (various locations) - essential replacement of ageing lamp columns based on individual condition assessment and risk assessment.	400

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## Roads currently eligible for planned maintenance - 3 years (2022/23 to 2024/25)

## ANNEX 2

Road Name A-Z	Section Description - an area of carriageway within the described section has been identified as requiring treatment:	Ward	Estimated Cost	Predominant Treatment
Ascot Road	FROM MALT HILL TO WELLERS LANE	Winkfield & Cranbourne	£41,000	Surface treatment
Augustine Walk	WHOLE SECTION	Warfield Harvest Ride	£7,000	Remove and inlay
Badgers Way	WHOLE SECTION	Bullbrook	£34,000	Remove and inlay
Bagshot Road	FROM STATION R/A TO HORSE & GROOM R/A	Wildridings & Central	£29,000	Surface treatment
Bagshot Road	FROM BAGSHOT ROAD/NINE MILE RIDE TO BAGSHOT ROAD/SWINLEY ROAD R/A	Ascot	£120,000	Surface treatment
Bagshot Road	FROM COUNTY BOUNDARY TO SWINLEY ROAD R/A	Ascot	£18,000	Surface treatment
Bagshot Road	FROM HILTON R/A TO SPORTS CENTRE R/A	Crown Wood	£25,000	Surface treatment
Berkshire Way	BERKSHIRE WAY R/A TO VIGAR WAY R/A	Binfield with Warfield	£53,000	Surface treatment
Binfield Road	FROM MOORDALE AVENUE TO STONEY ROAD	Priestwood & Garth	£36,000	Remove and inlay
Binfield Road	FROM STONEY ROAD TO DOWNSHIRE WAY	Priestwood & Garth	£26,000	Surface treatment
Binfield Road	FROM DOWNSHIRE WAY TO FOWLERS LANE	Priestwood & Garth	£24,000	Surface treatment
Binfield Road	FROM HARVEST RIDE R/A TO JOCKS LANE	Warfield Harvest Ride	£31,000	Remove and inlay
Blackcap Place	WHOLE SECTION	Central Sandhurst	£5,000	Remove and inlay
Bracken Bank	WHOLE SECTION	Ascot	£79,000	Remove and inlay
Braziers Lane	FROM LOCKS RIDE TO PIGEON HOUSE LANE	Winkfield & Cranbourne	£20,000	Remove and inlay
Broad Lane	FROM ROWLEY CLOSE TO LONDON ROAD	Bullbrook	£10,000	Surface treatment
Brook Green	WHOLE SECTION	Priestwood & Garth	£4,000	Remove and inlay
Chavey Down Road	FROM MUSHROOM CASTLE LANE TO FOREST ROAD	Winkfield & Cranbourne	£18,000	Remove and inlay
Cheam Close	WHOLE SECTION	Harmans Water	£6,000	Remove and inlay
Cheviot Road	WHOLE SECTION	Little Sandhurst & Wellington	£63,000	Remove and inlay
Chiltern Road	WHOLE SECTION	Little Sandhurst & Wellington	£28,000	Remove and inlay
Church Lane	FROM TERRACE ROAD NORTH TO STUBBS HILL	Binfield with Warfield	£17,000	Surface treatment
Church Road	FROM RYEMEAD LANE TO WINKFIELD STREET	Winkfield & Cranbourne	£19,000	Remove and inlay
Claverdon	WHOLE SECTION	Hanworth	£47,000	Remove and inlay
College Crescent	WHOLE SECTION	College Town	£30,000	Remove and inlay
College Road	WHOLE SECTION	College Town	£183,000	Remove and inlay
Cotswold Road	WHOLE SECTION	Little Sandhurst & Wellington	£5,000	Remove and inlay
Cottesmore	WHOLE SECTION	Hanworth	£28,000	Remove and inlay
County Lane	FROM JIGS LANE NORTH R/A TO CHESHIRE PARK	Warfield Harvest Ride	£40,000	Remove and inlay

Crowthorne Road	FROM WELLINGTON ROAD TO LONGDOWN ROAD	Central Sandhurst	£56,000	Remove and inlay
Crowthorne Road	FROM LONGDOWN ROAD TO SANDHURST ROAD	Central Sandhurst	£52,000	Remove and inlay
Daventry Court	WHOLE SECTION	Priestwood & Garth	£4,000	Remove and inlay
Deepdale	WHOLE SECTION	Wildridings & Central	£29,000	Remove and inlay
Dukes Ride	FROM NEW WOKINGHAM ROAD TO THE AVENUE	Crowthorne	£13,000	Remove and inlay
Easthampstead Road	FROM WESTERN ROAD TO BERKSHIRE WAY	Priestwood & Garth	£48,000	Remove and inlay
Ennerdale	WHOLE SECTION	Wildridings & Central	£52,000	Remove and inlay
Fencote	WHOLE SECTION	Crown Wood	£10,000	Remove and inlay
Forest Road	FROM FOXLEY LANE TO WICKS GREEN R/A	Binfield with Warfield	£13,000	Remove and inlay
Forest Road	FROM WICKS GREEN R/A TO TERRACE ROAD R/A	Binfield with Warfield	£15,000	Remove and inlay
Forest Road	FROM TILEHURST LANE TO BINFIELD ROAD	Binfield with Warfield	£23,000	Surface treatment
Forest Road	FROM PARISH BOUNDARY TO CHAVEY DOWN ROAD	Winkfield & Cranbourne	£18,000	Remove and inlay
Forest Road	FROM CHAVEY DOWN ROAD TO BRAZIER'S LANE	Winkfield & Cranbourne	£57,000	Surface treatment
Forest Road	FROM BRAZIER'S LANE TO RHODODENDRON WALK	Winkfield & Cranbourne	£28,000	Surface treatment
Forest Road	FROM RHODODENDRON WALK TO NEW ROAD	Winkfield & Cranbourne	£41,000	Surface treatment
Foresters Way	FORESTERS WAY R/A	Crowthorne	£14,000	Surface treatment
Foxley Lane Acces Road	WHOLE SECTION	Binfield with Warfield	£12,000	Remove and inlay
Goughs Barn Lane	FROM HAZELWOOD LANE TO MAIDENHEAD ROAD	Binfield with Warfield	£22,000	Remove and inlay
Goughs Meadow	WHOLE SECTION	Central Sandhurst	£41,000	Remove and inlay
Great Hollands Road	FROM GREAT HOLLANDS SQUARE TO HOLBECK	Great Hollands North	£30,000	Surface treatment
Great Hollands Road	FROM HOLBECK TO HOLLANDS PINE	Great Hollands North	£17,000	Surface treatment
Great Hollands Road	FROM HOLLAND PINES TO RINGMEAD	Great Hollands North	£27,000	Surface treatment
Heathermount	WHOLE SECTION	Harmans Water	£7,000	Remove and inlay
High Street	FROM LOWER BROADMOOR ROAD TO BRACKNELL ROAD	Crowthorne	£36,000	Remove and inlay
Hubberholme	WHOLE SECTION	Wildridings & Central	£7,000	Remove and inlay
Kings Ride	FROM PRINCE CONSORT DRIVE TO COUNTY BOUNDARY	Ascot	£61,000	Surface treatment
Kings Ride	FROM SWINLEY ROAD TO PRINCE CONSORT DRIVE	Ascot	£37,000	Surface treatment
Kingscroft Lane	FROM COCKS LANE TO MALT HILL	Winkfield & Cranbourne	£17,000	Remove and inlay
Locks Ride	FROM PRIORY ROAD TO CHAVEY DOWN ROAD	Winkfield & Cranbourne	£62,000	Remove and inlay
Locks Ride	FROM LOCKS RIDE JUNCTION TO BRAZIER'S LANE	Winkfield & Cranbourne	£24,000	Remove and inlay
London Road	FROM URBAN/RURAL CHANGE TO SWINLEY ROAD	Ascot	£24,000	Surface treatment
London Road	FROM START/END OF DUAL TO COUNTY BOUNDARY	Binfield with Warfield	£13,000	Remove and inlay
London Road	FROM JOHN NIKE WAY TO ST MARKS ROAD	Binfield with Warfield	£26,000	Surface treatment
Lovel Lane	FROM HATCHET LANE TO WINDSOR ROAD	Winkfield & Cranbourne	£34,000	Remove and inlay

Lovlace Road	WHOLE SECTION	Great Hollands North	£4,000	Remove and inlay
Lydbury	WHOLE SECTION	Harmans Water	£12,000	Remove and inlay
Maidenhead Road	FROM BOTTLE LANE TO BOWYERS LANE	Binfield with Warfield	£35,000	Surface treatment
Maidens Green	FROM WINKFIELD STREET TO BRACKNELL ROAD	Winkfield & Cranbourne	£18,000	Remove and inlay
Market Street	FROM HIGH STREET TO STATION ROAD	Wildridings & Central	£24,000	Surface treatment
Marshall Road	FROM MARSHALL ROAD R/A TO YORKTOWN ROAD JUNCTION	College Town	£36,000	Surface treatment
Mill Lane	WILDRIDINGS R/A	Great Hollands North	£21,000	Surface treatment
Millins Close	WHOLE SECTION	Owlsmoor	£13,000	Remove and inlay
Murrell Hill Lane	FROM FOXLEY LANE TO LONDON ROAD	Binfield with Warfield	£76,000	Surface treatment
Naseby	WHOLE SECTION	Hanworth	£57,000	Remove and inlay
New Forest Ride	FROM BOG LANE R/A TO EPPING WAY R/A	Harmans Water	£21,000	Surface treatment
Newell Green	FROM WARFIELD ROAD TO WATERSPLASH LANE	Binfield with Warfield	£19,000	Remove and inlay
Nine Mile Ride	OLD WOKINGHAM ROAD R/A TO TRL R/A	Crowthorne	£36,000	Surface treatment
Nine Mile Ride	FROM CROWTHORNE ROAD JUNCTION TO START/END OF DUAL	Crowthorne	£16,000	Surface treatment
Old Wokingham Road	FROM SECTION CHANGE TO WATERLOO ROAD	Great Hollands North	£17,000	Surface treatment
Old Wokingham Road	FROM SECTION CHANGE HATCH RIDE TO NINE MILE RIDE	Crowthorne	£46,000	Remove and inlay
Ollerston	WHOLE SECTION	Hanworth	£25,000	Remove and inlay
Opladen Way	FROM QUEENS PINE TO NUTHURST	Crown Wood	£22,000	Remove and inlay
Opladen Way	FROM OLDSTEAD TO KEEPERS COMBE	Crown Wood	£36,000	Remove and inlay
Opladen Way	FROM KEEPERS COMBE TO OAKDALE	Crown Wood	£25,000	Remove and inlay
Osmans Close	WHOLE SECTION	Winkfield & Cranbourne	£23,000	Remove and inlay
Pigeonhouse Lane	FROM NORTH STREET TO BRAZIER'S LANE	Winkfield & Cranbourne	£48,000	Surface treatment
Pocket Close	WHOLE SECTION	Binfield with Warfield	£2,000	Remove and inlay
Priestwood Avenue	WHOLE SECTION	Priestwood & Garth	£102,000	Remove and inlay
Priestwood Court Road	WHOLE SECTION	Priestwood & Garth	£30,000	Remove and inlay
Prince Consort Drive	WHOLE SECTION	Ascot	£120,000	Remove and inlay
Rackstraw Road	FROM YORKTOWN ROAD TO OWLSMOOR ROAD R/A	Central Sandhurst	£25,000	Surface treatment
Rackstraw Road	FROM OWLSMOOR ROAD R/A TO ACACIA AVE R/A	Owlsmoor	£32,000	Surface treatment
Ringmead (GH)	FROM VIKING TO VANDYKE	Great Hollands North	£45,000	Remove and inlay
Ringmead (HW)	FROM HANWORTH ROAD TO OAKENGATES	Hanworth	£38,000	Remove and inlay
Ringmead (HW)	FROM KNIGHTSWOOD TO JEVINGTON	Hanworth	£17,000	Remove and inlay
Ringmead (HW)	FROM JEVINGTON TO JAMESTON	Hanworth	£23,000	Remove and inlay
Ringmead (HW)	FROM JAMESTON TO HILLBERRY	Hanworth	£48,000	Remove and inlay
Ringmead (HW)	FROM OAKENGATES TO NASEBY	Hanworth	£23,000	Surface treatment

Ringmead (HW)	FROM HANWORTH ROAD TO BIRCH HILL ROAD	Hanworth	£30,000	Remove and inlay
Ringmead (HW)	FROM BIRCH HILL ROAD TO EVEDON	Hanworth	£54,000	Remove and inlay
Skimped Hill Lane	FROM BERKSHIRE WAY TO SKIMPED HILL LANE R/A	Priestwood & Garth	£31,000	Surface treatment
Spinis	WHOLE SECTION	Great Hollands South	£82,000	Remove and inlay
St Marks Road	FROM POPESWOOD ROAD TO FOXLEY LANE	Binfield with Warfield	£41,000	Remove and inlay
St Marks Road	FROM LONDON ROAD TO POPESWOOD ROAD	Binfield with Warfield	£45,000	Surface treatment
Station Way	FROM THE RING TO BAGSHOT ROAD	Wildridings & Central	£10,000	Remove and inlay
Sunninghill Road	FROM COUNTY BOUNDARY TO WATERSPLASH LANE	Winkfield & Cranbourne	£34,000	Remove and inlay
Sunninghill Road	FROM WATERSPLASH LANE TO LOVEL LANE	Winkfield & Cranbourne	£65,000	Surface treatment
The Ridgeway	WHOLE SECTION	Wildridings & Central	£39,000	Remove and inlay
Tilehurst Lane	FROM CHURCH LANE TO FOREST ROAD	Binfield with Warfield	£19,000	Remove and inlay
Twyford Road	FROM COUNTY BOUNDARY TO HOWE LANE	Binfield with Warfield	£23,000	Surface treatment
Twyford Road	FROM HOWE LANE TO BILLINGBEAR LANE	Binfield with Warfield	£37,000	Surface treatment
Wantage Close	WHOLE SECTION	Harmans Water	£9,000	Remove and inlay
Warfield Road	FROM OLD FARM DRIVE TO FOLDERS LANE	Bullbrook	£23,000	Remove and inlay
Warfield Street	FROM OLD PRIORY LANE TO MAIZE LANE	Binfield with Warfield	£26,000	Remove and inlay
Wasdale Close	WHOLE SECTION	Owlsmoor	£13,000	Remove and inlay
Welbeck	WHOLE SECTION	Great Hollands North	£33,000	Remove and inlay
Wellington Road	FROM WELLINGTON CLOSE TO YORKTOWN ROAD	Central Sandhurst	£17,000	Remove and inlay
Western Road	FROM DOWNMILL ROAD TO EASTHAMPSTEAD ROAD	Priestwood & Garth	£57,000	Remove and inlay
Western Road	FROM EASTHAMPSTEAD ROAD TO DOWNSHIRE WAY	Priestwood & Garth	£28,000	Surface treatment
Wheatley	WHOLE SECTION	Great Hollands North	£32,000	Remove and inlay
Wiltshire Avenue	WHOLE SECTION	Crowthorne	£12,000	Remove and inlay
Windlebrook Green	WHOLE SECTION	Priestwood & Garth	£5,000	Remove and inlay
Windsor Road	FROM COUNTY BOUNDARY TO LOVEL LANE	Winkfield & Cranbourne	£34,000	Surface treatment
Windsor Road	FROM LOVEL LANE TO WINDSOR ROAD JUNCTION AFTER 304.62 METRES	Winkfield & Cranbourne	£15,000	Surface treatment
Winkfield Row	FROM GROVE LANE TO BRACKNELL ROAD	Winkfield & Cranbourne	£18,000	Remove and inlay
Wokingham Road	FROM WOKINGHAM ROAD R/A TO STONEY ROAD	Priestwood & Garth	£34,000	Remove and inlay
Woodies Close	WHOLE SECTION	Binfield with Warfield	£5,000	Remove and inlay
Woodridge Close	WHOLE SECTION	Wildridings & Central	£25,000	Remove and inlay
Woolhampton Way	WHOLE SECTION	Harmans Water	£17,000	Remove and inlay
Wylam	WHOLE SECTION	Great Hollands North	£40,000	Remove and inlay
Yorktown Road	FROM COLLEGE ROAD TO LAUNDRY LANE	College Town	£33,000	Remove and inlay

TOTAL £4,137,000

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# Infrastructure Delivery Plan - Post Submission Site Allocations Development Plan Document

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# 1 Introduction

**1.0.1** Bracknell Forest Council (BFC) has produced this Infrastructure Delivery Plan (IDP) to identify key infrastructure required to support development proposed in the Site Allocations Development Plan Document (SADPD), Warfield Supplementary Planning Document (SPD) and Amen Corner SPD. It is a material consideration in the determination of planning applications.

**1.0.2** The IDP has been prepared to support the level of growth envisaged in the Council's adopted Core Strategy and planned for in the SADPD. This approach was based on the repeated announcements by the Government of the planned abolition of regional spatial strategies (RSSs). The Government has not yet achieved the abolition of RSSs and therefore the SADPD needs to be in general conformity with the RSS. This includes a housing target of 12,780 new homes for the plan period rather than the 10,780 target in the Core Strategy. In this context the SADPD is being taken forward as a first step in achieving the higher RSS target and the IDP continues to identify the infrastructure required to support its proposed allocations.

**1.0.3** The IDP will continue to be updated as part of the process of preparing a new Local Plan. It will also be expanded as necessary to include infrastructure requirements arising from any additional allocations in the Local Plan needed to meet the Borough's objectively assessed needs for the period of the new Local Plan (and RSS requirements if it remains in place).

**1.0.4** One of the main purposes of the SADPD is to allocate sites to meet strategic housing needs. Following public consultation, the Draft Submission has identified the following four strategic urban extensions with the potential for comprehensive development:

- Land at Broadmoor, Crowthorne (Policy SA4)
- Land at TRL, Crowthorne (Policy SA5)
- Land at Amen Corner North, Binfield (Policy SA6)
- Land at Blue Mountain, Binfield (Policy SA7)

**1.0.5** It also identified several 'major' sites (sites in defined settlements - SA1 & SA2, and edge of settlement sites - SA3), each containing 10+ net additional dwellings, identified initially through BFC's Strategic Housing Land Availability Assessment (SHLAA). These are listed in Table 4.1 'SHLAA sites proposed for allocation'.

**1.0.6** Bracknell Forest's Core Strategy DPD, adopted in 2008, has already identified land at Amen Corner (Policy CS4) and Land at Warfield (formerly known as land at North of Whitegrove and Quelm Park (Warfield Parish)) (Policy CS5) for development. Both sites have adopted SPDs that contain infrastructure delivery schedules which were developed using information available at the time of adoption. These sites are comprehensively covered by this document which will be regularly updated. In light of this, the IDP should be read in conjunction with the SADPD<sup>(1)</sup>, Warfield SPD<sup>(2)</sup> and Amen Corner SPD<sup>(3)</sup>. Figure 1.1 shows the location of these SADPD and Core Strategy development sites.

**1.0.7** Government guidance emphasises the importance of planning for the necessary physical, social and green infrastructure to support growth. This Plan explains the approach BFC has taken in identifying the infrastructure needs arising from new major housing developments, how

1 <http://www.bracknell-forest.gov.uk/SADPD>  
2 [www.bracknell-forest.gov.uk/warfield](http://www.bracknell-forest.gov.uk/warfield)  
3 [www.bracknell-forest.gov.uk/amencorner](http://www.bracknell-forest.gov.uk/amencorner)

it will be delivered and an assessment of the potential risks associated with doing so. Each infrastructure service area, has an Infrastructure Template outlining existing provision, planned provision and any key issues. Each major new urban extension site, including the Warfield SPD site has a site-specific schedule outlining all of the identified requirements for each site. Our approach to the smaller Policy SA1 - SA3 sites is detailed in 8 'Infrastructure requirements for Housing Sites in Policies SA1 - SA3'.

**1.0.8** Although this plan has been coordinated by BFC, the information it contains is the result of collaboration with numerous internal and external service providers of infrastructure, including transport, education and healthcare. It draws on information from sources including government guidance and infrastructure providers' investment programmes. Through this engagement, BFC has sought as much information as possible. However, instances exist where the required information has not been available, for example where providers do not plan as far ahead as 2026. In light of this, the IDP will remain a 'live' document, subject to regular review and updated accordingly as more information emerges, and schemes are implemented.

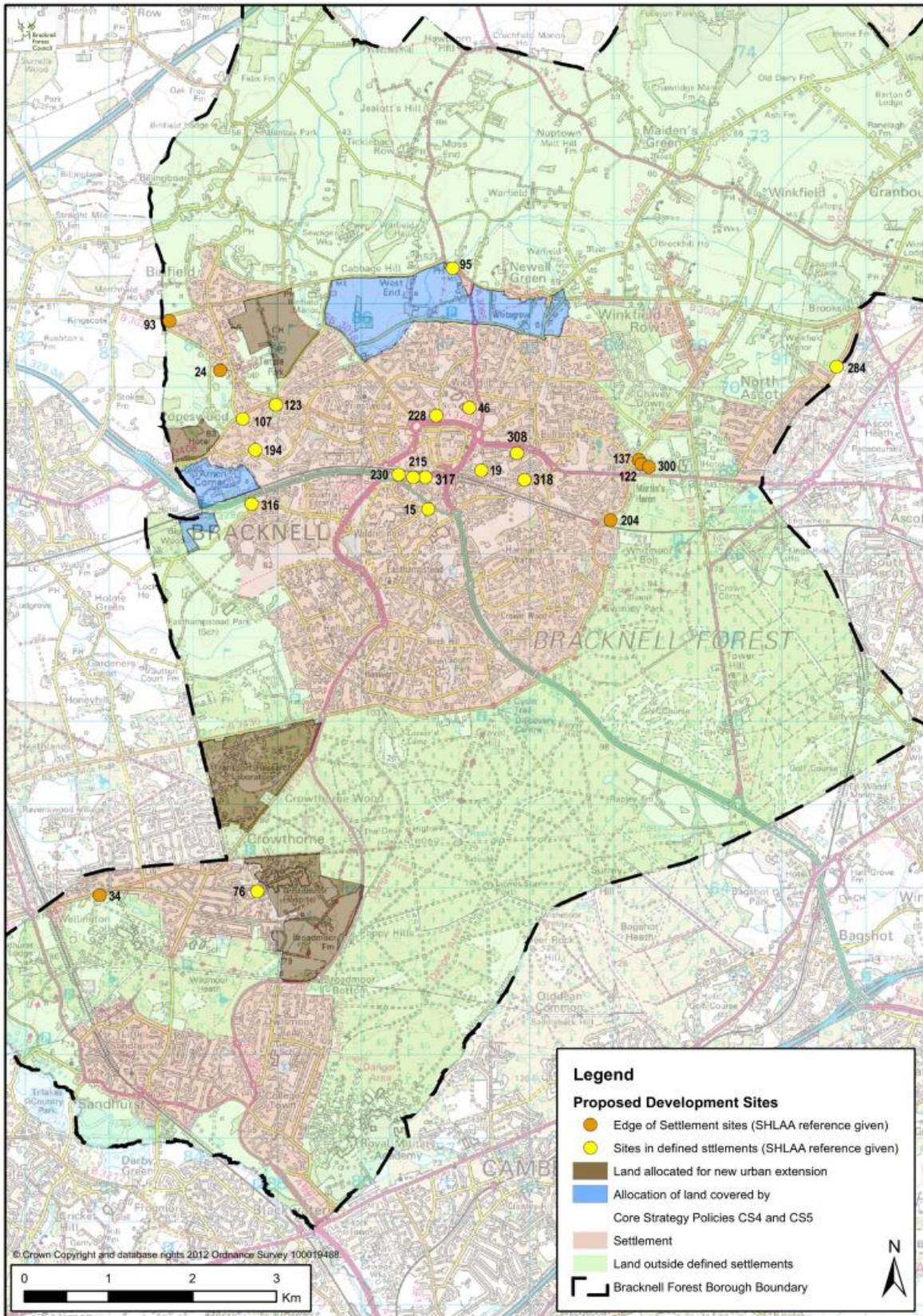
**1.0.9** The IDP will help to:

- Ensure growth and housing development is supported and mitigated by necessary infrastructure
- Bid for funding from other infrastructure agencies
- Engage with infrastructure funding providers and deliver the right levels of infrastructure for growth

**1.0.10** The IDP is a tool for the development industry to use in preparing their plans/schemes. Its function is to:

- Support the plan-making process, including forming part of the evidence base to support the delivery of the SADPD
- Support the production and implementation of site-specific briefs and SPDs
- Be a material consideration in the determination of planning applications
- Give a clear indication for landowners and developers of the Council's expectations for the planned sites
- Provide existing communities with information on how the impacts of future developments will be mitigated

Figure 1.1 Development Sites Proposed for Allocation



## 1.1 Structure of the IDP

**1.1.1** The IDP is made up of two main sections as follows:

### **1.1.2 Section 1: Infrastructure Templates - context**

**1.1.3** This section contains background material relevant to the delivery of infrastructure that has been collated through consultation with service providers. Information is presented in a 'template' for each of the infrastructure service areas set out in Table 3.1 'Infrastructure covered by the IDP'. Each template contains the following information which 'feeds-in' to the 7 'Infrastructure Delivery Schedules - Strategic Sites (SA4 - SA9)':

- Lead Organisation(s)
- Main Sources of Information
- Existing Provision
- Planned Provision
- Sources of Funding
- Key Issues & Rationale
- Role of Planning Policy
- Conclusion & Action

### **1.1.4 Section 2: Infrastructure Delivery Schedules - Strategic Sites (SA4 - SA9)**

**1.1.5** Each of the SADPD's strategic development sites has an infrastructure delivery schedule which contains a breakdown of the Council's infrastructure expectations for the site and how it will be implemented. Each schedule contains:

- Infrastructure required
- Phasing
- Delivery organisation(s)
- How delivered (with cost estimates)
- Risk/Dependences

**1.1.6** Section 8 'Infrastructure requirements for Housing Sites in Policies SA1 - SA3' outlines the Council's approach to securing infrastructure for smaller development sites in the SADPD.

**1.1.7** All information is based on the most up-to-date information at the time of writing and is subject to change.

## 2 Methodology

**2.0.1** The following method was used in the production of the IDP:

### **1. Identification of Infrastructure types and Service Providers**

**2.0.2** A list of Infrastructure to be included in the IDP was established and initial contact was made with the service providers for each type of infrastructure. In most cases this was building on information and contacts already obtained through the LDF process.

### **2. Establishment of Infrastructure Reference Group (IRG)**

**2.0.3** The Local Strategic Partnership (LSP) Board resolved to form an IRG as a sub-group to facilitate effective infrastructure planning in the Borough.

**2.0.4** Once the contacts for each type of infrastructure were confirmed they were added to the IRG. This group does not have formal meetings but provides access to the relevant service providers and the most appropriate method of contact. The IRG can evolve over time, including the formation of specialised topic groups to deal with specific issues between service providers.

**2.0.5** Specific topic meetings have been held with IRG members, including on community facilities, sewerage treatment and health.

### **3. Identification of Plans and Strategies for Service Areas**

**2.0.6** A review of service area plans, policies and strategies was undertaken to identify existing levels of infrastructure, standards of provision and if any shortfalls had been identified. Information to emerge is presented in 'Infrastructure Template - context'.

### **4. Liaising with members of the IRG**

**2.0.7** Draft infrastructure templates and information on the scale, nature and location of possible development were sent to the service area providers together with a detailed Infrastructure Delivery Schedule for each strategic development site. The infrastructure templates and delivery schedules were then considered and amended as necessary.

**2.0.8** Service providers were asked to identify their requirements, and provide justification, for new infrastructure or for expanding the capacity of existing provision to mitigate the impact of development. Where individual development sites required specific infrastructure, information was presented in Section 7 'Infrastructure Delivery Schedules - Strategic Sites (SA4 - SA9)'.

### **5. Evidence-base**

**2.0.9** To support the IDP, Bracknell Forest Council has undertaken infrastructure needs assessments for particular service areas, where information allowed. For the purposes of providing up-to-date information for the SADPD, it has been necessary to build upon and update some elements of the Limiting the Impact of Development SPD (July 2007) (LID). Whilst a new LID has not been published, a review will be undertaken as programmed in the Local Development Scheme (LDS) (Oct 2012). The assessment broadly identified capacity or shortfalls in existing infrastructure provision in the Borough to help identify where there is capacity to

support new growth and where additional infrastructure is required. The outcomes have formed part of the evidence base to justify requirements contained in site schedules, in accordance with tests under Circular 5/2005 that are:

1. relevant to planning;
2. necessary to make the proposed development acceptable in planning terms;
3. directly related to the proposed development;
4. fairly and reasonably related in scale and kind to the proposed development; and
5. reasonable in all other respects.

**2.0.10** It is recognised that CIL is likely to be introduced within the period being planned for and that these tests do not apply to the collection and spend of CIL.

**2.0.11** Where general infrastructure requirements are identified that are applicable to each site, such as affordable housing or renewable energy, or where insufficient evidence has been presented at the time of publication to support a service area's requirement, items have been placed in the 'General Infrastructure Schedule' until it can be justified and/or appropriate mechanisms are put in place or more site-specific requirements emerge. Only then will it be placed under a specific site schedule. The IDP will then be updated accordingly.

## **6. Preparation of the IDP and consultation with Service Providers**

**2.0.12** The information gathered through the above steps has been used to prepare Bracknell Forest's IDP. Details of plans, development proposals, supporting information and cost estimates will change over time as will the strategies of service providers. Therefore the IDP needs to be responsive to this and regularly updated, which will require close engagement with service providers.

## **7. Identification of monitoring procedure**

**2.0.13** The final step of the IDP process was to identify the monitoring and review procedure to enable the IDP to be a 'live' document. The monitoring procedure is set out in Section 5 'Monitoring and Review'.

# 3 Key Elements of the IDP

**3.0.1** Communities need an appropriate level of services and facilities in order to be sustainable. The National Planning Policy Framework (NPPF) states that by 'planning positively' for infrastructure (Para 157), the planning system can help underpin the core principles of sustainable development:

**economic** - by contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

**social** - by supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

**environmental** - by contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy. (NPPF, Para 7)

**3.0.2** Supporting planning policy can be found in Appendix 1 'Planning Policy'.

## 3.1 Component Parts of Infrastructure

Infrastructure needed to deliver development and support the elements of sustainability have been split into ten categories, then further sub-divided into service headings, determined through consideration of various definitions of infrastructure and refined with a local slant through consultation with service providers.

These service areas will be used as the basis for developing a detailed set of site-specific schedules within this IDP.

**Table 3.1 Infrastructure covered by the IDP**

Infrastructure	
<b>Transport Infrastructure</b>	Local Road Network
	Footpaths & Cycleways
	Public Transport
	Strategic Road Network (SRN)
	Community Transport
<b>Waste Management</b>	Waste & Recycling
<b>Utilities</b>	Water Supply & Waste Water
	Electricity & Gas Network

Infrastructure	
	Telecommunications
<b>Renewable Energy</b>	Renewable Energy
<b>Education</b>	Early Years*
	Primary Education
	Secondary Education
	Further Education
	Special Educational Needs (SEN)
	Adult & Community Learning
<b>Community Infrastructure</b>	Community Centres**
	Youth Centres**
	Libraries
	Built Sports
	Heritage
	Public Art
<b>Social Infrastructure</b>	Children's Social Care
	Adult Social Care
	Affordable Housing
	Cemeteries & Crematoriums
<b>Emergency Services</b>	Police Service*
	Ambulance Service
	Fire & Rescue Service
<b>Health</b>	Primary Health Care
	Acute Care / General Hospitals & Mental Health
<b>Green Infrastructure</b>	Open Space
	Special Protection Area (SPA) Avoidance & Mitigation
	Biodiversity
	Public Rights of Way (PRoW)

Infrastructure	
	Flood Management
* partly covered under 'Community Facilities' in the Infrastructure Delivery Schedules	
** covered under 'Community Facilities' in the Infrastructure Delivery Schedules.	

## 3.2 Assumptions

### 3.2.1 Housing Mix

**3.2.2** The following housing mixes, based on development in the Borough since 2006, have been used where appropriate to calculate infrastructure requirements and costings. It should be noted that this is a mix based on what the market has delivered recently rather than the Borough's housing need (this is dealt with in the Bracknell Forest Housing Market Assessment (SAL32)). Although it is useful in: a) being able to specify indicative infrastructure requirements for the site schedules, and b) informing initial viability assessments; actual mixes will be determined through the planning process, by taking account of such things as need, the market, site conditions and allocation numbers. It is important to note that the housing mix and unit sizes of detailed proposals, as part of a planning application, will help determine the actual infrastructure contributions sought.

**Table 3.2 Housing mixes forming the basis of IDP assumptions**

Houses	<u>Mix 1:</u> Sites (25+ net additional dwellings)	<u>Mix 2:</u> Sites 10-24 net additional dwellings)	<u>Mix 3:</u> Town Centre flatted development
1 bed	8%	12%	29%
2 bed	32%	59%	69%
3 bed	33%	12%	2%
4 bed	24%	16%	-
5+ bed	3%	1%	-
Source	Provided by the LPA for sites of 25+ units. Based on average mix from planning permissions between 2006 onwards from 31 different housing sites throughout the Borough of 25+ dwellings.	Provided by the LPA for sites of 10-24 units. Based on average mix from planning permissions between 2006 and 2011 from 12 different housing sites throughout the borough of 10-24 dwellings.	Provided by the LPA and based on average from planning permissions for flats at 2 sites: FSS House (2004) and Met Office (2005). Applied to sites where high density is expected.

**3.2.3** Appendix 2 'Housing Mix' shows the assumed housing mix for each site covered by the SADPD.

### **3.2.4 Sources of funding**

**3.2.5** The IDP has identified where possible other sources of funding available to fund identified projects, e.g. the Council's capital programme and government grants.

**3.2.6** Funding in the public sector towards infrastructure has been reduced and is not likely to increase in the foreseeable future. In many instances, a service area's current, short and medium term funding has been committed to projects required to serve existing need. Therefore infrastructure providers have been able to provide little confidence that known funding streams will be able to contribute towards future projects identified in the IDP to support development.

**3.2.7** Estimated costs presented in the infrastructure schedules take into account known sources of funding, other than developer contributions, available.

### **3.2.8 New Homes Bonus**

**3.2.9** Bracknell Forest Council received £763,000 through the New Homes Bonus in 2011/12. The expectation is that this amount will increase by approximately £500,000 per annum, with each year's Bonus being payable for six consecutive financial years.

**3.2.10** When announcing the New Homes Bonus in 2011 the then Minister for Housing and Local Government (Grant Shapps) said "the Bonus remains a flexible, non-ring fenced fund, for local communities to spend as they see fit - from reinvesting it in housing or infrastructure, support local services or local facilities, or using the funds to keep council tax down."

**3.2.11** In practice the Council has used the Bonus to help maintain existing services rather than being used on new services or projects, to avoid the need for further cuts in services. This saved the Council from having to make further cuts equivalent to the Bonus meaning the money benefits new as well as existing residents.

**3.2.12** There are no plans to change this approach at present; as such it has been assumed that the New Homes Bonus will not be available to contribute towards the cost of providing infrastructure identified in the IDP. This will be reviewed periodically in the IDP.

## **3.3 Prioritising**

Whereas some infrastructure is essential to enable a development to go ahead, such as water supply and electricity, other services are more related to quality of life, such as public art. Whilst BFC would ideally seek the delivery of all identified components, due to issues such as economic viability and the availability of public funding, this may not always be possible. Educational needs and Transport measures will be clear priorities based on known requirements and responses to SADPD consultation, as will Special Protection Area (SPA) Avoidance and Mitigation due to European and national legislation.

Infrastructure priorities will need to be established at the planning application stage for those items to be provided or funded via planning obligations. For items funded through CIL, the Council will establish its priorities through the budget-setting process within the requirements of the CIL Regs.

## 3.4 Unplanned Development

**3.4.1** Whilst the IDP covers planned development, for spatial and temporal reasons, it is difficult to plan for windfall development sites. It is anticipated that such sites will make contributions through CIL as well as s106 obligations drawn up in consultation with service providers at the time of the planning application.

## 3.5 Securing Comprehensive Development

**3.5.1** The delivery of infrastructure to support development is very complex, involving numerous interested parties, from developers to infrastructure providers; particularly so on sites with multiple developer or land ownership interests.

**3.5.2** Section 7 'Infrastructure Delivery Schedules - Strategic Sites (SA4 - SA9)' provides a comprehensive site-specific list of infrastructure requirements. Due to the complexity of development interests on some of the sites however, infrastructure requirements are 'over-arching' and are not apportioned between interested parties.

**3.5.3** The Council is opposed to piecemeal development, because insufficient consideration is given to strategic infrastructure needs, e.g. new schools and the provision of open space. Therefore, to deliver comprehensive development, developers of strategic development sites will be expected to work together to establish how the sites' infrastructure will be delivered as a whole and to ensure it is delivered in a timely manner.

**3.5.4** When seeking planning permission, developers of sites with multiple developer or land ownership interests will be expected to produce evidence of collaborative working, including a site-specific Infrastructure Delivery Plan that demonstrates how their particular scheme will deliver the Council's policy for the site and contribute towards the overall infrastructure needs and masterplan of the site. Schemes will not be considered favourably in isolation.

# 4 Summary of Site Allocations Development Plan Document

**4.0.1** The SADPD will help to deliver the vision set out for the Borough in the Sustainable Communities Strategy and the Core Strategy.

**4.0.2** The two strategic sites set out in the Core Strategy are not sufficient to meet the housing requirements for Bracknell Forest. The Site Allocations Development Plan Document (SADPD) is the document that allocates sites to meet the housing requirements for the Borough up to 2026.

**4.0.3** The SADPD Draft Submission allocates sites for 3,896 dwellings as a first step in meeting the South East Plan requirement. This figure is derived from BFC's Core Strategy and includes the Major Locations for Growth (i.e. 725 homes at CS4 - Land at Amen Corner and 2,200 homes at CS5 - Land north of Whitegrove and Quelm Park (now known as Warfield)). Some additional sites will be within existing defined settlements, however, much of the new housing will need to be on sites outside the current defined settlements. The SADPD Draft Submission proposes to allocate suitable sites with the potential for new housing, as well as giving an indication of the number of houses that can be built on each site and when they are likely to be built.

**4.0.4** In addition to allocating sites for housing, the SADPD will also allocate sites for employment, retail and other supporting infrastructure, determined through the IDP.

## **Predicted Growth and Housing Numbers**

**4.0.5** Over the Plan period, to 2026, the housing requirement for Bracknell Forest Borough is 10,780 (net) dwellings (please see the SADPD Draft Submission Background Paper for how the housing requirement was established). Of these, 2098 new dwellings have been completed between 2006 and 2012 and a further 5,242 either have planning permission or are accepted in principle through Major Locations for Growth in the Core Strategy. The SADPD will need to find sites for the remaining 3,440 dwellings, but has identified land with the potential for 3,710 dwellings.

## **Growth Areas**

**4.0.6** The SADPD Draft Submission identifies four new major urban extensions:

- Policy SA4 - Land at Broadmoor, Crowthorne (270 dwellings)
- Policy SA5 - Land at TRL, Crowthorne (1,000 dwellings)
- Policy SA6 - Land at Amen Corner North, Binfield (400 dwellings)
- Policy SA7 - Land at Blue Mountain, Binfield (400 dwellings)

**4.0.7** In addition to these strategic sites, other 'major' (10+ net additional dwellings) sites are identified in Policies SA1-SA3 (Table 4.1 'SHLAA sites proposed for allocation').

**4.0.8** These sites will collectively deliver the Borough's housing target, alongside sites that either already have planning permission and sites that have been identified in the Core Strategy, which are:

Land at Amen Corner South (725 dwellings) (SADPD Policy SA8)  
 Land at Warfield (2,200 dwellings) (SADPD Policy SA9)

**4.0.9** SHLAA sites for proposed development are listed below.

**Table 4.1 SHLAA sites proposed for allocation**

SHLAA Ref	Site Address	Estimated capacity (net)
<b>Policy SA1 - Previously Developed Land in Defined Settlements</b>		
15	Adastron House, Crowthorne Road, Bracknell	18
46	Garth Hill School, Sandy Lane, Bracknell	100
95	Land at Battle Bridge House, and Garage, Forest Road, Warfield	10
123	Farley Hall, London Road, Binfield	65
215	The Depot (Commercial Centre), Bracknell Lane West, Bracknell	115
228	Albert Road Car Park, Bracknell	40
230 & 317	Land at Old Bracknell Lane West, Bracknell	203
308	Land to the north of Eastern Road, Bracknell	325
318	Chiltern House and the Redwood Building, Broad Lane, Bracknell	71
<b>Sub total</b>		<b>947</b>
<b>Policy SA2 - Other Land within Defined Settlements</b>		
19	The Football Ground, Larges Lane, Bracknell	102
76	Land at Cricket Field Grove, Crowthorne	145
107	Popeswood Garage, Hillcrest and Sundial Cottage, London Road, Binfield	14
194	Land north of Cain Road, Binfield	75
284	152 New Road, Ascot (Winkfield Parish)	12
316	Land north of Peacock Lane, Bracknell (Binfield Parish)	147

SHLAA Ref	Site Address	Estimated capacity (net)
<b>Sub total</b>		<b>495</b>
<b>Policy SA3 - Edge of Settlement Sites</b>		
24	Land East of Murrell Hill Lane, South of Foxley Lane and North of September Cottage, Binfield	67
34	White Cairns, Dukes Ride, Crowthorne	16
93	Land at junction of Forest Road and Foxley Lane, Binfield	26
122 & 300	Sandbanks, Longhill Road and Dolyhir, Fern Bungalow and Palm Hills Estate, London Road, Bracknell (Winkfield Parish)	49
204	Land at Bog Lane, Bracknell (Winkfield Parish)	40
<b>Sub total</b>		<b>198</b>
<b>Total</b>		<b>1640</b>

**4.0.10** Land at School Hill, Crowthorne (SHLAA ref. 113) and The Iron Duke, Waterloo Place, Old Bakehouse Court, High Street, Crowthorne (SHLAA ref. 286) have been deleted from the IDP Draft Submission version as they now have planning permission.

## 5 Monitoring and Review

**5.0.1** This IDP has been produced as a live document that can be updated through active monitoring to inform decisions. It is intended that subsequent versions will be able to draw on the monitoring and review process to provide more accurate costs, priorities and needs, and take account of the infrastructure that has been provided.

**5.0.2** In addition to this, Bracknell Forest Council undertakes regular monitoring of the LDF through the Annual Monitoring Report (AMR). As part of the AMR exercise (or any subsequent replacement) the IDP will be reviewed and re-published if there are significant changes. This will be on an annual basis, however it may be necessary to produce up-to-date versions of the IDP to coincide with key stages of DPD production.

# 6 Infrastructure Templates - context

**6.0.1** This section sets the context for infrastructure in Bracknell Forest. It draws together relevant material on each service area (as identified in Table 3.1 ' Infrastructure covered by the IDP') into a set of Infrastructure Templates. They have been produced in consultation with service providers, highlighting their existing and future capacity to meet the needs of development proposed in the SADPD.

**6.0.2** Actions to emerge from this exercise feed-in to the subsequent 'General' and site-specific infrastructure delivery schedules that show concisely what infrastructure is required to support the strategic development sites, and how it will be delivered.

## 6.1 Transport Infrastructure

Local Road Network	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	<p>Local Transport Plan 3 (LTP3) (2011-2026) (April 2011)</p> <p>The Bracknell Forest Multi Modal Transport Model Journey Time Report (October 2011)</p> <p>Junction Improvements and Measures Paper (October 2011)</p> <p>Junction Improvements - cost estimates (2011)</p> <p>Junction Improvements - commuted sum estimates (2012)</p> <p>Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p>Bracknell Forest Borough lies between two major east-west corridors of movement converging on London. The northern corridor consists of the M4, A4, and the main Great Western railway line. The southern corridor consists of the M3, A30 and the South West railway to London (Waterloo). Further to the north are other motorways, the M40 and A404(M). To the east, the M25 carries a significant amount of north / south traffic as part of the London Orbital.</p> <p>Peak hour congestion is recognised as a problem at particular locations on the Borough network, including:</p> <ul style="list-style-type: none"> <li>major junctions around Bracknell Town Centre;</li> <li>along the A329/A322 corridor and approaches to it;</li> <li>the A329 London Road;</li> <li>the A3095 Blackwater Valley to Twin Bridges junction; and,</li> <li>localised issues in Crowthorne, Sandhurst and Binfield.</li> </ul>

## Local Road Network

	<p>The major routes such as the A3095, A322 and the A329 experience congestion over longer periods - reflecting the longer distance trips they carry.</p> <p>The A329/A322 corridor is the Borough's busiest route, passing through Bracknell's urban areas and carrying in excess of 40,000 vehicles per day. Although the route serves as a primary means of access into Bracknell, it is also heavily used by through-traffic as a link between the M3 and M4. Up to 25% of the total vehicles in pm peak travel from the M3 corridor to the M4.</p> <p><b>Some key successes to tackle congestion in the current Local Transport Plan (LTP) period include:</b></p> <ul style="list-style-type: none"> <li>The implementation of 19 Travel Plans between 2006/07 and 2007/08;</li> <li>The development of a multi-modal transport model;</li> <li>The adoption of Parking Standards SPD, 2007;</li> <li>The development of a Network Management Plan;</li> <li>Capacity improvements at several junctions including London Road/John Nike Way, Plough and Harrow and Sports Centre roundabout;</li> <li>Development of an ITS (Intelligent Transport Systems) strategy;</li> <li>Car share website;</li> <li>Accessibility improvements to public transport;</li> <li>Modal shift towards more sustainable modes for local journeys.</li> </ul>
Planned Provision	<p>BFC will undertake the following schemes and initiatives during the plan period to fulfil the objective of managing congestion and journey times:</p> <ul style="list-style-type: none"> <li>Approval of development with layouts that enable and encourage sustainable travel.</li> <li>Encouraging the introduction of Travel Plans (company, residential, community, school).</li> <li>Junction improvements with particular attention paid to the key junctions around Bracknell Town Centre, and along key corridors.</li> <li>Continue the programme of review of Traffic Control Systems at key junctions.</li> <li>Better coordination of work on the Borough's roads and of incident management.</li> <li>Initiatives to increase the number of children going to school by means other than the car.</li> <li>Initiatives to promote the use of alternative forms of transport.</li> <li>Bus priority measures.</li> <li>Walking and cycling initiatives.</li> </ul>

## Local Road Network

Transport modelling of the cumulative impact of development proposed in the Core Strategy DPD and SADPD, presented in the Journey Time Report, identified the following junction improvements required to mitigate development (mapped in Figure 6.1 'Proposed Junction Improvements'):

**Table 6.1 Proposed junction improvements**

Ref.	Scheme	Estimated Cost
1	Coppid Beech Roundabout	£1.75m <sup>(1)</sup>
2	Peacock Farm Roundabout	£200k
3	Twin Bridges Gyratory	£4m
4	Coral Reef Roundabout	£4m
5	Martins Heron Roundabout	£1.25m
6	Hanworth Roundabout	£250k
7	Hanworth Road / Ringmead Junction	£500k
8	Bracknell Road / Old Wokingham Road Roundabout	£160k
9	B3018 Binfield Road / Moordale Avenue Junction	£160k
10	B3408 Wokingham Road / Stoney Road Junction	£200k
11	A3095 Rackstraw Road / Owlsmoor Road Junction	£450k
12	Forest Road / Binfield Road Junction	£550k
13	Golden Retrievers / The Hut Roundabout	£2.5m
14	Crowthorne High Street Roundabout	£200k
15	London Road / Priory Road Junction	£50k
16	London Road / Fernbank Road Junction	£50k

1. Contributions from Bracknell Forest's developments. Estimated cost £4.8m - to include contributions from development in Wokingham Borough

Additionally, two new link/spine roads have been identified:

Local Road Network	
	<p>North-south link road linking the Quelm Park roundabout and the Three Legged Cross junction (Policy SA9 - Land Warfield); Spine road linking London Road and the Beehive Road/John Nike Way Junction (Policy SA8 - Land at Amen Corner (South), Binfield).</p> <p>These schemes will be required to be delivered in-kind as part of the development, therefore have been excluded from Table 6.1 'Proposed junction improvements' and the indicative cost of schemes.</p>
Sources of Funding	<p>Indicative cost of £16.27m for junction improvements (with an additional £310k for new carriageway and footway commuted maintenance sums), to be funded through developer contributions (s106/CIL), Capital Programme, s278, Local Sustainable Transport Fund (LSTF) and potential for Air Quality Management Area (AQMA) funding.</p> <p>Following the principle that developments should make an appropriate contribution to providing the infrastructure needed, there should be no funding gaps as a result of need derived from the development sites. However there may be funding gaps for maintaining / improving the existing network and any parts of the existing network that need additional provision which is not reasonably related to any development sites.</p>
Key Issues & Rationale	<p>Improvements to the highway network are essential to mitigate the planned development. These will take place alongside the promotion of sustainable means of travel, minimising congestion and emissions. This will support the economy of Bracknell Forest whilst also protecting quality of life, air quality and improving accessibility and road safety.</p> <p>The Bracknell Multi-Modal Transport Model (BMSTM) has been used to assess the impacts of proposed development and infrastructure within Bracknell Borough, as part of the evidence base for the Site Allocations Development Plan Document (SADPD), to 2026. Traffic models have been produced for the AM and PM peak hours (0800 – 0900 and 1700 – 1800 respectively), representing potential 2026 forecast traffic conditions for two alternative scenarios:</p> <p style="padding-left: 40px;">Reference Case Final Forecast</p> <p>These scenarios contain different levels of development and infrastructure within the Borough, as described below.</p> <p><b>2026 Reference Case Scenario</b></p>

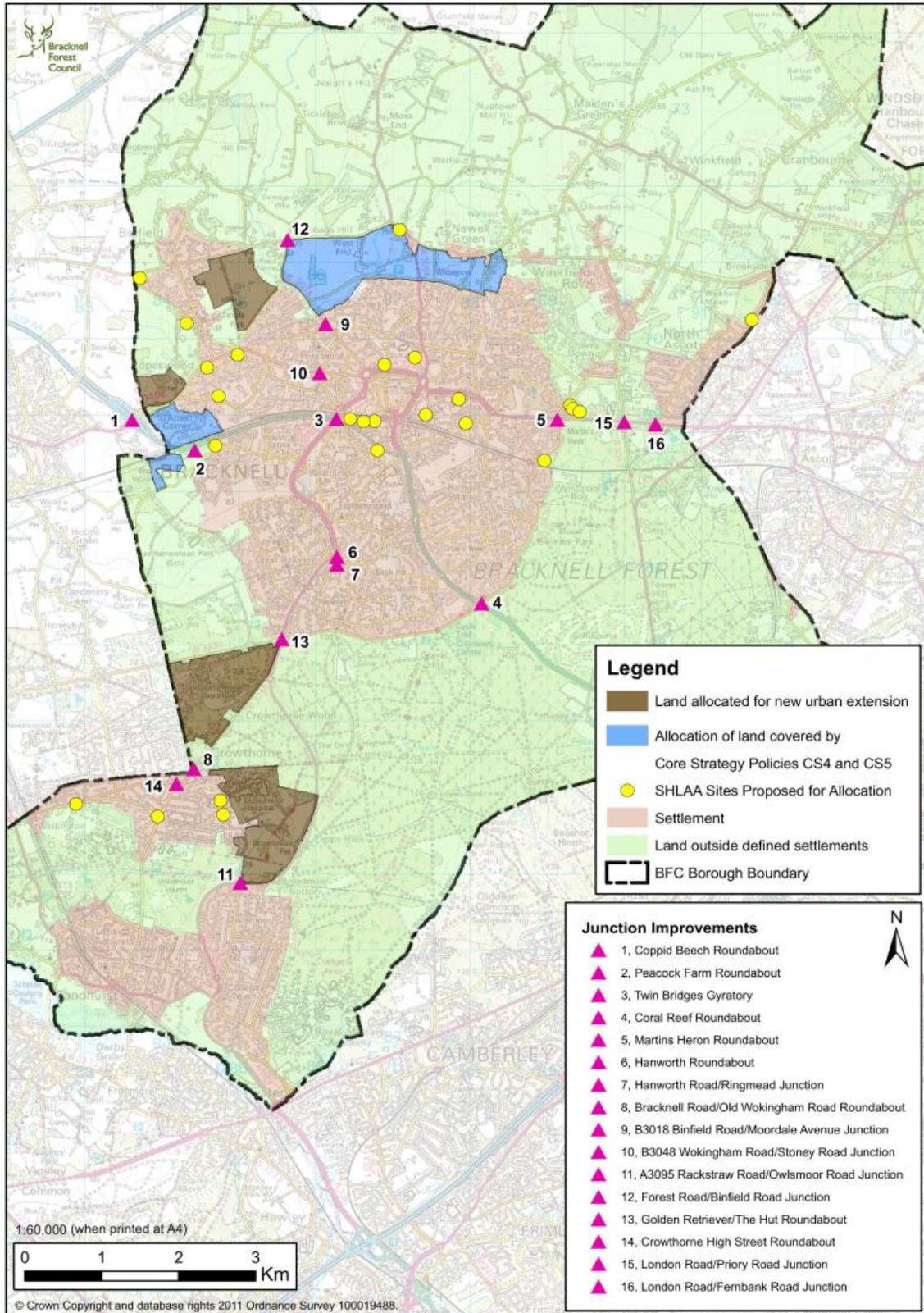
## Local Road Network

	<p>The Reference Case scenario includes only committed developments and highway improvement schemes for the Borough, to 2026, details of which can be found on the Bracknell Forest Council website. Included within this is an estimate of generic housing and employment growth across Bracknell and surrounding authorities.</p> <p><b>2026 Final Forecast Scenario</b></p> <p>The Final Forecast scenario incorporates additional proposed developments (including the SADPD sites and major planned developments in Wokingham Borough) and any associated highway infrastructure, as well as potential junction mitigation schemes (listed above) designed to accommodate these proposals.</p> <p><b>Assessment of Journey Times</b></p> <p>In order to establish the impacts of the Final Forecast scenario proposals on the highway network in 2026, a number of core journey time routes traversing the Bracknell area have been assessed using the traffic models. The results show the impact of the mitigation measures on average vehicle journey times along each of the assessed routes, comparing Reference Case to Final Forecast for the AM and PM peak hours.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 32 supports the provision of Transport Assessments so that plans and decisions can take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.</p> <p>Para 162 states that Local Authorities should work with other authorities and providers to consider strategic transport infrastructure needs. The Council will continue to engage with transport providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>BFC Core Strategy DPD Policy CS6 requires contributions towards transport infrastructure.</p> <p>Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS23 sets out general transport principles.</p> <p>Policy CS24 is specific to ensure developers mitigate the impact of development on transport.</p> <p>The adopted Amen Corner and Warfield SPDs set out guidance on the transport requirements on that development.</p>

Local Road Network	
	<p>The Streetscene SPD and it's associated Highways Guide for Development provides detailed guidance for designing roads and streets.</p> <p>The SADPD sets out transport policy requirements for all developments.</p>
Conclusion & Action	<p>Significant infrastructure requirements have been identified that developers will be expected to provide/contribute towards.</p> <p><b>Local Road Network has been included in site-specific infrastructure schedules.</b></p>

- Contributions from Bracknell Forest's developments. Estimated cost £4.8m - to include contributions from development in Wokingham Borough

Figure 6.1 Proposed Junction Improvements



Footpaths & Cycleways	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) Bracknell Forest Borough Council Cycle Strategy Limiting the Impact of Development SPD (July 2007)
Existing Provision	<p>A significant proportion of the developed area of Bracknell Forest includes high quality segregated footpaths and cycleways with strategic routes allowing “direct travel” to key destinations such as Bracknell Town Centre. This reduces the travel distance compared to using all-purpose roads. Integrating identified development with the Borough's bus links and wider rail network is also key to delivering truly sustainable development.</p> <p>Walking and cycling play a significant role in reducing congestion, increasing safety and improving the health of the community in Bracknell Forest. The Borough has seen an increase in the number of pedestrians and cyclists over the life of the LTP1(2001-2006) and LTP2(2006-2011). It is therefore important to continue to encourage the growth in walking and also to implement strategies to increase the number of children walking.</p> <p>Key achievements so far to encourage walking and cycling in the Borough have included:</p> <ul style="list-style-type: none"> <li>A successful bid for a government grant to ensure the completion of a new cycleway and footbridge across Mill Lane;</li> <li>The adoption of Work and School Travel Plans leading to an increase in children walking over the last ten years;</li> <li>A 24% increase in cycle trips between 2003 and 2011;</li> <li>Campaigns and promotion.</li> </ul>
Planned Provision	<p>The internal layout of new development should continue with the established standard of segregated direct footpaths with parallel cycleways for strategic routes, giving travel distance advantage over all-purpose roads, and priority at junctions with all but distributor roads, where formal crossings should be provided.</p> <p>Creating a high level of connectivity for sustainable transport modes between new housing development and existing centres is key to securing sustainability of the new development. Financial contributions will be needed to provide high quality links as expanded on below.</p> <p>The promotion of walking and cycling through the following measures are all expected to help increase the number of people who walk and cycle as an alternative method to get to school or work:</p>

## Footpaths & Cycleways

	<p>Increasing the number and length of cycle / footpaths - in particular identifying key linkages to improve cycle permeability and creating new routes as part of sustainable developments;</p> <p>The encouragement of walking/cycling through school, residential and company travel plans;</p> <p>Travel choice campaigns and initiatives to encourage walking / cycling for a healthy lifestyle to improve cycle journey flows;</p> <p>Support initiatives such as Active 8, a health-based walking initiative with the PCT and the Leisure division of the Council;</p> <p>Continue to implement road safety schemes, to encourage the use of alternative modes in localities where traffic speeds are managed.</p> <p>The current Local Transport Plan (LTP3) is supported by an implementation plan covering the first three years 2011-2014. The plan outlines schemes to be investigated and implemented and covers a wide range of sustainable transport improvements building on the success of the previous two Local Transport Plans.</p>
Sources of Funding	<p>Borough-wide footpath and cycleway projects in response to development with an indicative cost of £3.89m have been identified (with an additional £350k for new cycleway commuted maintenance sums), funded through developer contributions, BFC Capital Programme, LTP, and grants run by bodies such as Sustrans and the DfT. There should be no funding gaps as a result of need derived from development site (clusters or otherwise), however there may be funding gaps for maintaining the existing network and any parts of the existing network that need additional provision which is not reasonably related to any development sites.</p> <p>Employment and housing development on sites outside of the cluster areas, e.g. in defined settlements, will also provide localised improvements and financial contributions which could also be applied to the measures listed above.</p>
Key Issues & Rationale	<p>Infrastructure to support walking and cycling will need to be implemented across the Borough to ensure that new development is delivered in a sustainable way.</p> <p>Policy emphasises the role of walking and cycling in reducing reliance on the private car, and achieving objectives, including reducing congestion, addressing climate change and improving health.</p> <p>Walking and cycling projects and schemes will be planned to deliver increased opportunities for people to use these modes of travel, with the greatest need for improvements in accessibility to everyday activities. Throughout the Core Strategy period, infrastructure schemes that support walking and cycling (and therefore the delivery of a more sustainable</p>

Footpaths & Cycleways	
	<p>community) will be delivered, including: new, extended and improved footpaths and cycleways, surfacing improvements, dropped kerbs, new road crossing facilities and new and improved signage.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 29 emphasises the role transport policies have in facilitating sustainable development and contributing towards wider sustainability and health objectives, and that the transport system needs to be balanced in favour of sustainable transport.</p> <p>Para 32 supports the provision of Transport Assessments so that plans and decisions can take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.</p> <p>Para 31 states that Local Authorities should work with other authorities and providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The Council will continue to engage with transport providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>BFC Core Strategy DPD Policy CS6 requires contributions towards infrastructure for sustainable modes of transport.</p> <p>Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS23 sets out general transport principles.</p> <p>Policy CS24 is specific to ensure developers mitigate the impact of development on transport.</p> <p>The adopted Amen Corner and Warfield SPDs set out guidance on the transport requirements on that development.</p> <p>The Streetscene SPD and it's associated Highways Guide for Development provides detailed guidance for designing roads and streets.</p> <p>The SADPD sets out transport policy requirements for all development.</p>
<p>Conclusion &amp; Action</p>	<p>Significant infrastructure requirements have been identified that developers will be expected to provide/contribute towards.</p> <p><b>Footpaths &amp; Cycleways has been included in site-specific infrastructure schedules.</b></p>

## Public Transport

Lead Organisation(s)	<p>Bracknell Forest Council: a transport authority with power and duties in respect of public transport.</p> <p>Network Rail</p> <p>External Operators:</p> <p><u>Bus Operators</u></p> <p>First (Borough's principal operator) Courtney Coaches Stagecoach South Thames Travel White Bus Services Yateley Coaches</p> <p><u>Train Operators</u> First Great Western South West Trains</p>
Main Sources of Information	<p>Delivering a Sustainable Transport System, 2008, DfT Delivering a Sustainable Railway, White Paper, 2007, DfT Great Western Route Utilisation Strategy (March 2010), led by Network Rail on behalf of the rail industry. Stations Improvement Programme, Network Rail Network Rail Discretionary Fund, Network Rail Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) Adding Life to Years – A Strategy for Older People (2009) Climate Change Action Plan (2008) Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p><b>Bus Services</b></p> <p>First is the principal bus operator in the Borough, operating the majority of town services in the Bracknell urban area, and interurban services linking Bracknell with Reading, Wokingham, Camberley, Windsor and Slough. They also operate the 'Green Line' limited stop service to Windsor, Slough and London. This network operates commercially.</p> <p>Five other operators run regular local bus services in the Borough, comprising:</p> <p style="padding-left: 40px;">Courtney Coaches, who operate services either under contract to the Council or to neighbouring authorities; Thames Travel who (from 29 May 2010) operate the majority of services which require financial support from the Council (mainly those to the north of Bracknell, including town services and the interurban service to Maidenhead and Wexham Park Hospital) with contributions from</p>

## Public Transport

the Rural Bus Subsidy Grant from Government, and with contributions from neighbouring councils where services cross borough boundaries; White Bus Services whose services, under contract to neighbouring authorities, enter the Borough; Stagecoach South who operate a number of services which enter the Borough at 'The Meadows' centre in Sandhurst; Yateley Coaches who operate a twice weekly 'shopper' service under contract to the Council.

New residential developments within Bracknell at Jennett's Park and The Parks are currently served by bus services fully funded through developer contributions. The planning agreements also included the provision of roads suitable for bus services, and for bus stop infrastructure.

Including developer funding and Rural Bus Subsidy Grant, the Council spends approx £670,000 per year on revenue support of services that are not commercially viable.

A few other operators have registered services in connection with works or schools' requirements, and a number of unregistered staff shuttle bus services operate from Bracknell railway station to and from Western and Southern Business Areas.

### Bus Infrastructure & Policy

Within the Local Transport Plan 2006 – 2011, bus travel has been recognised as central to the delivery of congestion reduction, and therefore features as a key aspect of the LTP. The Borough Bus Strategy aims to "improve attractiveness and convenience of buses and increase their use".

Objectives include improving public transport information, the installation of "real time" information on key routes, maintenance and enhancement of existing and development of new Bus Quality Partnerships, accessibility improvements to vehicles in the Borough and integrated ticketing between the rail and bus operators at Bracknell Railway Station.

New high quality bus stop furniture has been installed at many stops in the borough, with raised kerbs to assist in boarding and alighting. Real Time Information has been provided on service 190 (Bracknell – Wokingham – Reading) in partnership with the other two authorities on the line of route. Selective Vehicle Detection giving bus priority at traffic signal controlled junctions has been installed in a number of locations.

In 2009, First withdrew the last remaining step-entrance service buses from the local fleet, meaning that all bus services in the Bracknell Urban Area are now operated with low floor buses, the majority being wheelchair accessible. Green Line service 702 to London is operated with a mix of low floor double deck coaches, and high floor coaches fitted with wheelchair lifts.

## Public Transport

	<p>Bus patronage (indicator NI 177) and punctuality (NI 178) have an improving trend with passenger numbers up by 2.4% between 2004 and 2010 and punctuality at 95%, although both fell slightly in 2009/10, probably due to a combination of the economic climate (affecting patronage) and the severe winter (affecting both.) This matches a national picture of falling patronage in 2009/10. The use of 'Plus Bus' tickets for bus / rail travel via Bracknell Station has shown a steady increase.</p> <p><b>Train Services</b>          South West trains operate the London Waterloo – Reading service. Bracknell and Martins Heron train stations lie along this line to the north of the Borough.</p> <p>First Great Western operate the Gatwick Airport – Reading service. Crowthorne and Sandhurst train stations in the south of the Borough serve this route.</p> <p>Key achievements have been:</p> <p style="padding-left: 40px;">accessibility improvements at Bracknell Train Station; and redevelopment of the forecourt at Bracknell Train Station.</p> <p style="padding-left: 40px;">over the past ten years, a growth of 10% has been reported in rail passenger movements at Bracknell Stations. This complements ORR (Office of the Rail Regulator) statistics which show long term growth over all stations of 6% between 2004 and 2010</p>
Planned Provision	<p><b>Bus Services</b></p> <p>LTP3 aims to build on the trend of increasing patronage and continue to work with the bus operators to identify bus service improvements..</p> <p>While the 'New Town' era developments within the Bracknell urban area are well provided with bus priority measures (mainly 'bus links'), opportunities to implement additional priorities are sought as bus services evolve. .</p> <p>The Council participates in cross boundary transport groups, with a view to seeking enhancements that can be made under Quality Partnerships and LTP funding.</p> <p><b>Train Service</b>          No information provided by train operating companies.</p>
Sources of Funding	<p><b>Bus Service</b></p> <p>An indicative sum of £5.95m will be required for routes/services (excluding enhancements to physical infrastructure) linked to new development. Funding would need to be secured through developer contributions and government grants.</p>

## Public Transport

	<p>There should be no funding gaps as a result of need derived from development sites, however there may be funding gaps for maintaining/improving existing services and any parts of the existing network that need additional provision which is not reasonably related to any development sites.</p> <p>The main dependencies are the timing of development and any associated contributions of works. Other dependencies are the bus operators in that they decide which routes they run their buses. Existing bus routes are also awarded on a tendering basis which could change services and routes.</p> <p><b>Train Service</b> No information on specific requirements has been provided by the train companies at this stage. It is considered unlikely that there would be any requirement for enhanced services in relation to the development proposed.</p>
<p>Key Issues &amp; Rationale</p>	<p><b>Bus Service</b> In addition to the site-specific schedules, employment and housing development on sites outside of the cluster areas (e.g. in defined settlements) will also provide localised improvements and financial contributions which could also be applied to the measures listed set out for each site.</p> <p><b>Train Service</b> The emerging site allocations are not considered by themselves to require rail infrastructure enhancements as part of their delivery. Some improvements to passenger facilities, including rail interchange facilities with other transport modes may be delivered using transport contributions negotiated in association with new residential developments.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 29 emphasises the role transport policies have in facilitating sustainable development and contributing towards wider sustainability and health objectives, and that the transport system needs to be balanced in favour of sustainable transport.</p> <p>Para 32 supports the provision of Transport Assessments so that plans and decisions can take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.</p> <p>Para 31 states that Local Authorities should work with other authorities and providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The Council will continue to engage with transport providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p>

## Public Transport

	<p>BFC Core Strategy DPD Policy CS2 allocates development sites well related to public transport links.</p> <p>Policy CS6 states that developers will be expected to contribute towards infrastructure to support development.</p> <p>Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS23 states that the Council will use its planning and transport powers to provide improved access to key services and facilities.</p> <p>Policy CS24 states that, where appropriate, developers will be required to contribute towards local public transport to promote sustainable travel patterns.</p> <p>The adopted Amen Corner and Warfield SPDs set out guidance on the transport requirements on that development.</p> <p>The SADPD sets out transport policy requirements for all development.</p>
<p>Conclusion &amp; Action</p>	<p>Significant infrastructure requirements have been identified that developers will be expected to contribute towards.</p> <p><b>Public Transport has been included in site-specific infrastructure schedules.</b></p>

Strategic Road Network	
Lead Organisation(s)	The Highways Agency (HA), on behalf of the Secretary of State for Transport is responsible for managing the safe and efficient operation of the Strategic Road Network (SRN).
Main Sources of Information	<p>Delivering a Sustainable Transport System, 2008, DfT</p> <p>Roads – Delivering Choice and Reliability, July 2008, DfT</p> <p>Britain’s Transport Infrastructure, Motorways and Major Trunk Roads, January 2009, DfT</p> <p>RSS: The South East Plan, May 2009, SEERA</p> <p>Delivering the South East Plan, a revised South East Implementation Plan, October 2006, SEERA</p> <p>Local Transport Plan 3 (LTP3) (2011-2026) (April 2011)</p> <p>Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p>Only a short section (less than 1km) of the SRN lies within Bracknell Forest Borough – part of the M4 motorway. There are no junctions providing direct access to either the M4 to the north or the M3 to the south within the Borough.</p> <p>Access to the motorway network is achieved to the south of Bracknell Forest via the A322 to M3 Junction 3 and the A3095 to M3 Junction 4, and to the north via the A329(M) to Junction 10 of the M4. Although not part of the SRN, traffic flows on these link roads are critically important to the safety and efficiency of the SRN.</p> <p>HA evidence to the South East Plan EiP identified that the M4 between Junctions 9 and 11 was currently congested at peak hours and other times, and that the route would be unable to cope with future traffic levels without flow and demand management measures. By 2016 and 2026, HA state that the M4 will be unable to cope with demand.</p>
Planned Provision	<p>The DfT published ‘Roads – Delivering Choice and Reliability’ in July 2008, setting out how the key role of the SRN will be sustained in the face of current congestion at peak times and traffic growth. Up to £6 billion has been made available to fund improvements to the SRN in England. The Highways Agency’s programme of capacity enhancements includes a proposal for the introduction of Hard Shoulder Running (HSR) on the M4 J3-12 west of London for construction.</p> <p>Following the Comprehensive Spending Review in autumn 2010, the DfT announced its plans to develop this scheme, however given current assumptions, it will not be possible to enter construction until at least 2015. In the meantime, the scheme will be reviewed, to ensure the design is the best possible, and to see if there are better ways to sequence the work.</p>

## Strategic Road Network

	<p>There is a need to address the unreliability of the SRN, including consideration of M4 management and capacity measures. Improvements to Reading Station and the M4 interchanges near Reading and have been identified as regionally significant schemes.</p> <p>The HA does not plan to improve M4 Junction 10 in its current forward work programme. However, a scheme for improvements to M4 Junction 10 is being developed by the HA as part of the Pinch Point Programme (PPP). It is expected to be included in a bid for funding at the end of 2012, the results of which will be included in the Infrastructure Delivery Plan. If successful, this funding is expected to fully fund identified improvements to the M4 J10.</p> <p>The HA will work with Wokingham, Bracknell Forest and Reading Unitary Authorities to develop an appropriate scheme, although in the current climate the HA argue that this should be wholly through developer funding. No regional or central funding is available. However, funding for such a scheme is at present very unlikely.</p>
Sources of Funding	<p>The original cost for M4 Junction 10 improvements was approximately £8.2m (including the cost of the HSR programme), but this will be revised once a scheme and bid is made for PPP funding. The cost is expected to be less than the original £8.2m because it will not include a HSR element. The new scheme will have to be modelled and tested and it may result in the need to apportion costs between development and other sources to take account of background impact such as M3 to M4 through-traffic. To be successful in a PPP bid, one of the key criteria is that the scheme must be ready to be commenced by March 2015.</p>
Key Issues & Rationale	<p>The HA has to protect the safe and efficient operation of the SRN. Bracknell Forest modelling shows minimised impact from its developments (SAL38-41). However, there will be a need for even more focussed consideration through Transport Assessments with planning applications. However the Council does recognise that an improvement is needed and as part of the Berkshire Local Economic Partnership (LEP), supports a bid for funding from the PPP</p> <p>The Council is committed to partnership working with the HA and other relevant local authorities to ensure the SRN operates in a safe, reliable and efficient manner.</p>
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 32 supports the provision of Transport Assessments so that plans and decisions can take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.</p>

## Strategic Road Network

	<p>Para 31 states that Local Authorities should work with other authorities and providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The Council will continue to engage with transport providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>BFC Core Strategy DPD Policy CS6 requires contributions towards transport infrastructure.</p> <p>Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS23 sets out general transport principles.</p> <p>Policy CS24 is specific to ensure developers mitigate the impact of development on transport.</p> <p>The adopted Amen Corner and Warfield SPDs set out guidance on the transport requirements on that development.</p> <p>The SADPD sets out transport policy requirements for all developments. All policies for strategic sites provide a policy framework for contributions towards SRN improvements should they be justified, necessary and should a delivery mechanism be put in place.</p>
<p><b>Conclusion &amp; Action</b></p>	<p>Although potential requirements have been identified, further rationale and justification is required for financial contributions. This will be reviewed periodically in the IDP.</p> <p><b>Strategic Road Network has been included in the 'General Infrastructure Schedule'.</b></p>

**Community Transport**

Lead Organisation(s)	External taxi companies and Bracknell Forest Council in partnership with 'Keep Mobile'
Main Sources of Information	Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) Adding Life to Years – A Strategy for Older People (2009) Limiting the Impact of Development SPD (July 2007)
Existing Provision	<p><u>Home to School Transport</u> BFC currently procure home to school transport from three external transport providers and a number of local bus companies dependant on eligibility of the pupil. Based on the existing transport provision approximately 0.90% of the BFC population (assuming 110,000) have some type of school transport support. This is split between special educational needs (0.45%) and mainstream provision (0.45%).</p> <p>Any increase in population within the Borough is therefore likely to have an impact on the numbers of pupils who are eligible for support. Per annum, the average cost of mainstream support per pupil is £740 and for Special Educational Needs is £3,200 (2008 figures).</p> <p><u>Social Care Transport</u> BFC, through Keep Mobile under a Service Level Agreement, currently provide the following borough-wide services for people of any age with a disability that prevents them from using public transport, or persons over 70 years old:</p> <ul style="list-style-type: none"> <li>i. Dial a Ride (DAR)</li> <li>ii. Group transport</li> <li>iii. Day excursions</li> </ul> <p>BFC also provides transport to eligible clients in Adult Social Care and Health and Children, Young People and Learning. These clients are accessing a variety of Council services both within the Borough and adjacent to it.</p> <p>When making any changes to the transport arrangements, the local authority must be mindful that it is required to ensure that they can deliver and maintain the level of transport to social care service users who have been assessed as eligible to receive transport. The social care transport currently being provided cannot be removed or varied without a prior re- assessment. Social care transport is provided under S2 of the Chronically Sick and Disabled Persons Act 1970. It is one of only two rights (the other being after care under the Mental Health Act 1983) that are owed to an individual by a local authority as an individual duty, rather than a general target duty to the community as a whole.</p>

**Community Transport**

	<p>BFC published a commissioning strategy for older peoples services in 2007 which stated that in 2005/6 1,615 older residents over 65 received community care services from BFC which is around 1.5% of the population. This figure is expected to increase over the next five years. In addition to residents aged over 65, the Council also supports others who have been registered disabled or have specific requirements.</p>
<p>Planned Provision</p>	<p>The centralisation of transport from Social Care to the Integrated Transport Unit in Corporate Services took place on the 1<sup>st</sup> April 2010. Underutilised vehicles were released and the majority of the remaining vehicles were replaced with new ones. In addition any spare vehicles were centralised so that this additional capacity can be used to support other activities. This means that there is less spare capacity than previously and therefore any increase in client numbers would require additional investment in transport services.</p> <p>The programme of Personalisation in Adult Social Care gives individuals choice and control over the support they receive to live their lives as independently as possible. Bracknell Forest is working to ensure that everyone who is eligible can have a Personal Budget – this is an amount of money to spend on the social care support that people need to live their lives. People will be able to take this as a Direct Payment and arrange their support themselves or they can choose to leave the money with the Council and the Council which will arrange the support for them.</p> <p>The holder of a personalised budget may want to spend a proportion of their allowance on transport. They will be able to buy transport services with their funds from anywhere and this could include the Council. If further provision is required new vehicles will have to be brought onto the fleet to provide any expanded service.</p>
<p>Sources of Funding</p>	<p>To run a fully accessible vehicle with a full time driver and escort for one year costs around £70K. Any increase in population is going to require additional capacity.</p> <p>Current funding is from existing budgets but these are for existing services only. Any increase in client population is going to require additional funding.</p>
<p>Key Issues &amp; Rationale</p>	<p>There is no requirement for any additional infrastructure to provide Community Transport as this form of travel is currently provided on a door to door basis and generally starts at the client's home address. However additional vehicles and drivers would be required should there be an increase in client numbers.</p>

Community Transport	
	<p>Based on the data from 2007, approximately 1.5% of any population will qualify for access to Community Care and the majority of these clients will require transportation outside of public transport. In addition 1% of the population will require school transport support with 0.5% being outside of public transport.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 29 emphasises the role transport policies have in facilitating sustainable development and contributing towards wider sustainability and health objectives.</p> <p>Para 31 states that Local Authorities should work with other authorities and providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The Council will continue to engage with transport providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS23 – Transport, states that the Council will use its planning and transport powers to “provide improved access to key services and facilities”.</p> <p>Policy CS24 is specific to ensure developers mitigate the impact of development on transport.</p>
<p>Conclusion &amp; Action</p>	<p>No infrastructure requirements have been identified. This will be reviewed periodically in the IDP.</p> <p><b>Community Transport has been included in the 'General Infrastructure Schedule'.</b></p>

## 6.2 Waste Management

Waste Management	
Lead Organisation(s)	<p>Bracknell Forest Council – through 2 external contractors: SITA for kerb-side waste collection and WRG (re3) for joint waste disposal facilities. Collection from charity banks is the responsibility of the individual charities.</p> <p>Bracknell Forest Council works with Reading Borough Council, Wokingham Borough Council and the Waste Recycling Group through the re3 partnership to increase the amount of waste that is reused, recycled and composted and to minimise the amount of waste sent to landfill. Formed in 1999, they work together to develop long-term facilities for managing and disposing of the area's waste over the next 20 years.</p> <p>Waste Recycling Group joined the partnership in 2006. They signed a Private Finance Initiative (PFI) contract with the councils, worth £610m, to provide new waste management facilities and work with them to minimise waste. This funded the recent refurbishment of both Household Waste Recycling Centres (HWRCs).</p> <p>The partnership received a PFI grant from the Government of £37m. As this is paid as an annual grant over the 25 years, this equates to £74m by the end of the contract term.</p> <p>By the end of the PFI contract in 2031 the re3 partnership expects to recycle or compost more than 50% of its waste and obtain value from 74% of it.</p>
Main Sources of Information	<p>Government National Waste Management Strategy 2007 and Government Review of Waste Policy 2011</p> <p>Joint Municipal Waste Management Strategy (2007)</p> <p>Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p>Bracknell Forest Council operate 'Alternate Bin Collections' (ABC) to promote recycling and minimise household waste destined for landfill.</p> <p>Household waste is collected fortnightly in a green bin and on the alternate week recyclables (paper, card, plastic bottles, tins, cans and aerosols) are collected in a blue bin and garden waste in a brown bin or biodegradable brown sack.</p> <p>Across the Borough, there are 40 Council maintained public recycling sites for glass, textiles, drinks cartons, aluminium foil, books and CDs.</p> <p>There are two HWRCs, which include waste transfer stations at Longshot Lane, Bracknell and Smallmead, Reading.</p>

## Waste Management

Planned Provision	<p>The Parks, Jennett's Park and Wykery Copse all have planned underground recycling sites. These are for glass recycling. Alongside the underground containers, space is planned for a textile recycling bank.</p> <p>Homes built in all three of the above developments have rear or side access to allow storage of bins in the back gardens.</p> <p>The Parks development have provided composters in the rear gardens of houses.</p> <p>The Waste and Recycling Collection contract for Bracknell Forest Council is currently supplied by SITA UK. The contract expires on 31<sup>st</sup> March 2019. There is then potential for an extension for a further 8 years.</p> <p>As part of the tendering process SITA were asked to include proposals describing how they will manage predicted demographic growth, based on overall growth figures and the potential areas for new housing, all provided by the Council. They demonstrated how they will manage the growth in collections required – in terms of vehicles, staffing and collection patterns, how they will manage actual variations from the predicted growth pattern, and they have provided pricing mechanisms which give the best fit of clarity, flexibility and value for money to the council.</p>
Sources of Funding	<p>Underground recycling sites are anticipated to be funded through developer contributions, as has happened at recent developments including Jennett's Park, Wykery Copse and The Parks.</p> <p>For an overground site, a suitable area of hard standing would need to be provided by the developer.</p> <p>Site-specific cost assumptions are based on underground recycling sites each costing approximately £40,000. Other costs to be taken into consideration for an underground recycling site are the reinforcement of the highway surrounding them to allow the vehicle to manoeuvre and empty the containers.</p> <p>Refurbishment of the 2 household waste recycling centres was funded through the joint waste PFI.</p> <p>Previous improvements to recycling sites have been funded from the Waste Infrastructure Capital Grant 2009/10. The Council's Capital Programme made £80,000 available for financial year 2010/11. However, this was the last year that was available. From 2011 onwards recycling site maintenance and improvement works are being funded by the waste and recycling promotions budget.</p>

## Waste Management

Key Issues & Rationale	<p>Recycling and the use of Energy from Waste is reducing Bracknell Forest's landfill rate considerably. The current recycling rate is 40.2% and landfill is around 22%. The remainder of the waste goes to an Energy from Waste facility.</p> <p>All collected waste gets passed over to re3 who process it. There are waste thresholds for the re3 partnership - a maximum waste input of 295,197 tonnes per annum. Provisional figures are showing that for financial year 2010/11 the 3 local authorities are around 100,000 tonnes below this threshold so there is capacity for population growth and additional waste.</p> <p>In respect of increased demand on waste facilities over the plan period, there are no plans for additional HWRCs. Longshot and Smallmead are expected to be able to cope with identified development.</p> <p>Developers should provide a site waste management plan for the construction phase.</p> <p>The provision of appropriate recycling sites, underground or over ground of an adoptable standard suitable for collection vehicles weighing 26 tonnes when full, will provide a local recycling point, minimising both travelling distance for residents and environmental impact.</p> <p>Developers should also provide home composters to facilitate the disposal of organic waste, such as fruit, vegetable peelings and garden waste at home to reduce landfill and the impact on HWRCs.</p>
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of waste infrastructure, and consider wider strategic waste management needs.</p> <p>The Council will continue to engage with waste management providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>BFC Core Strategy DPD Policy CS1 supports development which promotes the principles of sustainable development, which includes the provision for on-site waste &amp; recycling facilities.</p> <p>Policy CS6 supports the delivery of on-site waste infrastructure needed to support development and mitigate the increased pressure on local waste facilities.</p> <p>Policy CS13 supports development that maximises the re-use, recovery and recycling of waste materials and minimises the environmental consequences of waste production and treatment.</p>

## Waste Management

	<p>The Sustainable Resource Management SPD provides 'Designing for waste and recycling' guidance that developers would be expected to follow.</p> <p>SADPD policy makes provision for waste recycling facilities.</p>
Conclusion & Action	<p>Developers will be required to provide appropriate on-site waste recycling facilities and home composters. No capacity issues are expected for existing strategic waste management facilities. This will be reviewed periodically in the IDP.</p> <p><b>Waste Management has been included in site-specific infrastructure schedules.</b></p>

## 6.3 Utilities

Water Supply & Waste Water	
Lead Organisation(s)	Thames Water Utilities Ltd. (TWU) Veolia Water (VW) South East Water (SEW)
Main Sources of Information	<p>Water Company Strategic Direction Statements</p> <p>Water Company Business Plans</p> <p>Water Company Water Resource Management Plans</p> <p>Water Resources Strategy for England and Wales (March 2009) published by the Environment Agency sets out how the Agency believes water resources should be managed over the coming decades so that water can be abstracted and used sustainably.</p> <p>Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p><b>Water Supply</b> Veolia Water Central supplies the Eastern part of Bracknell Forest extending to just over 1/3 of the Borough beyond the built up area of Bracknell. This falls within VW's Southern Water Resource Zone (WRZ). Water is supplied from a combination of ground and surface water sources and through pipeline transfers.</p> <p>South East Water supplies water to the rest of the Borough, including the built up area of Bracknell. Water is supplied from a combination of ground and surface water sources and through pipeline transfers, including from VW. One of SEW's major sources is an abstraction from the River Thames at Bray in Windsor and Maidenhead. SEW has implemented improved pipeline transfers from Bray during the 2005-2010 period.</p> <p><b>Wastewater and Sewerage</b> Thames Water are responsible for wastewater and sewerage infrastructure. There are five existing wastewater treatments works (WwTW) within Bracknell Forest. These are:</p> <ul style="list-style-type: none"> <li>Bracknell Sewerage Treatment Works (STW)</li> <li>Ascot STW (sometimes known as Whitmoor Bog STW)</li> <li>Sandhurst STW (Swan Lane)</li> <li>Easthampstead Park STW (Old Wokingham Road)</li> <li>Billingbear STW</li> </ul>

## Water Supply & Waste Water

	<p>Where new WwTW are provided, they are designed to have capacity to treat approximately an additional 10% population equivalent without further upgrade. This is not the position with existing WwTW which may or may not have any additional capacity.</p> <p>The Water Framework Directive (2000) has led to the Environment Agency (EA) setting more stringent water quality standards in relation to waste water discharge consents. This has led to the need for upgrades to some WwTW to meet the required discharge standards.</p>
<p>Planned Provision</p>	<p><b>Water and Waste Water</b></p> <p>The water and sewerage companies are funded in 5 year planning periods known as Asset Management Plans (AMP). The money available to spend on Water Services Infrastructure during an AMP period is determined by the Office of Water Services (Ofwat) in consultation with the Government, the Environment Agency and consumer organisations amongst others. Ofwat published final determinations of how much money the companies have to spend between 2010 and 2015 (AMP 5) in late 2009.</p> <p><u>Water Supply</u> Both VW and SEW propose to implement a combination of metering and water efficiency programmes, together with asset enhancements, reduced leakage and pipeline upgrades to meet future water resource requirements. No major new water resource developments are proposed within Bracknell Forest Borough. SEW is indicating it may require additional infrastructure at Bray post 2021 – the precise requirements for this would be confirmed through future water resource management plans (prepared on a 5 yearly cycle).</p> <p><u>Wastewater upgrades</u> Bracknell STW will require an upgrade between 2010 and 2015 in order to comply with the EU Nitrates Directive. The proposed upgrade is known as the Bracknell STW Nitrate Vulnerable Zone (NVZ) Project and involves the construction and operation of a new sludge de-watering facility, a new sludge storage building and bringing back into service existing unused plant. The purpose of the project is to enhance the existing sewage treatment process rather than to provide additional capacity. The NVZ Project is currently scheduled to be operational by early 2012.</p>
<p>Sources of Funding</p>	<p>The cost of modifying the existing network is through agreement between the developer and the utility company, therefore cannot be estimated. All maintenance, repairs and upgrades would be funded by the particular utility company.</p>

## Water Supply & Waste Water

### Key Issues & Rationale

#### **Water Supply**

New development areas will be likely to require new or upgraded distribution mains and potentially also enhanced pumping capacity. Precise requirements would be identified through further investigations alongside site masterplanning work. These measures are not to increase water resource availability, but to ensure that the physical pipe network is able to cope with the extra demand created by the new dwellings, without a deterioration in service to existing customers e.g. such as unacceptably low water pressure.

Developers will be expected to work closely with the relevant water company, paying any relevant contribution for necessary improvements to the water company.

#### **Water Efficiency**

In accordance with EA guidance, developers will be expected to set a water efficiency standard for new homes of 105 litres/head/day (l/h/d), equivalent to level 3/4 for water within the Code for Sustainable Homes, because there are limited water resources in the local area and high and growing demand for water. This standard can be achieved easily with existing technology and at very little extra cost.

Bracknell Forest sits within an area of 'serious' water stress. Bracknell Forest is mostly situated in South East Water water supply zone RZ4. Average water use in this zone is 174l/h/d, which is above the England and Wales average of 148l/h/d.

With the limited water resources in the local area and a high and growing demand for water combined with the amount of development proposed in the borough, the EA believe it is vital for water efficiency standards in new homes to be higher than building regulation standards. Climate change will also increase the risk of reduced water availability.

#### **Wastewater and Sewerage**

Thames Water's largest Sewage Treatment Works (STWs) in the Bracknell Forest area are Bracknell STW and Ascot STW. These works are the most suitable to accommodate the future growth requirements. These STWs will require upgrades in the future but provided there is enough time, funding and suitable phasing, upgrades should not prove problematic (3 - 5 years for STW upgrades). Thames Water would therefore prefer development to take place within Bracknell Forest in areas that drain to these STWs.

It is important to also consider the sewerage network demands for developments and this would need to be determined on a site by site basis using detailed modelling possibly funded by developers. It is generally easier to provide upgrades for a smaller number of larger clearly defined sites than a larger number of smaller less well identified sites. As previously stated, Bracknell STW is located to the north of the town and therefore Thames Water's preferred location for future development would be to the north of Bracknell. Ascot STW is located to the South East of Bracknell and could accommodate some future growth.

## Water Supply & Waste Water

	<p>Developers will be required to demonstrate that there is adequate waste water capacity both on and off site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.</p> <p>If development requires waste water upgrades but are not planned for at the planning application stage, Thames Water would recommend a Grampian condition stating: no occupation until drainage provision in place. The developer would be required to assess capacity, draw up a drainage strategy and act on recommendations.</p> <p>If developments require upgrades that do not feature in TW's 5 year AMP planning period, TW can design, build, then charge developers - but this can be at considerable cost.</p> <p>It is in the interests of developers to work closely with TW and give them good lead-in.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of water supply and waste water treatment infrastructure, and consider wider strategic needs.</p> <p>The Council will continue to engage with waste management providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform utility providers, when developing their future infrastructure investment programmes, where pressures are likely to arise.</p> <p>Core Strategy policy CS1 supports development which promotes the principles of sustainable development, which includes the prudent use of water resources.</p> <p>Policy CS6 ensures mechanisms are in place to deliver infrastructure needed to support development.</p> <p>Policy CS10 requires developers to submit Sustainability Statements to demonstrate, amongst other considerations, how they have considered water efficiency.</p> <p>The Sustainable Resource Management SPD provides 'Water efficiency' guidance that developers would be expected to follow.</p>

## Water Supply & Waste Water

### Conclusion & Action

Developers will be required to work in partnership with utility providers to provide appropriate infrastructure throughout the development. Water supply and waste water capacity issues have been identified.

**Water Supply and Waste Water have been included in site-specific infrastructure schedules.**

Electricity & Gas Network	
Lead Organisation(s)	<p>National Grid</p> <p>SSE plc</p> <p>Scotia Gas Networks</p> <p>National Grid (NG) owns and operates the high-voltage electricity transmission network in Bracknell Forest. It also owns and operates the high pressure gas transmission system. Southern Electric Power Distribution (SEPD) and Scotia Gas Networks (SGN) own and operate the local electricity and gas distribution networks respectively.</p>
Main Sources of Information	<p>Delivering the South East Plan, a revised South East Implementation Plan, October 2006, SEERA</p> <p>SEE-STATS, South East Renewable Energy Statistics</p> <p>GB Seven year Statement 2009, National Grid</p> <p>Gas Transportation Ten Year Statement, 2008, National Grid</p> <p>The Cost and Funding of Growth in South East England, June 2005, Roger Tym and Partners.</p> <p>New Thames Valley Vision - Scottish and Southern Energy (2011)</p> <p>National Grid, SSE and Scotia (Southern) Gas Networks provide services to other parts of the UK. Annual corporate and performance review plans are publicly available providing details of their corporate strategy and priorities for their particular service plan areas as a whole.</p>
Existing Provision	<p><b>Electricity Transmission</b></p> <p>National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid do not distribute electricity to individual premises, instead their key role is in the wholesale market, ensuring a reliable and quality supply to all. National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.</p>

## Electricity & Gas Network

National Grid's high voltage electricity overhead transmission lines / underground cables within Bracknell Forest Council's administrative area, that form an essential part of the electricity transmission network in England and Wales, include the following:

ZH line 400,000-volt route from Bramley substation in Basingstoke and Deane to West Weybridge substation in Runnymede

### **Electricity Distribution**

SSE operates the local electricity distribution network serving Bracknell Forest, including overhead and underground electricity lines, substations and other associated infrastructure.

### **Gas Transmission**

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

National Grid has a gas transmission pipeline (pipeline 2290) located within the administrative area of Bracknell Forest Borough Council, listed as Feeder 7 A4130 / Winkfield.

### **Gas Distribution**

SGN has significant medium pressure and intermediate pressure pipelines that feed the low pressure systems for all major towns and rural areas in the Bracknell Forest area.

Planned Provision

National Grid has the following work planned on the electricity transmission system within Bracknell Forest:

Year	Location	Works
-	Overhead Line and Underground Cable Works	Reconductor both of the Bramley-West Weybridge overhead line circuits with 2x500mmm <sup>2</sup> AAAC conductor to operate at a maximum of 75C.

SEPD and SGN have previously advised that there are numerous projects currently being undertaken to expand the existing electricity and gas network infrastructure with a view to increasing capacity and supplying new potential demands.

## Electricity & Gas Network

	<p>SSE, in partnership with Bracknell Forest Council, has submitted a Low Carbon Network Fund Tier 2 bid submission for a New Thames Valley Vision pilot project that will “revolutionise the way in which Distribution Network Operators (DNOs) utilise their existing networks. This project is a complete solution that will allow us to anticipate, understand and support behaviour change in individuals, small businesses and larger companies to help us manage our networks more effectively as the UK moves towards a low carbon economy” (SSE August 2011).</p>
Sources of Funding	<p>The cost of modifying the existing network is through agreement between the developer and the utility company, and therefore cannot be estimated. All maintenance, repairs and upgrades would be funded by the particular utility company.</p> <p>The cost of any relocation of existing overhead lines are met in full by the developer.</p> <p>Where the existing infrastructure is inadequate to support the increased demands for the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and Distribution Network Operator, in accordance with the current Statement of Charging Methodology agreed with Ofgem. Maximum timescales in these instances would not normally exceed 2 years therefore should not impede development.</p>
Key Issues & Rationale	<p><b>Electricity and gas transmission networks</b></p> <p>Distribution of new development in the Bracknell Forest area will not have a significant effect upon National Grid’s gas and electricity transmission infrastructure. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these gas and electricity transmission networks. The existing network should be able to cope with additional demand.</p> <p><u>Advice from National Grid on Development</u></p> <p>Where development sites are crossed by National Grid’s high voltage overhead electricity transmission lines, the following guidance is relevant.</p> <p>National Grid does not own the land over which the overhead lines cross, and it obtains the rights from individual landowners to place equipment on their land. Potential developers of the sites should be aware that it is National Grid policy to retain existing overhead lines in-situ. Because of the scale, bulk and cost of the transmission equipment required to operate at 400kV, National Grid only supports proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been</p>

## Electricity & Gas Network

identified as such by central government. Therefore it is advised developers and planning authorities take into account the location and nature of existing electricity transmission equipment when planning developments.

National Grid prefers that buildings are not built directly beneath its overhead lines. This is for two reasons, the amenity of potential occupiers of properties in the vicinity of lines and because National Grid needs quick and easy access to carry out maintenance of its equipment to ensure that it can be returned to service and be available as part of the national transmission system. Such access can be difficult to obtain without inconveniencing and disturbing occupiers and residents, particularly where properties are in close proximity to overhead lines.

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances, the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

National Grid seeks to encourage high quality and well planned development in the vicinity of its high voltage overhead lines. Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court. National Grid, in association with David Lock Associates has produced 'A Sense of Place' guidelines, which look at how to create high quality development near overhead lines and offers practical solutions which can assist in avoiding the unnecessary sterilisation of land in the vicinity of high voltage overhead lines.

### **Electricity and gas distribution networks**

The electricity and gas distribution networks are the responsibility of SSE and SGN. Based on experience from elsewhere it is considered that localised distribution system improvements and enhancements would be likely to be required in association with the development of any of the sites. Detailed procedures are in place for such improvements to be investigated, planned and delivered at site development brief and planning application stage in close liaison with the relevant company.

SSE has advised that the proposed development areas may require significant off-site works to support their potential future load requirements. It will be possible to service some of the proposed new developments

## Electricity & Gas Network

	<p>(subject to confirmations of their future load requirements) by making connections to SSE's existing infrastructure. The provision of supply can normally be delivered within 6 months from acceptance.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of utilities infrastructure, and consider wider strategic needs.</p> <p>The Council will continue to engage with utilities providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform utility providers, when developing their future infrastructure investment programmes, where pressures are likely to arise.</p> <p>Core Strategy policy CS1 supports development which promotes the principles of sustainable development, which includes the prudent use of energy resources.</p> <p>Policy CS6 ensures mechanisms are in place to deliver infrastructure needed to support development.</p> <p>Policy CS10 requires developers to submit Sustainability Statements to demonstrate, amongst other considerations, how they have considered energy efficiency.</p> <p>Policy CS12 requires developers to submit energy demand assessments to demonstrate what measures are being taken to reduce the development's carbon emissions and generate renewable energy.</p> <p>The Sustainable Resource Management SPD provides 'Energy efficiency' guidance that developers would be expected to follow.</p>
<p>Conclusion &amp; Action</p>	<p>Developers will be required to work in partnership with utility providers to provide appropriate infrastructure throughout the development. Potential electricity and gas network capacity issues have been identified.</p> <p><b>Electricity has been included in site-specific infrastructure schedules, and Gas Network has been included in the 'General Infrastructure Schedule'.</b></p>

Telecommunications	
Lead Organisation(s)	<p>British Telecommunications PLC</p> <p>British Telecommunications PLC, Open Reach infrastructure management subsidiary.</p>
Main Sources of Information	<p>Digital Britain Bill and Final Report (June 2009),</p> <p>Government Departments for Culture, Media and Sport and Business, Innovation and Skills</p>
Existing Provision	<p>Openreach was created in 2005 to provide a regulatory framework for BT and manages the UK's telecommunications infrastructure. The division allows for all operators to have equal access to BT's own local network. Openreach installs, services, supports and maintains the wiring, fibres and connections to the selected communication providers' network.</p> <p>BT Openreach's Copper Access Infrastructure is the only network that reaches 100% of the UK population enabling telephone services and broadband access for the majority of residents and businesses within Bracknell Forest. Whilst some progress has been made in extending broadband facilities to rural communities in Bracknell Forest through wireless providers and the use of broadband Hotspots, parts of the borough still have significant broadband access issues and/or only receive slow broadband services.</p> <p>BT Openreach is currently undertaking an extensive programme to roll out the fibre optic broadband network across the UK. This service operates on a demand basis, where individual customers pay for the privilege of receiving access to a more speedy broadband service. Once instructed, Openreach pick up the fibre optic cabling from a node and extend the cabling to individual houses.</p>
Planned Provision	<p>The Government's aims for ensuring the UK is at the leading edge of global digital technology is set out in the Digital Britain Bill (November 2009). The Digital Britain Final Report (2009) includes actions to strengthen and modernise the communications infrastructure and includes the aim of delivering the Universal Service Broadband Commitment so that everyone has access to broadband technology by 2012. The report identifies that this can be delivered by upgrades to the existing copper and wireless networks.</p> <p>In terms of future infrastructure provision for internet access, Openreach is responsible for providing duct networks and are currently only required to run a copper wire through the duct network to provide a network of standard broadband access for customers. New technologies are available such as fibre optic cabling, which provides higher speed network access.</p>

**Telecommunications**

	<p>The duct network provides the permanent infrastructure to enable a network of cables to be installed, thus allowing for fibre optic cabling, and other emerging technologies to run alongside the copper wiring in the future.</p>
<p>Sources of Funding</p>	<p>The cost of modifying the existing network is through agreement between the developer and the utility company, therefore cannot be estimated. All maintenance, repairs and upgrades would be funded by the particular utility company.</p>
<p>Key Issues &amp; Rationale</p>	<p>There are no specific telecommunication infrastructure requirements necessary to support the delivery of the DPD. Localised enhancements and improvements will be required to be completed alongside planned new developments and there are well developed systems in place for developers to liaise with the system providers at site development brief and planning application stages to ensure the timely provision of this infrastructure.</p> <p>BT Openreach has advised that the Copper Access Infrastructure is the most mature telecommunications network in the UK and as such, large scale infrastructure improvements are rarely required. BT Openreach has a legal obligation to provide a telephone service and telephone line to all new development. Telecommunication infrastructure is delivered in step with new development following consultation with developers. The copper network is widely deployed and in most places can meet customers' needs with only minor rearrangement or deployment of plant. In the future, the fibre-optic networks provide the opportunity to allow for improved internet access for those people in rural areas.</p> <p>BT Openreach will provide the necessary primary infrastructure for broadband access for new larger scale development through installing a duct network and laying copper wiring. As Government guidance progresses, there may be requirements for more advanced technologies to be installed as a standard procedure; this can be achieved by laying cabling alongside the existing duct network. There is currently no legal obligation to provide fibre-optic cabling to new development. Where such requests are made, the cost of providing the fibre-optic networks will be passed on to the developer and ultimately the end user.</p> <p>Although other service providers can lease and use the network provided by BT Openreach, only cabling supplied by BT Openreach can be installed in the BT Openreach duct networks; a no duct sharing agreement prevails.</p> <p>'Site lock' is a major concern to BT Openreach, whereby developers refuse to install BT line plant, consequently delaying the provision of services (other communication companies could offer their own network as an alternative). Consequences of a BT network not being installed from the outset include</p>

## Telecommunications

	<p>the need for subsequent surface wiring and surface mounted termination points, resulting in excavating customers front gardens and scarring new footpaths.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 42 recognises the important role advanced, high quality communications infrastructure plays in promoting sustainable economic growth and the role of high speed broadband</p> <p>technology and other communications networks in enhancing the provision of local community facilities and services.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of telecommunications infrastructure, and consider wider strategic needs.</p> <p>The Council will continue to engage with telecommunications providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform utility providers, when developing their future infrastructure investment programmes, where pressures are likely to arise.</p> <p>Core Strategy policy CS1 supports development which promotes the principles of sustainable development.</p> <p>Policy CS6 ensures mechanisms are in place to deliver infrastructure needed to support development.</p>
<p>Conclusion &amp; Action</p>	<p>No site-specific infrastructure requirements have been identified. Although not a planning issue, developers are encouraged to link developments to the High Speed Broadband exchange.</p> <p><b>Telecommunications has been included in the 'General Infrastructure Schedule'.</b></p>

## 6.4 Renewable Energy

Renewable Energy	
Lead Organisation(s)	National Grid Scottish & Southern Energy Bracknell Forest Council
Main Sources of Information	<p>BFC Climate Change Action Plan (Revised 2010)</p> <p>BFC Carbon Management Plan 2009</p> <p>Bracknell Forest Climate Change Partnership Action and Communications Plan 2010</p> <p>Renewable and Low Carbon Energy Potential Study (October 2011)</p>
Existing Provision	<p>South East Renewable Energy Statistics (SEE-Stats) is an on-line database of operational and planned renewable energy installations, initiated by Thames Valley Energy (TVE) and sub-regional data partners on behalf of the SE England Partnership Board (previously on behalf of SEEDA and GOSE). At August 2009 the database contained a total of 512 operational and 154 planned installations in the region. Of these, the only listing in Bracknell Forest is the Bracknell Town Centre biomass CHP, which was abandoned in 2006.</p> <p>There are a number of domestic (solar thermal) installations in the Borough which are not captured by the planning system as they are classed as "permitted development".</p> <p>In April 2010, the UK Government introduced feed-in-tariffs to stimulate the market for renewable electricity technologies. During 2010/11 the number of FIT installations registered by OFGEM was:</p> <p style="padding-left: 40px;">36 domestic solar PV systems, installed capacity 0.093 MW 1 commercial solar PV system, installed capacity 0.002 MW 1 wind turbine, installed capacity 0.005 MW</p> <p>Total installed capacity 0.1 MW</p> <p>The Renewable Heat Incentive, to stimulate the market for renewable heat technologies, will be introduced in two phases: November 2010 for non-domestic installations and autumn 2012 for domestic installations. These will also be registered on the OFGEM web site.</p>

## Renewable Energy

	<p>Since February 2008, when the Core Strategy was adopted, new planning applications are required to meet policy CS12 on-site renewable energy generation. Although this has increased the number of installations in the Borough, there is no reliable system in place to capture the number or feed data into SEE-Stats.</p> <p>It is known that the new Bracknell and Wokingham College has a ground source heat pump. It is not known what other installations may exist.</p>
<p>Planned Provision</p>	<p>In spring 2007, the UK agreed with other member states to an EU wide target of 20% of the EU's total energy consumption from renewable sources by 2020. The European Commission proposed that the UK share of this target would be 15% of the UK's energy from renewables by 2020.</p> <p>The Regional Economic Strategy (RES) 2006-2016 (SEEDA) adopted the UK target of 15% renewable energy for South East England by 2020.</p> <p>Thames Valley Energy also produced a lower South East target of 8.5%, based on current actual capacity and a pragmatic, achievable programme of renewables technology installation, based on a review of the evidence base for SEEPB.</p> <p>Although Bracknell Forest adopted policy CS12 – Renewable Energy in its Core Strategy, no targets have been set for renewable energy installations in the borough.</p> <p>The South East's target is under review by the new Government and the outcome is expected to be announced late 2010. It is also anticipated that a new renewables national indicator will be created in 2010 to stimulate renewable energy installations by local authorities.</p> <p>In 2009 the Berkshire Economic Strategy Board's (BESB) Sustainable Prosperity sub group commissioned TV Energy to study the potential for renewable energy technologies across Berkshire. The draft Phase II report dated 9<sup>th</sup> February 2010 identifies a number of opportunities in Bracknell Forest, although their current status is uncertain.</p> <p>In 2011, Peter Brett Associates was commissioned to conduct a Renewable and Low Carbon Energy Potential Study in Bracknell Forest. The report identified the potential for various technologies and made a number of recommendations for consideration by the Council.</p> <p>A biomass boiler has been installed in the new Garth Hill College, which opened in September 2010 and one is being provided in the new Waitrose store in Bracknell Town Centre.</p> <p>A feasibility study has been conducted for a distributed energy scheme between Bracknell Leisure Centre and adjacent sites.</p>

Renewable Energy	
Sources of Funding	Developers Utility providers Government subsidies
Key Issues & Rationale	There are no specific requirements to support the delivery of the DPD. The inclusion of renewable energy proposals within the planned new residential developments will contribute towards renewable energy targets.
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Under the 'core planning principles' (Para 17), planning policies have a role in supporting the transition to a low carbon future by encouraging the use of renewable resources, e.g. by the development of renewable energy.</p> <p>Para 97 states that local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. This should include adopting a 'positive strategy' to promote renewable energy measures and designing policies to 'maximise renewable energy and low carbon energy development'. Opportunities should be identified where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of energy infrastructure (including heat), and consider wider strategic energy needs.</p> <p>The Council will continue to engage with renewable energy providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development.</p> <p>Core Strategy policy CS1 supports development which promotes the principles of sustainable development, which includes the prudent use of energy resources.</p> <p>Policy CS6 ensures mechanisms are in place to deliver infrastructure needed to support development.</p> <p>Policy CS10 requires developers to submit Sustainability Statements to demonstrate, amongst other considerations, how they have considered energy efficiency.</p> <p>Policy CS12 requires developers to submit energy demand assessments to demonstrate what measures are being taken to generate on-site renewable energy.</p>

Renewable Energy	
	The Sustainable Resource Management SPD provides 'Renewable Energy' guidance that developers would be expected to follow.
Conclusion & Action	<p>Although no site-specific requirements have been identified, BFC's Renewable and Low Carbon Energy Potential Study provides detailed site-specific recommendations. Developers will be required to deliver development that accords with local planning policy and other national guidance.</p> <p><b>Renewable Energy has been included in the 'General Infrastructure Schedule'.</b></p>

## 6.5 Education

Early Years	
Lead Organisation(s)	<p>Bracknell Forest Council</p> <p>West London Mental Health NHS Trust</p> <p>Other private, voluntary and independent providers.</p>
Main Sources of Information	<p>Every Child Matters – Change for Children (2004)</p> <p>Core Strategy CS6 (2008)</p> <p>Limiting the Impact of Development SPD (2007)</p> <p>Children and Young People's Plan (2006-2009)</p> <p>Joint Strategic Needs Assessment</p>
Existing Provision	<p>There are currently 8 Children's centres in Bracknell Forest; The Rowans, The Oaks, The Family Tree, The Alders, The Chestnuts The Maples, The Hollies and The Sycamores.</p> <p>The Squirrels early years facility is run by the West London Mental Health NHS Trust at Broadmoor Hospital. This is subject to replacement as part of the site's redevelopment proposal (Policy SA4).</p> <p>In addition, there are 50 private, voluntary and independent providers of early years childcare and education, 19 out-of-school childcare providers, 17 holiday childcare providers and 16 maintained nurseries attached to schools.</p> <p>The recent Sufficiency Assessment 2011 has demonstrated that generally there were enough childcare places available across existing provision and where there were exceptions, new provision has or will meet that need.</p>
Planned Provision	<p>Where there are currently gaps in Early Years provision e.g. Jennett's Park and Crown Wood, there are plans to develop pre-schools and after-school provision using existing facilities.</p> <p>However, the proposed new developments will generate additional numbers of children as outlined above, whose needs will not be met by existing provision. There is therefore the need for new facilities within these developments to be available for the delivery of additional childcare.</p>
Sources of Funding	<p>Developer contributions for the provision of Early Years facilities within community facilities.</p> <p>New primary schools include a nursery element.</p>

## Early Years

	<p>New day nurseries could be funded by private enterprise, providing there is land available.</p>
<p>Key Issues &amp; Rationale</p>	<p>Over the last few years BFC has seen a steady increase in the birth rate increasing demand for early years provision.</p> <p><u>Children's Centre services</u></p> <p>The LA has a statutory duty to provide universal and targeted children's centre services to all families with children under 5 within Bracknell Forest as laid down in the Apprenticeships, Skills, Children and Learning Act 2009.</p> <p>The Sure Start Children's Centre Statutory Guidance issued by the Department for Education states that services should be delivered within the local community to support local families and promote community cohesion.</p> <p>In order to meet government guidelines as outlined above, it is important that children's centre services are delivered within each of the proposed new communities. This will help to promote community cohesion and support those families who are not able to travel to venues outside their immediate locality. In addition, it will support the Local Authority's bid to reduce car journeys wherever possible.</p> <p>The Hollies, Chestnuts and Maples Children's Centres that cover the proposed new areas of development do not have a central building but already use outreach venues from which to deliver services and this will continue. However, these existing venues are already fully utilised and also are not within the proposed new developments. It will be impossible therefore to meet the requirement to offer services to meet local need within the individual communities without the provision of new multi-use facilities.</p> <p>There is no central government capital funding as this was discontinued at the end of March 2011. There is an element of revenue funding contained within the Early Intervention Grant for the provision of children's centres and this is used to provide the staff and services to meet the needs of local communities including the hire of local venues.</p> <p>The estimated number of children aged 0-5 generated by the new housing will put significant pressure on existing venues, requiring additional facilities within the new communities to be available.</p> <p><u>Early Years Provision</u></p> <p>There is a statutory duty (see below) to ensure that there are enough free pre-school places and childcare places to meet local need.</p>

## Early Years

	<p><b>Section 6 of the Childcare Act 2006</b> gives local authorities a new duty of securing, so far as is reasonably practicable, that the provision of flexible, affordable and accessible childcare is sufficient to meet the requirements of parents in their area in order to enable them to work or undertake education or training leading to work.</p> <p><b>Section 7</b> gives them a related duty to secure free early years provision for pre-school children of a prescribed age. There is a universal offer of early education funding for 3 and 4 year olds and additional support for vulnerable 2 year olds as identified by the Local Authority against government criteria.</p> <p>This funding entitles children to 15 hours per week of early education in the setting of the parents' choice. The funding allows Early Years providers to employ staff and to hire venues (if required) from which to deliver their services. A high proportion of private and voluntary providers are either non-profit making or generate only a small profit.</p> <p>There are 46 providers within Bracknell Forest who operate in this manner.</p> <p>The proposed new developments will generate additional numbers of children as outlined above, whose needs will not be met by existing provision. There is therefore the need for new facilities within these developments to be available for the delivery of additional childcare.</p> <p>These will need to be delivered through community venues such as a multi-use facility. It should be noted that space within this provision would need to be permanent and for the sole use of the early years provider between the hours of 8.00 am and 4.00 pm. In addition, this space could be used for out of school childcare up to 6.00 pm.</p> <p>This sole use is required to meet government guidelines around accessibility and flexibility. Early Years providers now have to offer up to 15 hours per week to each child which can be taken on a flexible basis to meet parental need. This entitlement will increase in the future to 20 hours per week.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>In promoting sustainable travel patterns, Para 38 states that for larger scale residential developments in particular, planning policies should promote a mix of uses so that key facilities, including schools, are located within walking distance of most properties.</p> <p>In promoting healthy communities, Para 72 states that local planning authorities should take a 'proactive, positive and collaborative approach' in meeting school place requirements, and that 'great weight' should be applied to the need to create, expand or alter schools.</p>

## Early Years

	<p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of educational infrastructure, and consider wider strategic educational needs.</p> <p>The Council will continue to engage with educational providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council where demand will increase for Early Years so additional infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD provides the policy hooks by which Early Years services can be required from development.</p>
<p>Conclusion &amp; Action</p>	<p>Site-specific infrastructure requirements have been identified.</p> <p><b>Early Years has been included in site-specific infrastructure schedules.</b></p>

## Primary Education

Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	<p>Limiting the Impact of Development SPD (July 2007)</p> <p>Primary Capital Strategy (2008)</p> <p>School Places Plan 2010-2015 (2010)</p> <p>Pupil Product Ratio Research Study (2010)</p> <p>Creating Opportunities. A Joint Strategic Plan for Children and Young People in Bracknell Forest 2011-2014</p> <p>Joint Strategic Needs Assessment</p> <p>Sustainable Community Strategy 2008-2014</p> <p>Building Bulletin 99: Briefing Framework for Primary School Projects</p>
Existing Provision	28 Schools maintained by the Council.
Planned Provision	<p>2<sup>nd</sup> form of entry (FE) Jennett's Park Primary School opened in September 2012 (1<sup>st</sup> FE opened Sept 2011).</p> <p>Planned extensions to Meadow Vale and Holly Spring to expand schools from 2FE to 3FE.</p>
Sources of Funding	Developer contributions, BFC Primary Capital Programme.
Key Issues & Rationale	<p>Over the last few years BFC has seen a steady increase in the birth rate and rising rolls in primary schools, resulting in pressure on the intake year.</p> <p>Cross-boundary developments could impact on the need for places in Bracknell Forest where part of an existing primary Designated Area (DA) part falls within a neighbouring authority. The only school where this occurs is ascot Heath which has part of its DA in North Ascot.</p> <p>The following key principles should be considered in the location of a new primary school:</p> <p>A) <i>Central Location</i>: The school (including playing fields) should be at the heart of its community in a central location within easy walking distance for the majority of residents. This requirement would be consistent with policies CS1, CS2, CS4, CS6 and CS23 of the Council's Core Strategy.</p> <p>B) <i>Playing Fields</i>: These must be located on flat, well drained land to enable them to support sports and PE curriculum. In addition, any playing fields to be used by the new school should be located as part of the school site. Provision of playing fields separately from the school site would not be acceptable, for reasons of safety, sustainability and access to toilets, as it would require young children to have to travel to reach the playing fields.</p>

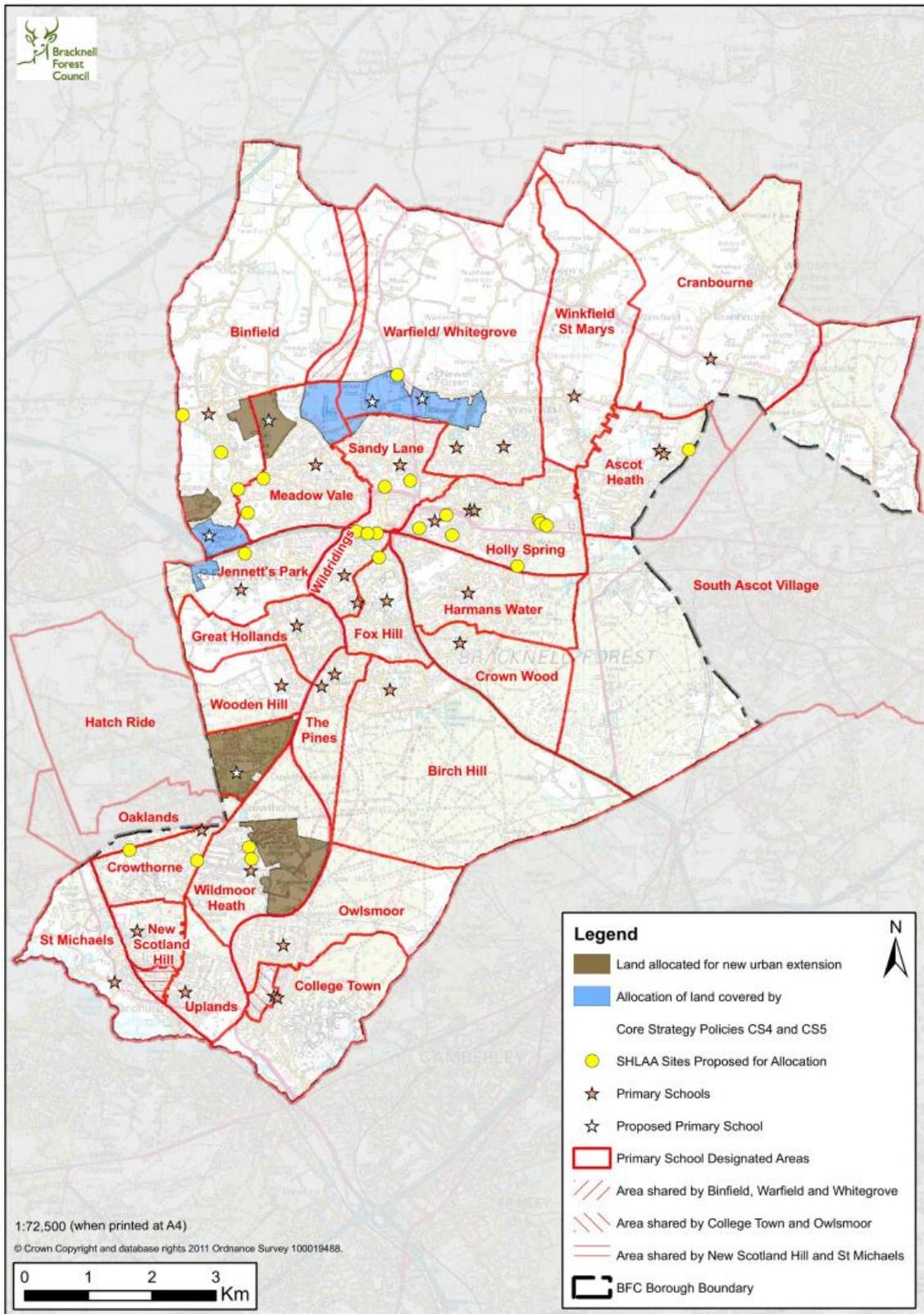
## Primary Education

	<p>C) <i>Site Hazards</i>: Known and potential hazards should be avoided. When a site is selected there should be adequate investigation/mitigation of contamination of the site.</p> <p>D) <i>Site noise</i>: the proximity of a new school site to major sources of noise should be kept to a minimum to avoid disruption to teaching and learning.</p> <p>It is recognised that the provision of additional housing will place additional demand on school places within the Borough. Accordingly an assessment of the likely yield of primary pupils from the new development identified in the SADPD was undertaken. In assessing the likely demand that will arise from this development consideration was given to surveys undertaken by the Council's Children, Young People and Learning Department. In addition assumptions were made, based on the advice received from the Council's Spatial Policy section as to the likely mix of house size (based on the number of bedrooms) for each site.</p> <p>The findings of this exercise demonstrated that for the major housing sites identified in the SADPD there would not be sufficient capacity in existing primary schools to meet the likely demand for primary places from these developments, therefore on-site provision of primary school places will be required for some sites.</p> <p>A nursery element is included in the specification of new primary schools.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>In promoting sustainable travel patterns, Para 38 states that for larger scale residential developments in particular, planning policies should promote a mix of uses so that key facilities, including schools, are located within walking distance of most properties.</p> <p>In promoting healthy communities, Para 72 states that local planning authorities should take a 'proactive, positive and collaborative approach' in meeting school place requirements, and that 'great weight' should be applied to the need to create, expand or alter schools.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of educational infrastructure, and consider wider strategic educational needs.</p> <p>The Council will continue to engage with educational providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p>

## Primary Education

	<p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of pupil yields and spatial requirements for additional school places so additional infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD will identify the developments where a new primary school would be required.</p>
<p>Conclusion &amp; Action</p>	<p>Significant infrastructure requirements have been identified that will require developer contributions.</p> <p><b>Primary Education has been included in site-specific infrastructure schedules.</b></p>

Figure 6.2 Primary Schools in Bracknell Forest



**Secondary Education**

Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	<p>Limiting the Impact of Development SPD (July 2007)</p> <p>14-19 Education Plan (2008-2013)</p> <p>Children and Young People's Plan (2006-2008)</p> <p>Joint Strategic Needs Assessment (2008)</p> <p>School Places Plan 2010-2015 (2010)</p> <p>Pupil Product Ratio Research Study (2010)</p> <p>Creating Opportunities. A Joint Strategic Plan for Children and Young People in Bracknell Forest 2011-2014</p> <p>Sustainable Community Strategy 2008-2014</p> <p>Building Bulletin 98: Briefing Framework for Secondary School Projects</p>
Existing Provision	<p>The Brakenhale School</p> <p>Edgbarrow School</p> <p>Easthampstead Park School</p> <p>Garth Hill College</p> <p>Ranelagh School (Church of England aided)</p> <p>Sandhurst School</p>
Planned Provision	<p>Edgbarrow School - capacity will increase in 2011</p> <p>Garth Hill College - capacity will increase in 2011</p>
Sources of Funding	Developer contributions, BFC Capital Programme, other.
Key Issues & Rationale	<p>As a result of the Education and Skills Act 2008 the compulsory learning age will rise to 18 by 2015.</p> <p>Cross-boundary developments especially in Wokingham could impact on the need for places in Bracknell Forest. For example, part of Wokingham Borough currently lies with the designated area for Edgbarrow, Further development of housing in this location would therefore generate demand for additional places at Edgbarrow.</p> <p>It is recognised that the provision of additional housing will place additional demand on school places within the Borough. Accordingly an assessment of the likely yield of primary pupils from the new development identified in the SADPD was undertaken. In assessing the likely demand that will arise from this development consideration was given to surveys undertaken by the Council's Children, Young People and Learning Department. In addition assumptions were made, based on the advice received from the Council's Spatial Policy section as to the likely mix of house size (based on the number of bedrooms) for each site.</p>

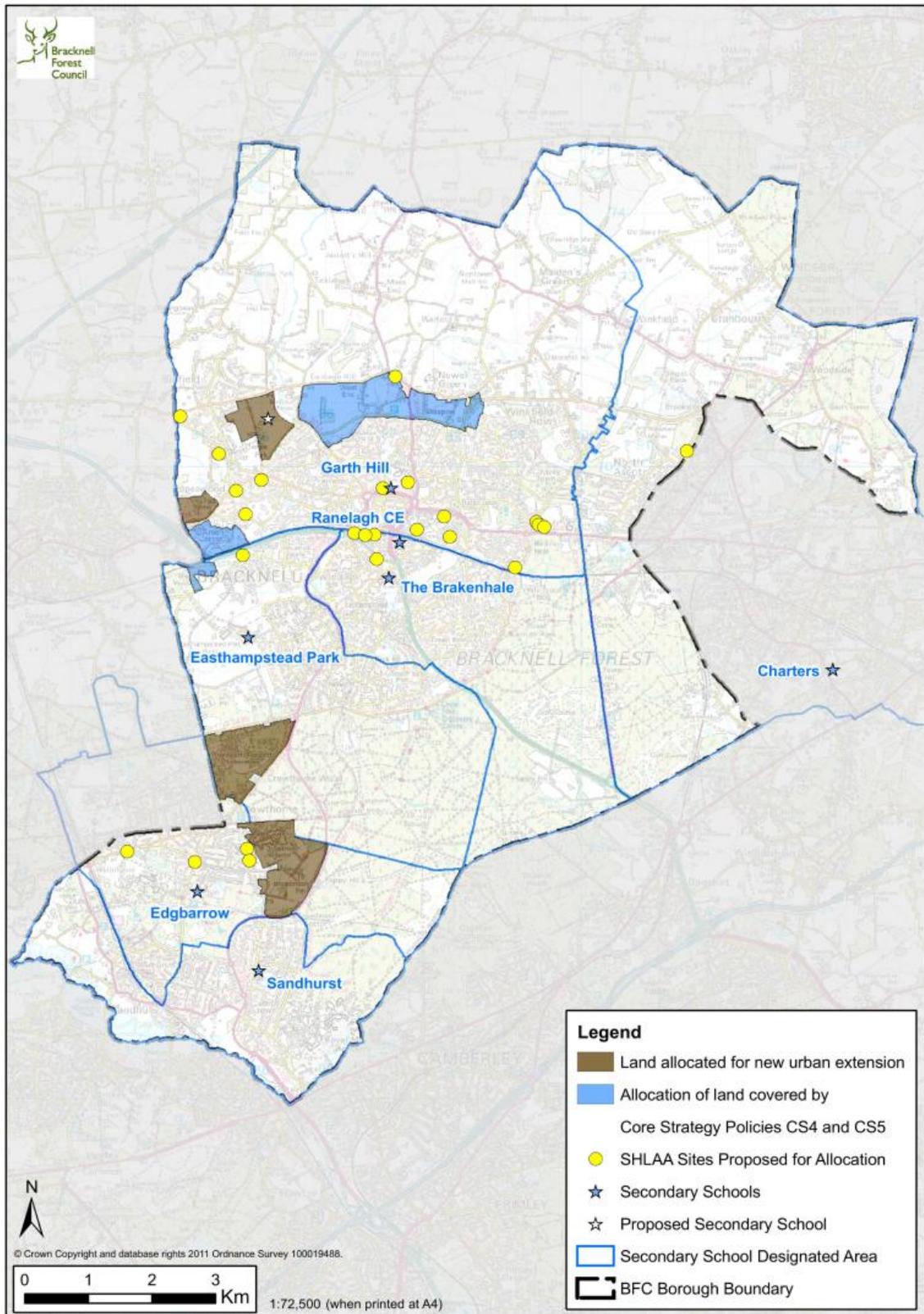
## Secondary Education

	<p>The findings of this exercise demonstrated that for the major housing sites identified in the SADPD currently within the DA for Garth Hill, there would not be sufficient capacity at Garth Hill to meet the likely demand for secondary places from these developments and a new secondary school will be required in the north of the Borough.</p> <p>For the development at TRL it is possible that there may be capacity at Easthampstead Park to accommodate the additional secondary pupils from this development. However, it is likely that refurbishment works would need to be undertaken to accommodate these pupils.</p> <p>The development of Broadmoor would also generate the need for additional places at Edgbarrow. It is therefore likely that capacity at this school would need to be increased.</p> <p>The following key principles should be considered in the location of a new secondary school:</p> <p>A) <i>Central Location</i>: The school (including playing fields) should be centrally located in relation to the developments it will serve. This requirement would be consistent with policies CS1, CS2, CS4, CS6 and CS23 of the Council's Core Strategy.</p> <p>B) <i>Playing Fields</i>: These must be located on flat, well drained land to enable them to support sports and PE curriculum. In addition, any playing fields to be used by the new school should be located as part of the school site. Provision of playing fields separately from the school site would not be acceptable, for reasons of safety, sustainability and access to toilets, as it would require young children to have to travel to reach the playing fields.</p> <p>C) <i>Site Hazards</i>: Known and potential hazards should be avoided. When a site is selected there should be adequate investigation/mitigation of contamination of the site.</p> <p>D) <i>Site noise</i>: the proximity of a new school site to major sources of noise should be kept to a minimum to avoid disruption to teaching and learning.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>In promoting sustainable travel patterns, Para 38 states that for larger scale residential developments in particular, planning policies should promote a mix of uses so that key facilities, including schools, are located within walking distance of most properties.</p>

## Secondary Education

	<p>In promoting healthy communities, Para 72 states that local planning authorities should take a 'proactive, positive and collaborative approach' in meeting school place requirements, and that 'great weight' should be applied to the need to create, expand or alter schools.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of educational infrastructure, and consider wider strategic educational needs.</p> <p>The Council will continue to engage with educational providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of pupil yields and spatial requirements for additional school places so additional infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>SADPD policy will identify the requirement for a new secondary school.</p>
<p>Conclusion &amp; Action</p>	<p>Significant infrastructure requirements have been identified requiring developer contributions.</p> <p><b>Secondary Education has been included in site-specific infrastructure schedules.</b></p>

Figure 6.3 Secondary Schools in Bracknell Forest



Further Education	
Lead Organisation(s)	Bracknell Forest Council Bracknell & Wokingham College and other providers
Main Sources of Information	Limiting the Impact of Development SPD (July 2007) 14-19 Education Plan (2008-2013) Children and Young People's Plan (2006-2008) Joint Strategic Needs Assessment (2008) School Places Plan 2010-2015 (2010) Pupil Product Ratio Research Study (2010) Creating Opportunities. A Joint Strategic Plan for Children and Young People in Bracknell Forest 2011-2014 Sustainable Community Strategy 2008-2014 Building Bulletin 98: Briefing Framework for Secondary School Projects
Existing Provision	The Brackenhale School Edgbarrow School Easthampstead Park School Garth Hill College Ranelagh School (Church of England aided) Sandhurst School Bracknell & Wokingham College
Planned Provision	None identified
Sources of Funding	Developer contributions, BFC Capital Programme, other.
Key Issues & Rationale	<p>Currently the only statutory requirement for further education is that an existing secondary school is obliged to provide a place if an existing pupil meets the minimum entry requirements. Pupils of secondary age are able to choose from a variety of options for further education with many choosing to attend a facility outside of the Borough.</p> <p>Development within the Borough will place additional pressure on Council-provided further education services. Developer contributions will therefore be sought towards the provision of additional further education places or enhancement of existing facilities. Specifically, development within the catchment of the proposed sixth form facility, at the proposed secondary school on land at Blue Mountain, will be required to make financial contributions based on an assumed pupil yield and sixth form stay-on rate.</p>
Role of Planning Policy	The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).

## Further Education

	<p>In promoting sustainable travel patterns, Para 38 states that for larger scale residential developments in particular, planning policies should promote a mix of uses so that key facilities, including schools, are located within walking distance of most properties.</p> <p>In promoting healthy communities, Para 72 states that local planning authorities should take a 'proactive, positive and collaborative approach' in meeting school place requirements, and that 'great weight' should be applied to the need to create, expand or alter schools.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of educational infrastructure, and consider wider strategic educational needs.</p> <p>The Council will continue to engage with educational providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of pupil yields and spatial requirements for additional school places so additional infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD will identify the requirement for a new secondary school which will incorporate accommodation for higher education pupils.</p>
Conclusion & Action	<p>Requirement has been identified for site-specific contributions towards the provision of further education pupil places.</p> <p><b>Further Education has been included under 'Secondary Education' in site-specific infrastructure schedules.</b></p>

Special Education Needs	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	<p>Every Child Matters - Change for Children (2004)            Limiting the Impact of Development SPD (July 2007)            Children and Young People's Plan (2006-2008)            School Places Plan 2010-2015 (2010)            Pupil Product Ratio Research Study (2010)            Creating Opportunities. A Joint Strategic Plan for Children and Young People in Bracknell Forest 2011-2014            Joint Strategic Needs Assessment            Sustainable Community Strategy 2008-2014            Special Education Needs Policy and Provision            Building Bulletin 102: Designing for disabled children and children with special educational needs</p>
Existing Provision	<p>Special education resources attached to mainstream Schools:            Great Hollands Primary and Nursery School - Rainbow Resource for children with social and communication difficulties;            Meadow Vale Primary and nursery School - for children with speech and language difficulties;            Ranelagh School - Secondary School;            Kennel Lane School.</p>
Planned Provision	Suitability works are currently being undertaken at Kennel Lane School, however, these works will not formally increase capacity at the school.
Sources of Funding	Developer contributions, BFC Capital Programme, other.
Key Issues & Rationale	<p>It is recognised that the provision of additional housing will place additional demand on school places for pupils with Special Educational Needs (SEN) within the Borough. Accordingly an assessment of the likely yield of pupils from the new development identified in the SADPD was undertaken. In assessing the likely demand that will arise from this development consideration was given to surveys undertaken by the Council's Children, Young People and Learning Department. In addition assumptions were made, based on the advice received from the Council's Spatial Policy section as to the likely mix of house size (based on the number of bedrooms) for each site.</p> <p>The findings of this exercise demonstrated that the level of housing planned for in the SADPD would generate around 70 children with SEN. Currently the Borough's only dedicated SEN facility, Kennel Lane School, is at capacity. Therefore the level of new housing being planned for by the SADPD would require the construction of a new SEN school. The following key principles should be considered in the location of the new SEN facility:</p>

## Special Education Needs

	<p>A) <i>Central Location</i>: The school (including playing fields) should be centrally located in relation to the developments it will serve. This requirement would be consistent with policies CS1, CS2, CS4, CS6 and CS23 of the Council's Core Strategy.</p> <p>B) <i>Playing Fields</i>: These must be located on flat, well drained land to enable them to support sports and PE curriculum. In addition, any playing fields to be used by the new school should be located as part of the school site. Provision of playing fields separately from the school site would not be acceptable, for reasons of safety, sustainability and access to toilets, as it would require young children to have to travel to reach the playing fields.</p> <p>C) <i>Site Hazards</i>: Known and potential hazards should be avoided. When a site is selected there should be adequate investigation/mitigation of contamination of the site.</p> <p>D) <i>Site noise</i>: the proximity of a new school site to major sources of noise should be kept to a minimum to avoid disruption to teaching and learning.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>In promoting sustainable travel patterns, Para 38 states that for larger scale residential developments in particular, planning policies should promote a mix of uses so that key facilities, including schools, are located within walking distance of most properties.</p> <p>In promoting healthy communities, Para 72 states that local planning authorities should take a 'proactive, positive and collaborative approach' in meeting school place requirements, and that 'great weight' should be applied to the need to create, expand or alter schools.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of educational infrastructure, and consider wider strategic educational needs.</p> <p>The Council will continue to engage with educational providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of pupil yields and spatial requirements for additional school places so additional infrastructure can be accounted for in emerging policy.</p>

## Special Education Needs

	<p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD will identify the requirement for a new SEN school.</p>
Conclusion & Action	<p>Requirement has been identified for additional SEN places. Developer contributions would be required.</p> <p><b>Special Educational Needs has been included in site-specific infrastructure schedules.</b></p>

Adult & Community Learning	
Lead Organisation(s)	Bracknell Forest Council (Lifelong Learning)
Main Sources of Information	<p>'All of Us' – Community Cohesion Strategy 2008/9 – 2011/12</p> <p>Sustainable Community Strategy 2008-2014</p> <p>Development Plan for Adult Learning for 2010-2011</p> <p>Core Strategy (CS1 and CS6)</p> <p>Limiting the Impact of Development SPD (July 2007)</p>
Existing Provision	<p>Adult and Community Learning (ACL) is primarily delivered in two bespoke centres:</p> <p>Bracknell Open Learning Centre in Rectory Lane</p> <p>Sandhurst Open Learning Centre (for ICT), located in the annex to Sandhurst Secondary School in Owlsmoor and leased through Bracknell and Wokingham College</p>
Planned Provision	In addition to the service provided in the Open Learning Centres above, the future plan is deliver adult learning in local community venues close to where people live. The focus will be on promoting learning to develop sustainable communities, learning for pleasure, health and well-being and developing skills for employment and economic well-being.
Sources of Funding	ACL is funded by grant from the Skills Funding Agency (within the Department for Business Innovation and Skills).
Key Issues & Rationale	ACL is reliant on continued grant funding from the Skills Funding Agency. Shared use of multi-purpose community venues will depend on cost effective financial arrangements and fit-for-purpose facilities.
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157) and recognises the important role planning has in facilitating social interaction and creating 'healthy, inclusive communities' (Para 69).</p> <p>In promoting healthy communities, Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should both plan positively for the provision and use of community facilities to 'enhance the sustainability of communities and residential development' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.</p> <p>The Council will continue to engage with Adult and Community Learning providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p>

## Adult & Community Learning

	<p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of future demand.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p>
<p>Conclusion &amp; Action</p>	<p>No site-specific infrastructure requirements have been identified; however ACL will require the use of new Community Hubs to provide their service within these new communities. This will be reviewed periodically in the IDP.</p> <p><b>Adult &amp; Community Learning has been included in the 'General Infrastructure Schedule'.</b></p>

# 6.6 Community Infrastructure

Community Centres	
Lead Organisation(s)	Bracknell Forest Council  Other organisations, e.g. Parish Councils, community associations, faith groups
Main Sources of Information	Limiting the Impact of Development SPD (July 2007) Survey of existing community centres/halls near proposed sites Capacity study of community centres/halls near proposed sites Bus timetables for services numbers 194, 190, 175A, 151, 4C, 53/153
Existing Provision	<p>There are currently 26 Community Centres and Halls in the Borough (managing authority is in brackets):</p> <p>Ascot Jubilee Pavilion (Winkfield Parish Council (Wink PC))</p> <p>Birch Hill Community Centre (Bracknell Forest Council (BFC))</p> <p>Braybrooke Community Hall (Bracknell Town Council (BTC))</p> <p>Brownlow Memorial Hall (Warfield Parish Council (Warf PC))</p> <p>Bullbrook Community Centre (BFC)</p> <p>Carnation Hall (Wink PC)</p> <p>Coopers Hill Youth &amp; Community Centre (BFC)</p> <p>Crown Wood Community Centre (BFC)</p> <p>Crowthorne Parish Hall (Crowthorne Parish Council (Crow PC))</p> <p>Easthampstead &amp; Wildridings Community Centre (BFC)</p> <p>Farley Wood Community Centre (BFC)</p> <p>Forest Park Community Centre (BFC)</p> <p>Great Hollands Community Centre (BFC)</p> <p>Great Hollands Neighbourhood Organisation (BFC)</p> <p>Hanworth Community Centre (BFC)</p> <p>Jennett's Park Community Centre (BFC)</p> <p>Jocks Lane Park (BTC)</p>

## Community Centres

	<p>Locks Ride Pavilion (Wink PC)</p> <p>Martins Heron &amp; The Warren Community Centre (BFC)</p> <p>Morgan Centre (Crow PC)</p> <p>North Ascot Community Centre (BFC)</p> <p>Owlsmoor Community Centre (BFC)</p> <p>Priestwood Community Centre (BFC)</p> <p>Sandhurst Community Hall (Sandhurst Parish Council)</p> <p>Westmorland Park Pavilion (BFC)</p> <p>Whitegrove Community Centre (BFC)</p> <p>Refer to Figure 6.4 'Community and Youth Centres in Bracknell Forest' for the current borough-wide provision of Community Centres.</p>
Planned Provision	A new Community Centre is proposed at The Parks development.
Sources of Funding	Developer contributions/in-kind provision.
Key Issues and Rationale	<p>The funding is to include the fitting out cost of Community Centres. In order to secure funding, opportunities for co-location of facilities will be explored where possible.</p> <p>In larger developments, where there will be a large number of new residents moving into an area, experience has shown that having a focal point for community activity, such as a purpose built on-site Community Centre, is vital to help create community cohesion.</p> <p>There may be existing near-by facilities, but a survey has been carried out with each of the Community Facilities near proposed development sites to look at their current capacity and the majority are very well used already. They don't have the capacity to take on the number of residents that a large new development would produce. There are also issues of transport to a nearby centre not necessarily being available, particularly for evening sessions, or affordable to everyone.</p> <p>On smaller sites, financial contributions will be sought towards an existing near-by facility rather than a new facility, to help increase the capacity of these centres to accommodate the additional residents.</p>

## Community Centres

Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157) and recognises the important role planning has in facilitating social interaction and creating 'healthy, inclusive communities' (Para 69).</p> <p>Under the 'core planning principles' (Para 17), planning policies should take into account and support local strategies to improve social wellbeing for all and deliver sufficient community facilities and services to meet local needs.</p> <p>In promoting healthy communities, Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should both plan positively for the provision and use of community facilities to 'enhance the sustainability of communities and residential development' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.</p> <p>The Council will continue to engage with community service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of service pressures that are likely to arise and spatial requirements for additional facilities, so necessary infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD will identify the developments where new multi-functional community hubs would be required.</p>
Conclusion & Action	<p>Developers will be required to provide in-kind or financially contribute towards a community centre function as part of a multi-functional community facility.</p>

## Community Centres

**Community Centres have been included in site-specific infrastructure schedules under 'Community Facilities'.**

**Table 6.2**

Youth Centres	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	Limiting the Impact of Development SPD (2007) Children and Young People's Plan (2006-2009) Joint Strategic Needs Assessment
Existing Provision	Edgbarrow Youth Centre, Crowthorne  NRG, Coopers Hill Youth & Community Centre, Bracknell Priestwood Youth Centre (Woodies), Bracknell The SPOT, Sandhurst  The WAYZ, Bracknell TRAX (North Ascot Youth Centre), North Ascot Whitegrove, Warfield  These are mapped in Figure 6.4 'Community and Youth Centres in Bracknell Forest'.
Planned Provision	There are currently no plans for additional Youth Facilities in the Borough.
Sources of Funding	Developer Contributions
Key Issues and Rationale	In any new area that will attract families with young people there are clear benefits in the provision of bespoke and dedicated facilities for these young people. Where possible these should be "stand alone" facilities that offer an environment accessible to young people. Where sites are shared, such as in the hiring of community halls for youth provision, there are frequent clashes of interest and often difficulties in providing a continuity of service that is flexible to the social development needs of young people.  Each youth centre acts as a basis for informal social education interventions for young people aged 10 – 21 years (up to 25 yrs for those with special needs). The facility should also be able to extend its offer to those aged 8 – 9 years with appropriate professional and community support. The centres act as a basis for interventions around sexual health and also for work with young people who are not in education, employment or training (NEET). To this end the centres can be a environment that brings services to young people in a way that makes them accessible, and so contributes to a range of priorities for the local councils.

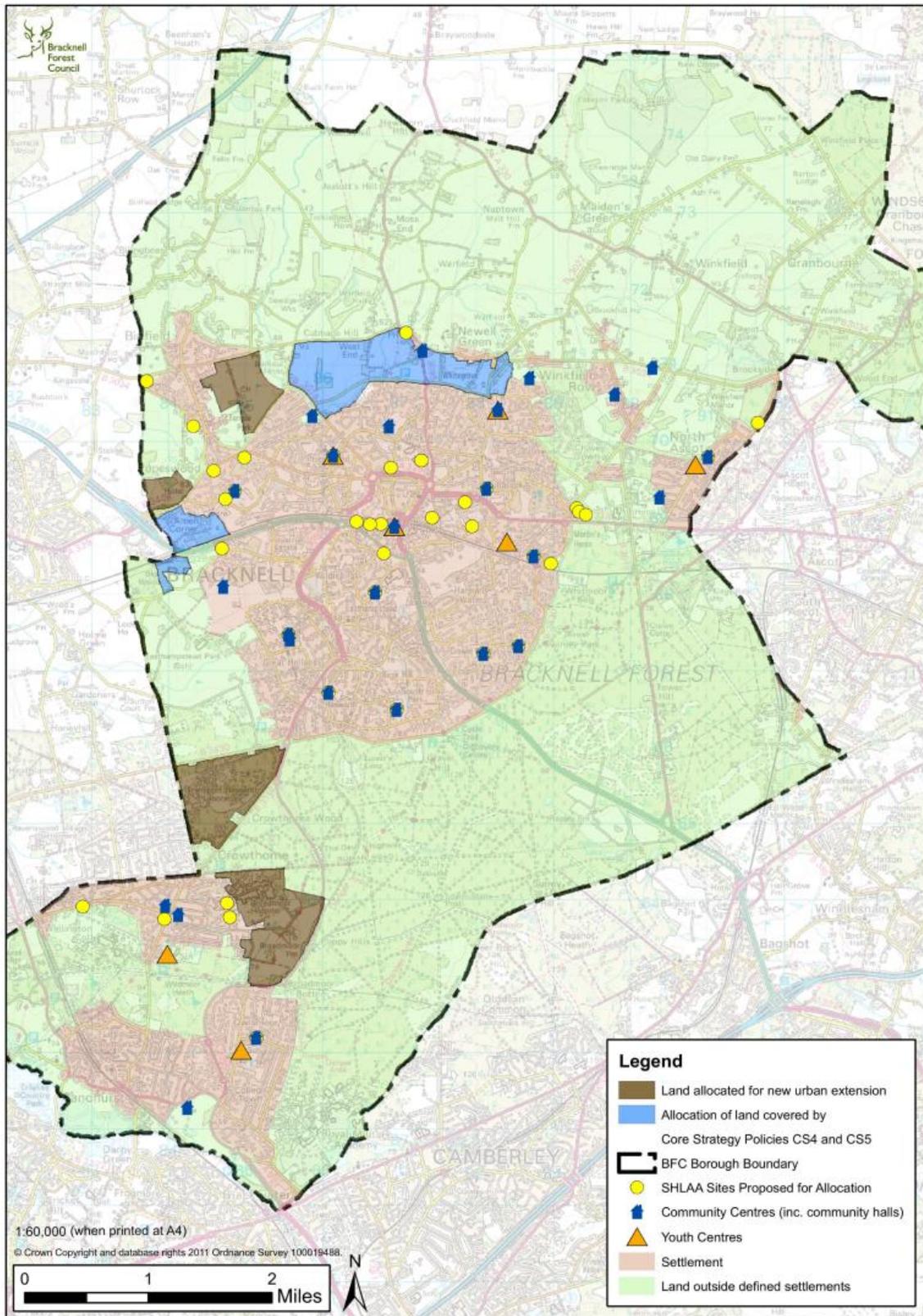
## Youth Centres

	<p>The future of youth work provision in the Borough is being explored. Emerging provision should aim to be “future proof”, and so should aim to offer the physical space that can be utilised by a range of providers offering a variety of services to young people, not just the traditional “evening youth club”. A dedicated facility can be used to drive targeted and more universal provision above and beyond that which can be more easily offered. By having such spaces providers can be facilitated in offering a wider range of interventions.</p> <p>A review of current building-based provision across the Borough offers two particularly relevant examples to provide evidence to support the infrastructure requirements. These successful facilities offer an insight into an established centre offering a wide range of services to respond to emerging local needs (the Sandhurst Youth Centre “The Spot”) and a new, smaller, youth centre that is successfully establishing itself within its local community (the Great Hollands Youth centre “The Zone”).</p> <p>All the sites being considered are distant from any existing bespoke youth centre provision. The nature of young people’s use of youth centres is that they are community based, i.e it is unusual for significant numbers of users of a centre to live in a community other than that where the centre is provided. Where such patterns do emerge they can be seen in more formal interventions offered, such as the Duke of Edinburgh Award groups and the courses the youth service offers (such as babysitting courses). To this end no existing provision can be relied upon or expanded to meet the needs of the anticipated youth cohorts for the areas in the SADPD.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157) and recognises the important role planning has in facilitating social interaction and creating 'healthy, inclusive communities' (Para 69).</p> <p>Under the 'core planning principles' (Para 17), planning policies should take into account and support local strategies to improve social wellbeing for all and deliver sufficient community facilities and services to meet local needs.</p> <p>In promoting healthy communities, Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should both plan positively for the provision and use of community facilities to 'enhance the sustainability of communities and residential development' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.</p>

## Youth Centres

	<p>The Council will continue to engage with community service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of service pressures that are likely to arise and spatial requirements for additional facilities, so necessary infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p> <p>The SADPD will identify the developments where new multi-functional community hubs would be required.</p>
<p>Conclusion &amp; Action</p>	<p>Developers will be required to provide in-kind or financially contribute towards youth provision within multi-functional community facilities.</p> <p><b>Youth Centres have been included in site-specific infrastructure schedules under 'Community Facilities'.</b></p>

Figure 6.4 Community and Youth Centres in Bracknell Forest



**Table 6.3**

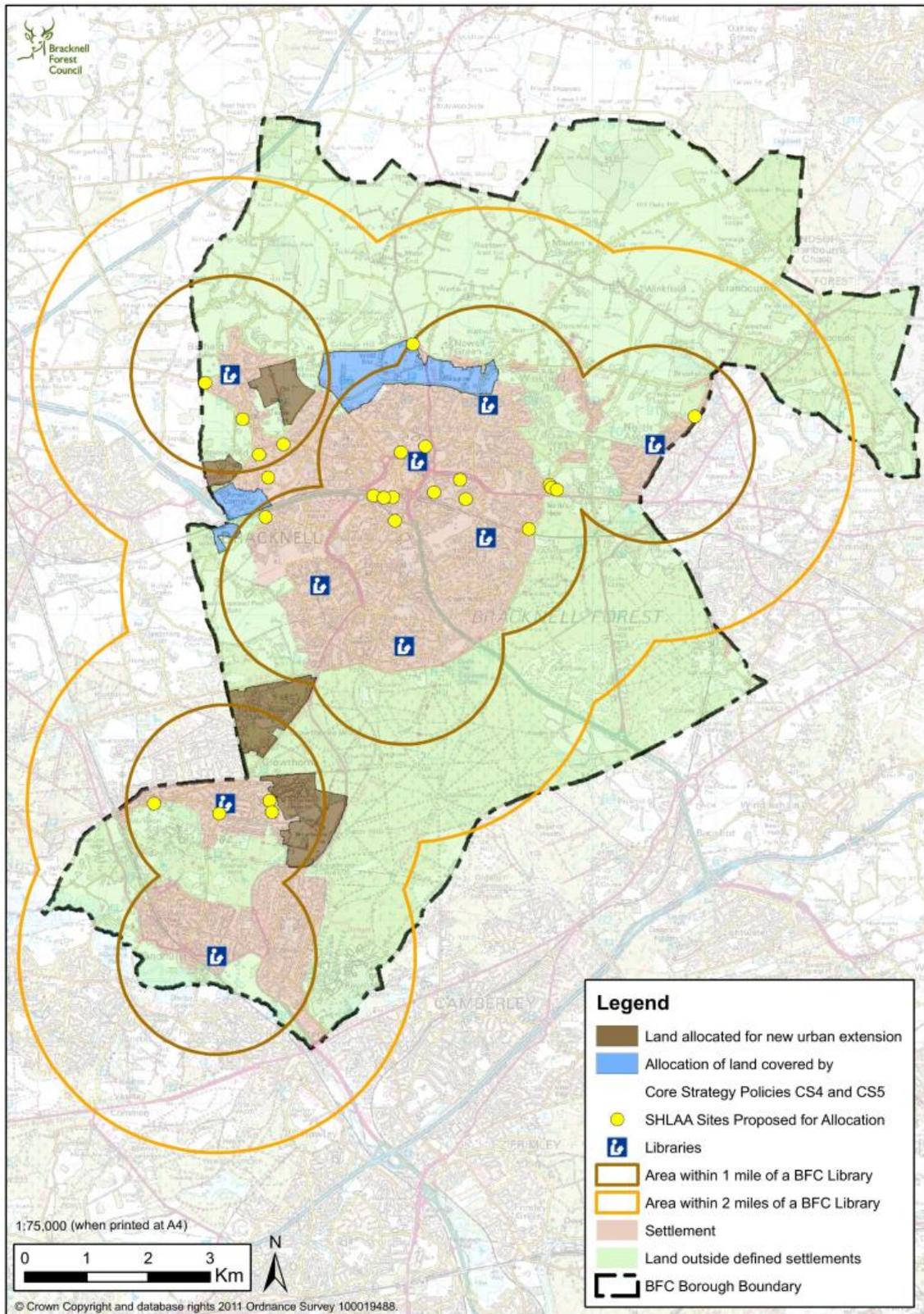
Libraries	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	Public Libraries, Archives and New Development MLA (June 2008) Limiting the Impact of Development SPD (July 2007) Museums, Libraries and Archives (MLA) Council - 'Public Libraries, Archives and New Development - A Standard Charge Approach' (May 2010)
Existing Provision	There are currently nine public libraries in the Borough: Bracknell Central, Ascot Heath, Binfield, Birch Hill, Crowthorne, Great Hollands, Harmans Water, Sandhurst, Whitegrove. There is also a home library service.
Planned Provision	There are currently no planned expansions or new facilities proposed.
Sources of Funding	Developer Contributions, BFC Capital Programme.
Key Issues and Rationale	<p>Improvements to existing facilities will be sought rather than the provision of new facilities. The main Bracknell Town library is currently undergoing improvements to bring it to an acceptable standard for the borough.</p> <p>The Department for Culture, Media and Sport has produced guidance for library standards, which states that Local Authorities are required to provide a comprehensive, efficient and accessible library service.</p> <p>Firstly, guidance states that each library should be open for at least 5 convenient hours per week - meaning outside of 9am - 5pm Monday to Friday. All libraries in Bracknell Forest meet or exceed this standard.</p> <p>Secondly, the recommended annual opening hours per 1000 population is 128hrs. In Bracknell Forest, this figure is 131.18 hrs.</p> <p>Thirdly, standards recommend that, for Unitary Authorities, 88% of households should be within 1 mile or 100% of households should be within 2 miles of a library. As illustrated in Figure 6.5 'Library provision in Bracknell Forest', Bracknell Forest's residents are well served by libraries with the majority, including proposed developments, within 2 miles, and the vast majority of settlements within 1 mile of a library.</p> <p>Although no significant accessibility gaps in library provision have been identified in the Borough, it might be deemed more appropriate, depending on demand and revenue available to staff facilities, to seek contributions to upgrade existing facilities able to serve the development.</p>

## Libraries

	<p>The Museums, Libraries and Archives (MLA) Council provides recommendations for library provision standards in the 'Public Libraries, Archives and New Development - A Standard Charge Approach'. It contains a spatial standard of 30 m<sup>2</sup> of library space per 1000 population and a benchmark figure of £3,514 per m<sup>2</sup> for providing library facilities. This, alongside GLA population projections for Bracknell Forest have been used to update the LID (2007) formula approach to provide indicative developer contributions. The requirement to make a contribution will be based on an assessment of need at the time of determining a planning application.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157) and recognises the important role planning has in facilitating social interaction and creating 'healthy, inclusive communities' (Para 69).</p> <p>In promoting healthy communities, Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should both plan positively for the provision and use of community facilities to 'enhance the sustainability of communities and residential development' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.</p> <p>The Council will continue to engage with library service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of service pressures that are likely to arise and spatial requirements for additional facilities, so necessary infrastructure can be accounted for in emerging policy.</p> <p>Core Strategy policy CS1 supports development which provides a mix of uses and that protects and enhances the health, education and safety of the local population.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p>

Libraries	
Conclusion & Action	Developers will be required to make financial contributions towards the enhancement of existing libraries.  <b>Libraries has been included in site-specific infrastructure schedules.</b>

Figure 6.5 Library provision in Bracknell Forest



**Table 6.4**

Built Sports	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	<p>Limiting the Impact of Development SPD (July 2007)</p> <p>Bracknell Forest Borough Study of Open Space, Sports, Recreational and Leisure Facilities (PPG17) (2006)</p> <p>Sport England - 'Sports Facility Calculator' (Sept 2011)</p>
Existing Provision	<p>Bracknell Leisure Centre Coral Reef Edgbarrow Sports Centre Sandhurst Sports Centre</p> <p>Downshire Golf Course The Look Out Discovery Centre</p> <p>and other private facilities as listed in the borough's PPG17 audit.</p>
Planned Provision	None specified
Sources of Funding	<p>Developer Contributions;</p> <p>General council budget.</p>
Key Issues and Rationale	<p>Bracknell Forest has been at the forefront of sports provision since the early 1960s with built facilities providing a vast array of opportunities at a local and regional level. Current levels of usage and customer satisfaction remain high, with facilities used to capacity for long periods each week. Research shows that levels of usage will remain high, especially with population growth created by new developments and government aspirations to increase participation in physical activity. The maintenance of and investment in existing facilities, and the development of new facilities are all important factors in the leisure planning process.</p> <p>Research (undertaken through Sport England looking at sports halls and swimming facilities requirements) identifies that the priority for financial contributions is towards quantitative improvements but also qualitative and accessibility enhancements to the existing provision (qualitative enhancements having the ability to provide a better user experience as well as increasing the capacity available at existing facilities).</p>

## Built Sports

	<p>Funding reductions are likely to become a constraint in providing new built sports facilities and so emphasis has been placed on enhancing existing provision.</p> <p>Sport England's 'Sports Facility Calculator' (Sept 2011) is a tool that allows a planning authority to gauge the cost of providing built sport elements for a growing population over the Plan period.</p> <p>Existing provision of built sports facilities alongside GLA population projections for Bracknell Forest have been used to update the LID (2007) formula approach to provide indicative developer contributions. The requirement to make a contribution will be based on an assessment of need at the time of determining a planning application.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157) and recognises the important role planning has in facilitating social interaction and creating 'healthy, inclusive communities' (Para 69).</p> <p>In promoting healthy communities, Para 70 states that in order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should both plan positively for the provision and use of sports venues to 'enhance the sustainability of communities and residential development' and 'ensure an integrated approach to considering the location of housing,...community facilities and services'.</p> <p>The Council will continue to engage with built sports providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The LDF will provide the policy and guidance framework for enhancing capacity of existing provision or for the provision of new facilities.</p> <p>The Core Strategy and Site Allocations DPD identify the location, scale and indicative phasing of development to inform Bracknell Forest Council of service pressures that are likely to arise and spatial requirements for additional facilities, so necessary infrastructure can be accounted for in emerging policy.</p> <p>Policy CS6 requires developers to contribute towards infrastructure needed to support development.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities.</p>

## Built Sports

Conclusion &  
Action

Developers will be required to make financial contributions towards the enhancement of existing built sports facilities.

**Built Sports has been included in site-specific infrastructure schedules.**

**Table 6.5**

Heritage	
Lead Organisation(s)	Bracknell Forest Council Berkshire Archaeology
Main Sources of Information	Limiting the Impact of Development SPD (July 2007) Turning point 2006-08 Making the Past part of our Future (2005-2010) Heritage Strategy 2004-2008 (currently being refreshed)
Existing Provision	There are 260 listed buildings, 12 scheduled ancient monuments and 5 historic parks and gardens and 5 conservation areas.  Details can be found at the Historic Environment Record for Bracknell Forest.
Planned Provision	None specified.
Sources of Funding	Developer funded archaeological explorations;  Heritage Lottery funding;  Developer contributions;  Other sources.
Key Issues and Rationale	There is a funding shortfall as there are no dedicated revenue budgets for heritage work. However, there is a need to continue to keep in balance the need for new development and the protection of Bracknell Forest's historic assets in the built and natural environment. Developers will be expected to consider the setting of listed buildings in preparing schemes. Developer contributions may also be sought to enhance historic parks and gardens, for example, to improve capacity/maintenance of open space/biodiversity.
Role of Planning Policy	The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).  Under the 'core planning principles' (Para 17), planning policies should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.  In promoting the conservation and enhancement of the historic environment, Para 126 states that local planning authorities should set out a positive strategy in recognition that heritage assets are an irreplaceable resource.  Core Strategy policy CS1 supports development that protects and enhances historic and cultural features.

## Heritage

	<p>Policy CS6 requires development to contribute to the delivery of infrastructure needed to support sustainable growth in the Borough.</p> <p>Limiting the Impact of Development SPD - Chapter 16: Heritage - states that developers are expected to contribute "in kind through the physical <i>preservation in situ</i>, or, if this is not feasible, an archaeological excavation for the purposes of <i>preservation by record</i>".</p>
<p>Conclusion &amp; Action</p>	<p>Although no site-specific requirements have been identified, developers will be required to accord with local planning policy and other national guidance.</p> <p><b>Heritage has been included in the 'General Infrastructure Schedule'.</b></p>

**Table 6.6**

Public Art	
Lead Organisation(s)	Bracknell Forest Council  Developer
Main Sources of Information	Limiting the Impact of Development SPD (July 2007) Arts, Health and Wellbeing 2006-08 Community Arts Development Plan 2008-12 Public Art Strategy (2004)
Existing Provision	An audit of public art in the Borough was carried out in 2008 and this found over 50 pieces of art have been commissioned, most of these in the last 50 years. Since the audit, further installations have been made, namely, at the entrance to the Jennett's Park housing development, one piece at The Parks housing development and one piece at the Two Orchards office development on the Western Industrial Estate.
Planned Provision	Further installations are proposed at Jennett's Park housing development in the neighbourhood centre and within the Country Park.  1 piece of art is also proposed at the Wykery Copse housing development  2 more pieces of public art are to be installed at The Parks as part of the next phases of the housing development.
Sources of Funding	Developer contributions/in-kind provision.
Key Issues and Rationale	The provision of public art within an application site, or contributions towards public art, will be negotiated on a case by case basis to the value of circa. 1% of the gross development cost (excluding land). This will form part of discussions and negotiations at the planning application stage, in line with the Borough's policies and guidance as stated below. On larger developments, developers will be encouraged to engage a Public Art Manager to assist in the commissioning of public art and oversee the project through to the final installation on site.
Role of Planning Policy	The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).  Public art makes a positive contribution towards good design in the built environment, which is supported in Chapter 7. Para 56 recognises that good design is a key aspect of sustainable development and Para 57 states that it is important to plan positively for the achievement of high quality design of all development, including public spaces.

## Public Art

	<p>Core Strategy policy CS6 requires development to contribute to the delivery of infrastructure needed to support sustainable growth in the Borough.</p> <p>CS7: Design - supports high quality design in development, stating development proposals will be permitted which "provide well designed and integrated public art".</p> <p>The Limiting the Impact of Development SPD - Chapter 15: Public Realm and Environmental Enhancements - states developers will be encouraged "to provide works of art as part of development schemes" or "if it is not practical to make provision for public art within the application site...a developer may be given the option of providing a contribution to a work of art in the vicinity of the application site or exceptionally in another part of the Borough".</p>
<p>Conclusion &amp; Action</p>	<p>Although no site-specific requirements have been identified, developers will be required to provide public art in accordance with local planning policy.</p> <p><b>Public Art has been included in the 'General Infrastructure Schedule'.</b></p>

## 6.7 Social Infrastructure

Children's Social Care	
Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	Children and Young People's Plan (2006)
Existing provision	The Children's Social Care services does not rely on site-specific infrastructure to provide the service
Planned Provision	None specified
Sources of Funding	None identified.
Key Issues & Rationale	<p>Although additional housing will increase demand for the services they provide, the impact of the increase is difficult to estimate. It will be particularly influenced by the level of social/affordable housing within the new developments.</p> <p>When more information can be provided on the amount and type of affordable housing to be provided, a more accurate assessment of the impact of the development could be undertaken.</p> <p>The development is unlikely to generate the requirement for specific infrastructure. However, an increase in the demand for the services that the Children's Social Care team provide is likely to require additional staff.</p>
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of social care infrastructure, and consider wider strategic needs.</p> <p>The Council will continue to engage with children's social care providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy policy CS1 supports sustainable development which could include Children's Social Care needs. LDF policies will make provision for children's social care facilities if there is need and justification.</p>
Conclusion & Action	Need and justification has not been established, including a need for developer contributions at this time. This will be reviewed periodically in the IDP.

## Children's Social Care

	<b>Children's Social Care has been included in the 'General Infrastructure Schedule'.</b>
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## Adult Social Care

Lead Organisation(s)	Bracknell Forest Council
Main Sources of Information	Adding Life to Years – A Strategy for Older People (2009)
Existing provision	Not specified
Planned Provision	Not specified
Sources of Funding	None identified
Key Issues & Rationale	<p>It is expected that between 2008 and 2013 there will be a 20% increase in the number of people aged over 65 and a 2.5% increase in the number of people aged 18-64. This would affect the number and types of properties needed to support the increase in the number of elderly residents, e.g. equipment to support them to live at home, telecare, supported housing etc. It is also expected that there will be an increased demand for extra care sheltered housing.</p> <p>It is estimated that approximately 3.3% of the residents of the new development would be need ASC support. This figure is based on the number of people receiving services in 2008/09.</p> <p>New nursing homes are proposed in the SADPD, at TRL (SA5) and at Broadmoor (SA4), to meet the needs of an ageing population. Other than these, the Council, whilst not prescribing new facilities in the SADPD, has and will continue to develop a policy framework to enable new facilities to be provided should they come forward. Other needs, such as accessibility and transport, are considerations in other schedules, for example community transport/public transport.</p>
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of social care infrastructure, and consider wider strategic needs.</p> <p>The Council will continue to engage with adult social care providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>The Core Strategy policy CS1 supports sustainable development which could include Adult Social Care needs. Policies CS15, 16 &amp; 17 make provision for housing, and CS23 promotes transport and accessibility.</p>

## Adult Social Care

### Conclusion & Action

Need and justification has not been established, including a need for developer contributions at this time. This will be reviewed periodically in the IDP.

**Adult Social Care has been included in the 'General Infrastructure Schedule'.**

## Affordable Housing

Lead Organisation(s)	<p>Bracknell Forest Council</p> <p>Bracknell Forest Homes</p> <p>Registered Providers (Housing Associations)</p>
Main Sources of Information	<p>The Right Home - Housing Strategy for Bracknell Forest (2009-2014)</p> <p>Bracknell Forest Housing Market Assessment (2011)</p> <p>Joint Strategic Needs Assessment (2008)</p> <p>Berkshire Strategic Housing Market Assessment (2007)</p> <p>NPPF Section 6 “Delivering a wide choice of high quality home”</p>
Existing Provision	<p>There is a stock of about 7500 affordable dwellings (out of a total of 45,000 in the Borough) which are managed by various Registered Providers. The majority of these are owned and managed by Bracknell Forest Homes.</p> <p>The Council has responsibility for enabling the provision of new affordable housing in conjunction with its Preferred Partner Registered Providers (RPs). This partnership was reviewed in 2009 and a new partnership of RPs launched in 2010 – a key objective is to deliver new affordable housing of different tenures which meet the housing needs of households in the Borough.</p> <p>Evidence of housing need is contained in the Housing Strategy and Bracknell Forest Housing Market Assessment. As of October 2012 there are some 2,700 households of various sizes on the Housing Register and a variety of dwelling types and tenures are required to address those needs. Affordable rented dwellings should have an emphasis on 2 and 3-bedroomed houses, whilst intermediate housing (e.g. shared ownership) should have an emphasis on 1 and 2-bed properties.</p>
Planned Provision	<p>Preferred Partner RPs have delivery targets for new affordable housing which should be consistent with the HCA Affordable Homes Programme Framework 2011 - 2015. Affordable housing will be delivered on a combination of sites covered by legal agreements (s106 sites) and 100% affordable housing sites which have been assembled by RPs.</p> <p>On sites of 15 or more net additional dwellings, Core Strategy Policy CS17 together with the Council's Housing Strategy seek a target of 25% affordable housing subject to viability. Of this, the tenure mix should be 70% Affordable Rent plus 30% Intermediate Housing to adequately address local housing needs.</p> <p>The Council has introduced the following low cost home ownership initiatives to assist local people with accessing suitable accommodation:</p>

## Affordable Housing

	<ul style="list-style-type: none"> <li>i. BFC My HomeBuy equity share scheme – a first time buyer household owns a minimum of 50% of the property, the council retains the remaining equity;</li> <li>ii. BFC Mortgage Scheme – a household pays a deposit of at least 5%, the council lends the remainder (up to 95%).</li> <li>iii. BFC Cash Incentive Scheme – a grant can be offered to a Registered Provider tenant to enable them to buy a property on the open market, thereby releasing an affordable home for another household.</li> </ul>
Sources of Funding	<p>Qualifying sites for the provision of affordable housing will be required to provide the equivalent amount of subsidy to deliver an amount of affordable housing up to 25% of the development, consistent with maintaining a viable development.</p> <p>The affordable housing should be delivered in line with the HCA Framework 2011 - 2015 with no reliance on Social Housing Grant (unless this can be justified on the grounds of viability or additionality).</p> <p>As part of the transfer of its housing stock to Bracknell Forest Homes, the Council gave a commitment to invest a substantial proportion of the receipt in new affordable housing. This funding can include Local Authority Social Housing Grant (LASHG) and Local Authority Assisted Land Purchase Scheme (LAALPS).</p>
Key Issues & Rationale	<p>All qualifying sites will be expected to provide suitable affordable housing in accordance with the current Council policy of the right quantum, type and tenure which meets local housing needs. The presumption is that it will be provided on-site i.e. on the site which generated the need for affordable housing in the first place unless exceptional circumstances can be demonstrated.</p> <p>There may need to be more than one viability assessment undertaken for a site. A generic viability assessment could be done early to inform land assembly and financial feasibility issues to be followed by a more detailed assessment nearer the time of actual delivery to inform the affordable housing and Section 106 contributions. The HCA's Development Appraisal Tool would be an appropriate tool for assessing viability.</p>
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>In delivering a wide choice of high quality homes (Chapter 6), Para 47 states that local planning authorities should use their evidence base to ensure that the Local Plan meets the 'full, objectively assessed needs' for both market and affordable housing.</p>

## Affordable Housing

	<p>Core Strategy Policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough. Developers are expected to contribute to this by the provision of on-site facilities.</p> <p>Core Strategy Policy CS17 refers to affordable housing comprising affordable rented and intermediate housing being delivered on suitable sites to meet local housing needs.</p> <p>The SADPD will identify various sites which are suitable for new residential development to meet the needs of the community. An Examination in Public will be held in Nov/Dec 2012.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities, with appropriate financial contributions. The new Community Infrastructure Levy will be introduced by 2014.</p>
Conclusion & Action	<p>All residential development sites of 15 or more net additional dwellings will be required to provide affordable housing in accordance with Council policy.</p> <p><b>Affordable Housing is included in the 'General Infrastructure Schedule'.</b></p>

Cemeteries & Crematoriums	
Lead Organisation(s)	Bracknell Forest Council own and manage the Easthampstead Park Cemetery and Crematorium facility.
Main Sources of Information	Cemeteries Policy (to be adopted 2011/12) BFC Capital Programme (CP) 2010/11
Existing Provision	Easthampstead Park Cemetery and Crematorium has sufficient space to receive up to 140 new burials.
Planned Provision	The facility is to be extended using £10,000 from the BFC CP that would provide land to cater for an estimated 20 year period.  £1.1m, designated under the 2010/011 BFC CP, is funding a Mercury abatement scheme in response to DEFRA emission legislation.
Sources of Funding	BFC Capital Programme
Key Issues & Rationale	Approximately 1,600 cremations and 80 burials are carried out annually. Around 66% of cremations are from outside the Borough. In addition to a growing population, religious demands from a changing demographic could exert additional pressure; for example all practising Muslims and Roman Catholics are buried, whereas Sikhs and Hindus are cremated.  Easthampstead Park Cemetery and Crematorium has sufficient space to receive up to 140 new burials, and is to be extended to cater for an estimated 20 year period.  If pressures on land availability emerge, it might be necessary to restrict custom from beyond the Borough and there is potential to extend onto adjacent pitch-and-putt (BFC) and allotment (Bracknell Town Council) land, subject to agreement.
Role of Planning Policy	The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).  The Council will continue to engage with the cemetery and crematorium service provider to ensure that the IDP remains responsive to changing needs, evidence base and strategies.  Core Strategy policy CS1 supports sustainable development which could include the provision for cemeteries & crematoriums.  Policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough.

## Cemeteries & Crematoriums

Conclusion & Action	<p>There is sufficient capacity anticipated over the plan period. If necessary, there is potential to expand facilities. This will be reviewed periodically in the IDP.</p> <p><b>Cemeteries &amp; Crematoriums is included in the 'General Infrastructure Schedule'.</b></p>
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# 6.8 Emergency Services

Police Service	
Lead Organisation(s)	Thames Valley Police Authority (TVPA)
Main Sources of Information	Safer Places – The Planning System and Crime Prevention, 2004, DCLG Second Year Strategic Plan 2008 – 2011, Thames Valley Police
Existing Provision	There are 2 Police Stations located within Bracknell Forest at Bracknell and Crowthorne, plus a police office open to the public at Sandhurst. In addition there are police points in Sandhurst, Binfield and a new neighbourhood police office at Easthampstead and Birch Hill.
Planned Provision	At present no known schemes are planned in the borough.
Sources of Funding	TVPA  Developer contributions/in-kind provision.
Key Issues & Rationale	<p>The TVPA are seeking in-kind provision of police points and cycle storage, in addition to financial contributions towards police point fit-out, bicycles and other equipment. This is intended to provide a local presence of uniformed officers, Special Constables, and Police Community Support Officers and to tackle problems and issues at a local level.</p> <p>The Police have also indicated that pooled contributions might be sought to mitigate the wider impact of growth, which could necessitate the need for other facilities to house functions such as Road Policing, Crime Support, Forensics, storage and other support functions, which are likely to be located away from the community. Pooled contributions would also be used for capacity building at these levels.</p> <p>Additionally, Thames Valley Police request notification of proposed works and dates for laying ducting along highways in order to 'double-up' and lay Automatic Number Plate Recognition (ANPR) cabling. This would avoid unnecessary expense and repeated digging up of roads.</p> <p>The Council will require justification for financial contributions towards Police Community Support Officers (PCSOs) and other equipment from particular development sites, including a mechanism to secure, administrate and monitor. It is reasonable however to consider co-locating new police points within Community Hubs.</p>

Police Service	
	<p>Justification for contributions received to date will provide supporting evidence in the preparation of Bracknell Forest Council's CIL charging schedule, and will be reflected in future versions of the IDP.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>The Council will continue to engage with emergency service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy policy CS1 promotes sustainable development. Policy CS6 &amp; the LID SPD ensures that developments contribute towards the delivery of infrastructure needed to support growth in the Borough. The SADPD and site specific SPDs will provide a policy and guidance framework where necessary.</p>
<p>Conclusion &amp; Action</p>	<p>Need for police points is recognised, as such provision has been factored into the proposed multi-functional community facilities. Further information is required to justify site-specific contributions towards other infrastructure to support the Police service. This will be reviewed periodically in the IDP.</p> <p><b>Police Service has been included where relevant in site-specific schedules and in the 'General Infrastructure Schedule'.</b></p>

Ambulance Service	
Lead Organisation(s)	Southern Central Ambulance Service
Main Sources of Information	SCAS Business Plan, 2008 – 2011
Existing Provision	<p>The South Central Ambulance Service (SCAS) NHS Trust provides services across Berkshire, Buckinghamshire, Hampshire and Oxfordshire. In addition to the emergency 999 service SCAS also provides Patient Transport Services. SCAS currently meet the response targets for Berkshire East residents. The performance target is assessed on a Trust wide basis. Directors of Commissioning across South Central have agreed that additional investment should be targeted at areas of non-performance for the benefit of the whole health system. SCAS currently operate their resources in high demand areas to ensure that the service reaches the majority of calls within the government set standards. In addition, SCAS use alternative responses such as community first responders to target the life threatening calls in low demand areas.</p> <p>An ambulance station operates from Bracknell.</p>
Planned Provision	In April 2008 SCAS faced extremely challenging new emergency performance targets. The Trust improved infrastructure in a far-reaching modernisation programme and has recently completed moves to new headquarters in both the north and the south of the South Central area (not in Bracknell Forest).
Sources of Funding	<p>Strategic Health Authority (SHA)</p> <p>Primary Care Trusts (PCT)</p>
Key Issues & Rationale	SCAS has advised that any increase in population will lead to an increase in calls for the ambulance service. SCAS services are commissioned by the PCT and provisions are in place to respond to circumstances where there is a large increase in 999 calls. If a greater than 10% increase in calls occurs, SCAS will be required to submit a case to the PCT for an increase in funding to provide additional resources to cope with the rise in demand.
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>The Council will continue to engage with emergency service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p>

## Ambulance Service

	<p>Core Strategy policy CS1 promotes sustainable development and policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough.</p> <p>Should a need and justification for developer contributions be provided in the future, planning policy can adapt to provide such provision.</p>
<p>Conclusion &amp; Action</p>	<p>No infrastructure requirements have been identified. This will be reviewed periodically in the IDP.</p> <p><b>Ambulance Service has been included in the 'General Infrastructure Schedule'.</b></p>

Fire & Rescue Service	
Lead Organisation(s)	Royal Berkshire Fire and Rescue Service (RBFRS)
Main Sources of Information	5 Year Integrated Risk Management Plan (2010/11 – 2015/16), Royal Berkshire Fire and Rescue Service Corporate Plan 2009/2110, Royal Berkshire Fire and Rescue Service
Existing Provision	<p>RBFRS has 2 fire stations in the borough, providing 3 emergency fire appliances. Bracknell fire station has two fire appliances, one crewed by full time staff the other by retained duty staff (RDS), with crew members responding from home or place of work when required. The other fire station located in Crowthorne is crewed only by RDS.</p> <p>Since a 2010 review of all the retained duty system resources across the brigade area, the fire station at Wokingham has now become 24 hour crewed, thus improving the emergency provision for Wokingham, Bracknell and surrounding towns and villages.</p>
Planned Provision	<p>RBFRS is introducing a Retained Support Unit to augment the existing retained fire crews across the service area. For Bracknell this will improve the current provision at the fire station in Berkshire Way.</p> <p>The provision of this resource and its effectiveness in improving recruitment and retention of retained fire-fighters will be reviewed in 2014. Any future arrangements/considerations will be subject to the outcome of the review.</p>
Sources of Funding	Government funding or potential developer contributions/in-kind provision.
Key Issues & Rationale	<p>RBFRS considers that any development in and around Bracknell will place additional burdens on its service which, subject to size and location, has the potential to become unsustainable. RBFRS has an approved response standard of 8 minutes for the first fire appliance and 10 minutes for the second to respond to house fires, and 11 minutes for attendance at road traffic collisions. The level of growth proposed in the Bracknell development Strategy (both housing and an extended road network) is considered by RBFRS to be significant enough to require and justify an increase in the level of service provided in the area.</p> <p>The inclusion of fire prevention and fire safety measures will need to be provided in new buildings, some of which are included in building regulations, however the inclusion of domestic sprinklers are considered by RBFRS to be an essential inclusion in all new domestic dwellings. If all dwellings in the proposed development were fitted with domestic sprinklers it would negate the need to alter the existing fire service provision in the area, thus</p>

## Fire & Rescue Service

	<p>reducing associated costs for any proposed provision, reducing the burden on society after a fire, save lives, reduce casualties and reduce damage from fire.</p> <p>Whilst it is reasonable to secure elements of infrastructure such as fire hydrants, as referred to in the LID SPD, there is not at present a reasoned justification to secure developer contributions.</p> <p>The installation of domestic sprinklers is not an issue that planning can resolve. Therefore it is advised that the fire service lobby the Building Regulatory Advisory Council (BRAC) to affect any changes to building regulations.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>The Council will continue to engage with emergency service providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy policy CS1 promotes sustainable development and policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough.</p> <p>The Limiting the Impact of Development SPD sets out the details for implementing and delivering sustainable communities. Paragraph 18.7 refers to Fire Service Provision.</p>
<p>Conclusion &amp; Action</p>	<p>Although potential requirements have been identified, further justification is required for financial contributions. Sprinkler systems are a matter for building regulations. The LID SPD can already accommodate for infrastructure provision, but on a case-by-case basis. This will be reviewed periodically in the IDP.</p> <p><b>Fire and Rescue Service has been included, where relevant, in site-specific schedules and in the 'General Infrastructure Schedule'.</b></p>

## 6.9 Health

Primary Health Care	
Lead Organisation(s)	Berkshire East Primary Care Trust
Main Sources of Information	Primary Care Trust Strategic Plan 2009 -2013
Existing Provision	<p>NHS Berkshire East is the Primary Care Trust (PCT) that plans and commissions health care for the population of the eastern part of Berkshire. At 1st April 2010 there were 107,320 registered patients in Bracknell Forest. There are 13 GP practices in the locality, with some 54 GPs working in them. In 2006, the quality of care provided by these practices was the best in Berkshire East and above the national average, with the average practice score being 98.7% (average for England is 96.2%).</p> <p>The average practice population size is 8,255. The majority of GP practices in Bracknell Forest Borough have little or no spare capacity to improve their premises on their current sites. There is no specialist diagnostic equipment provided by any of the GP practices. All patients requiring x-ray who do not need acute treatment will be sent to Fitzwilliam House or Heatherwood Hospital. Each practice has a phlebotomy service, though the provision is varied.</p> <p>There are 17 pharmacies in the locality, out of 73 altogether for East Berkshire. There are nine in Bracknell, three in Crowthorne, three in Sandhurst, one in Binfield and one in Warfield. There are 20 dental practices in the locality, thirteen in Bracknell, three in Sandhurst, two in Crowthorne, and two in Owlsmoor.</p>
Planned Provision	<p>A Primary Healthcare Facility in Bracknell Town Centre (i.e. The Bracknell Healthspace) is planned to be the major new development in primary care provision in Bracknell, centrally located so as to be easily accessible for the majority of the Bracknell Forest locality population. The Healthspace will focus on providing (local), high quality, cost-effective extended primary care and specialist services – i.e. the healthcare people need most often and which does not need the high-tech facilities of a major hospital. The Centre will be integrated within the local health system so that the services it provides will optimally complement future acute hospital services, standard services offered in GP surgeries, specialist mental health services and so on. The services delivered in the centrally located Primary Healthcare Facility will be a part of a new overall service model for Bracknell Forest developed by GPs in their role as commissioners in partnership with the public, the local authority (BFC) and service providers.</p>

## Primary Health Care

	<p>The Primary Healthcare Facility has been specifically planned to meet residents changing health requirements and in response to further growth and development in the Town. There has never been a centrally located, major health facility serving the local population, something which is increasingly needed as the population grows. Moreover, the Bracknell Town Centre regeneration will require the existing health centre site at Skimped Hill to be demolished to provide an opportunity to build a modern facility that reflects modern ways of delivering health (and social) care.</p> <p>The Primary Healthcare Facility will provide services under four main themes:</p> <ul style="list-style-type: none"> <li>• Be Healthy/ Healthy living</li> <li>• Urgent care</li> <li>• Specialist care services</li> <li>• Extended primary care</li> </ul> <p>together with other services which are not necessarily commissioned health services, but which enhance the primary care service (e.g carer support). In addition to specific primary care facilities (GP practices) it will provide services either not cost effective or easily replicated or provided in primary care / GP practices.</p> <p>Upon construction, there will be a phased introduction of services within the facility in response to the scale and type of healthcare provision required, taking account of the changing requirements and scale of the local population.</p>
Sources of Funding	<p>Primary Care Trust (PCT)</p> <p>Potential for developer contributions</p>
Key Issues & Rationale	<p>After an initial review of its long term healthcare development and commissioning proposals, the PCT has concluded that the most appropriate and cost-effective way to provide borough-wide primary healthcare facilities is no longer through the implementation of its original concept for The Bracknell Healthspace at Skimped Hill. As a corollary, the PCT has expressed its commitment to the provision of a Primary Healthcare Facility in Bracknell Town Centre, which will serve the same primary healthcare purpose as was envisaged for The Healthspace.</p> <p>Although a new site for the primary care facility has yet to be identified, the PCT is in the process of further reviewing the potential for redevelopment of its existing facilities, including the existing health centre site at Skimped</p>

## Primary Health Care

	<p>Hill. Other services destined for the Healthspace will be developed locally including at the Royal Berkshire Hospital NHS Foundation Trust's Bracknell Clinic at Brant's Bridge.</p> <p>This review of healthcare provision is part of an ongoing, borough-wide, process which has been started by the PCT and will be continued by its successor(s), including Bracknell and Ascot Clinical Commissioning Group (CCG) to ensure that there is no loss or shortfall in local healthcare provision as new, large-scale, housing developments are built over the Core Strategy period. The provision of access to primary healthcare services is a statutory requirement which has to be met by the PCT, and its successor bodies. This includes ensuring that primary care premises are of a suitable standard and have adequate capacity. This may require expanded GP Surgeries or more centrally located healthcare facilities in response to population change.</p> <p>Pending the completion of the Primary Healthcare Facility in the town centre, it is anticipated that existing local GP practices will be able to accommodate the growth in population from the proposed developments in the north of the borough and on land at TRL (securing good access from new development areas to the town centre by public transport is an essential part of the delivery of primary care services), however, the expansion of existing facilities at Heath Hill Surgery could also be required as a result of development on land at Broadmoor.</p> <p>Should additional capacity be required elsewhere, the PCT may need to consider a new facility or the replacement of the existing Binfield Surgery.</p> <p>The PCT notes that the IDP is a 'living' document which will be updated periodically to reflect the emerging infrastructure requirements and proposals for the borough. The PCT and its successor(s) will provide the Council with regular updates on local and borough-wide primary healthcare requirements and proposals. It is expected that the Bracknell Forest Health and Wellbeing Board will also be actively involved in the future.</p> <p>The PCT wishes to be involved in discussions on planning obligations relating to planning applications for major development proposals. This will ensure that the borough's primary healthcare requirements and provision are kept under close and regular review.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Under the 'core planning principles' (Para 17), planning policies should take into account and support local strategies to improve health and deliver sufficient facilities and services to meet local needs.</p>

## Primary Health Care

	<p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of health infrastructure, and consider wider strategic health needs.</p> <p>The Council will continue to engage with primary health care providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy policy CS1 promotes sustainable development and policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth in the Borough.</p>
<p>Conclusion &amp; Action</p>	<p>The main means of providing for primary health care needs arising from planned new developments will be through the construction of the Primary Health Care Facility in Bracknell Town Centre. Although potential requirements have been identified, including the potential expansion of Heath Hill Surgery, further rationale and justification is required for financial contributions. This will be reviewed periodically in the IDP.</p> <p><b>Primary Health Care has been included in the 'General Infrastructure Schedule'.</b></p>

Acute Care / General Hospitals and Mental Health	
Lead Organisation(s)	<p>Heatherwood and Wexham Park NHS Hospitals Foundation Trust            Berkshire Healthcare NHS Foundation Trust            Royal Berkshire Hospital NHS Foundation Trust</p> <p>West London Mental Health NHS Trust</p>
Main Sources of Information	<p>Heatherwood and Wexham Park NHS Hospitals Foundation Trust Strategic Plan            Integrated Business Plan 2007, Berkshire Healthcare NHS Trust (also Annual Plan 2008/09)</p>
Existing Provision	<p><b>Acute Care and General Hospitals</b>            The Heatherwood and Wexham Park NHS Hospitals Foundation Trust (HWPFT) is the main provider of acute hospital services, providing a full range of general and acute services, along with a number of more specialised services. The services are provided at Wexham Park (Slough) King Edward VII (Windsor), Heatherwood (Ascot), St Marks (Maidenhead), Fitzwilliam House outpatients (Bracknell).</p> <p>Royal Berkshire Hospital NHS Foundation Trust has opened a specialist cancer and renal services at Brant's Bridge, close to Bracknell Town Centre. The facility provides cancer and renal services locally to Bracknell residents, avoiding the need for travel to the Royal Berkshire Hospital, Reading.</p> <p>Frimley Park Hospital NHS Foundation Trust provide acute services predominantly for residents of Sandhurst and Crowthorne.</p> <p><b>Mental Health Provision</b>            Berkshire Healthcare NHS Foundation Trust is the service provider for people in Bracknell Forest who suffer from mental illness. The Trust provides community mental health teams and outreach services, child and adolescent mental health services (CAMHS), an outpatient clinic at Church Hill House, Bracknell and at the Woodlands Day Hospital at Heatherwood. Heatherwood is also the location for in patient services.</p> <p>West London Mental Health NHS Trust is the service provider for secure mental health services at Broadmoor Hospital, which includes the whole of Bracknell Borough within its catchment. The hospital is subject to replacement, to meet the requirements of the Commission for Health Improvement (CHI), as part of the development proposal on land at Broadmoor (ref. Policy SA4).</p>
Planned Provision	<p><b>Acute Care and General Hospitals</b>            HWPFT are embarking on a major programme of service redesign in support of financial turnaround. This will include a consolidation of services currently provided on the Heatherwood Hospital site at Ascot, potentially rationalising the range of services provided there.</p>

## Acute Care / General Hospitals and Mental Health

	<p><b>Mental Health Provision</b> Berkshire Healthcare NHS Foundation Trust is continuing to develop its community provision, providing locally accessible mental health services within community settings, combined with focused in-patient care provision.</p>
Sources of Funding	Government funding
Key Issues & Rationale	Improved and enhanced acute care, general hospitals and mental health service provision will be planned and delivered by the relevant NHS Trust, catering for the needs of the changing population. As these are Borough-wide services, there are no specific infrastructure requirements relating to individual site allocations arising from these service areas.
Role of Planning Policy	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Under the 'core planning principles' (Para 17), planning policies should take into account and support local strategies to improve health and deliver sufficient facilities and services to meet local needs.</p> <p>Para 162 states that local planning authorities should work with other authorities and providers to assess the quality and capacity of health infrastructure, and consider wider strategic health needs.</p> <p>The Council will continue to engage with health providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy policy CS1 promotes sustainable development. Should a need and justification for developer contributions be provided in the future, planning policy can adapt to provide such provision.</p>
Conclusion & Action	<p>No infrastructure requirements have been identified. This will be reviewed periodically in the IDP.</p> <p><b>Acute Care / General Hospitals and Mental Health has been included in the 'General Infrastructure Schedule'.</b></p>

## 6.10 Green Infrastructure

Open Space																																		
Lead Organisation(s)	<p>Public Sector - Bracknell Forest Council, Parish and Town Councils</p> <p>Private Sector – Developers, land owners e.g. Crown Estate, utility companies</p> <p>Voluntary Sector – Wildlife Trusts, National Trust, Community Groups</p>																																	
Main Sources of Information	<p>Sustainable Community Strategy (2008-2014)</p> <p>Bracknell Forest Borough Study of Open Space, Sports, Recreational and Leisure Facilities (PPG17) (2006)</p> <p>Bracknell Forest Play Strategy (2007/10)</p> <p>Parks and Open Spaces Strategy (2012)</p> <p>Planning and Design for Outdoor Sport and Play (Fields in Trust)</p> <p>Limiting the Impact of Development SPD (July 2007)</p> <p>Biodiversity Action Plan (2012 – 2017)</p> <p>Rights of Way Improvement Plan (2006 and reviewed in 2011)</p>																																	
Existing Provision	<p>The borough has an extensive portfolio of open space. According to Bracknell Forest's 2006 PPG17 audit, the borough's open space comprises:</p> <p><b>Table 6.7</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #0070C0; color: white;">Typology</th> <th style="background-color: #0070C0; color: white;">Area (ha)</th> <th style="background-color: #0070C0; color: white;">No. of sites</th> </tr> </thead> <tbody> <tr> <td>A. Parks &amp; gardens</td> <td style="text-align: center;">47.27</td> <td style="text-align: center;">7</td> </tr> <tr> <td>B. Amenity greenspace</td> <td style="text-align: center;">174.76</td> <td style="text-align: center;">63</td> </tr> <tr> <td>C. Incidental open space and highways verge</td> <td style="text-align: center;">4.5</td> <td style="text-align: center;">100s</td> </tr> <tr> <td>D. Natural &amp; semi-natural greenspaces</td> <td style="text-align: center;">1,429.77</td> <td style="text-align: center;">34</td> </tr> <tr> <td>E. Urban woodlands</td> <td style="text-align: center;">73.69</td> <td style="text-align: center;">51</td> </tr> <tr> <td>F. Green corridors</td> <td style="text-align: center;">32.34</td> <td style="text-align: center;">17</td> </tr> <tr> <td>G. Provision for children &amp; young people</td> <td style="text-align: center;">40.45</td> <td style="text-align: center;">38</td> </tr> <tr> <td>H. Outdoor sports facilities</td> <td style="text-align: center;">496.22</td> <td style="text-align: center;">30</td> </tr> <tr> <td>I. School playing fields</td> <td style="text-align: center;">147.45</td> <td style="text-align: center;">40</td> </tr> <tr> <td>J. Civic spaces</td> <td style="text-align: center;">0.47</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>	Typology	Area (ha)	No. of sites	A. Parks & gardens	47.27	7	B. Amenity greenspace	174.76	63	C. Incidental open space and highways verge	4.5	100s	D. Natural & semi-natural greenspaces	1,429.77	34	E. Urban woodlands	73.69	51	F. Green corridors	32.34	17	G. Provision for children & young people	40.45	38	H. Outdoor sports facilities	496.22	30	I. School playing fields	147.45	40	J. Civic spaces	0.47	1
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## Open Space

Open Space			
	Typology	Area (ha)	No. of sites
	K. Allotments	5.8	12
	L. Cemeteries, churchyards	20.59	24
Planned Provision	<p>Jennett's Park will contribute a 34 ha countryside park and a 4.6 ha park (Jennett's Hill) along with the woodland at Tarman's Copse (7.6 ha with a 20m wide buffer to three sides) plus a network of wildlife corridors. The development will also provide new play areas comprising 7 Local Areas of Play (LAP), 2 Local Equipped Areas of Play (LEAP), 1 Neighbourhood Equipped Area of Play (NEAP) and a Multiple Use Games Area (MUGA).</p> <p>Wykery Copse development has recently contributed the SSSI woodland of about 3.2 ha plus a 20m buffer zone. The development will also provide new play areas comprising 2 LAPs and 1 LEAP.</p> <p>The Parks will contribute approx. 19 ha of open space. This includes woodland, grassland, sports pitches, tennis courts and play areas. Historic landscape at Lily Hill Park has recently been restored through grant support from the Heritage Lottery Fund (HLF).</p> <p>South Hill Park has recently been restored following successful application to the HLF / Big Lottery Fund), Parks for People Programme.</p>		
Sources of Funding	<p>Costs are not yet known as much will depend on the proposed design and layout of future development. Open space will need to be an integral part of developer led infrastructure provision needed to deliver sustainable development. Other delivery mechanisms (particularly focusing on quality improvements) include funding via financial contributions (s106 or CIL) and also potentially through the BFC capital programme. Another potential stream could be external grants e.g. the HLF), which can be used to restore and enhance existing key sites where they meet specific criteria and funding priorities. These grant schemes are all competitive and so opportunities are limited. Of particular importance is the need to identify revenue funding to secure appropriate standards of day to day maintenance.</p>		
Key Issues & Rationale	<p>Whilst Bracknell Forest is well served in relation to accessibility to open space at a local level, the size of individual sites is generally small. A large number of small sites results in disproportionately higher maintenance costs; and high levels of use and reliance on larger areas such as the Crown Estate land at Swinley Forest (within the Thames Basin Heaths Special Protection Area (SPA)).</p> <p>As supported by the Lawsons Review, opportunities should be sought for:</p> <p style="text-align: center;">Raising quality of existing green spaces</p>		

## Open Space

Creating new links between and extensions to existing green spaces  
Identifying and providing new larger recreational open spaces

It is important that open space is considered at an early stage and considered as integral to the design process. It is inappropriate to focus provision on marginal locations and / or land perceived as having the lowest value for development.

Design needs to be to a good standard, factoring potential future issues such as anti-social behaviour (e.g. allowing for natural surveillance and not being to the rear of housing). Of particular significance is the need for new development to front onto adjacent open space, with inclusion of buffers to ensure that future development creep (e.g. extensions to properties through permitted development) does not result in loss of trees due to risk of subsidence.

### **Capacity**

The 2006 study looked specifically at areas where there is: 1) a recognised need, 2) sufficient information available, and 3) where there are national and local standards to identify surpluses and deficiencies. The areas assessed are:

Allotments  
Equipped Play Areas  
Sports Pitches

The PPG17 audit (<http://www.bracknell-forest.gov.uk/ppg17-audit-report.pdf>) carried out in October 2006 has not been superseded. Whilst it is acknowledged that open space provision will have changed, this is on a relatively small scale and so a comprehensive re-audit of typologies has not been considered necessary. This capacity study will therefore assess, where appropriate, the quantity of open space versus population by ward estimates as it existed in 2006.

### **Allotments**

Allotment gardening makes an important contribution to the quality of people's lives. Allotment gardening has an important role to play in creating and maintaining healthy neighbourhoods and sustainable communities. It can provide health benefits, improving both physical and mental health; it provides a source of recreation and contributes to green and open space provision.

Allotments also help in adapting to and mitigating against the adverse impacts of climate change by encouraging the provision of locally sourced food. There are 12 allotment sites (mapped in Figure 6.6 'Allotment provision in Bracknell Forest') in the Borough containing 172 plots with a total area

## Open Space

of 5.8ha, equating to 0.051 ha per 1000 people. The National Society of Allotment and Leisure Gardeners (NSALG) recommend a national standard of 20 allotments per 1,000 households or 1 allotment per 200 people. This equates to 0.125 ha per 1,000 population based on an average plot size of 250m<sup>2</sup>.

Quantity Analysis by Parish:

**Table 6.8**

Parish (population*)	No. of sites	Total area (Ha)	Ha/1000 persons	+/- Ha compared to National standard (0.125 Ha/1000)
Binfield Parish (7,807)	1	0.78	0.1	-0.2
Bracknell Town (53,648)	8	3.12	0.06	-3.59
Crowthorne Parish (6,714)	0	-	-	-0.84
Sandhurst Town (21,793)	1	0.92	0.04	-1.8
Warfield Parish (8,791)	0	-	-	-1.1
Winkfield Parish (15,563)	2	0.97	0.06	-0.98
Total Population			<b>Total deficit/</b>	

## Open Space

<b>114,316</b>			<b>surplus</b>	<b>-8.51 Ha</b>
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\* 2006 population estimate (JSPU, 2003)

Demand by Parish:

**Table 6.9**

Parish	No. of plots	Demand*	Capacity
Binfield	28 on one site  (approx. 'ten poles' in size)	59 people waiting.	Deficit
Bracknell	172 at 8 locations	167 people waiting (2 year wait).	Deficit
Crowthorne	None	Interest shown - 48 enquiries since 2006.	Deficit
Sandhurst	40 (some full, some ½) on one site	Stopped counting - 6 year wait.	Deficit
Warfield	None	120 people waiting.	Deficit
Winkfield	63 at two locations	76 people waiting.	Deficit

\*based on 2011 information

Conclusion

There is an uneven distribution and general shortage of plots across the Borough (as shown in Figure 6.6 'Allotment provision in Bracknell Forest'). Overall, allotment provision in the Borough is markedly less than the recommended national standard, and demand is evidently not being met, with all existing plots being occupied with lengthy waiting lists, which in itself often falls short of actual demand.

## Open Space

Based on figures from 2006, a deficit of 8.51 hectares of allotments (able to provide 324 plots) has been identified according to national standards.

It is therefore recommended that opportunities should be sought to increase provision in the Borough with consideration given to new development, rising population and popularity of 'growing your own' and the social and environmental benefits that result.

### **Equipped Play Areas**

The table in Appendix 7 of the BFBC PPG17 audit (2006) (<http://www.bracknell-forest.gov.uk/ppg17-appendices.pdf>) shows the provision of play areas by ward. Figure 6.7 'Play Area provision in Bracknell Forest' illustrates this alongside proposed sites and those that have been built since the audit was conducted on the Wykery Copse, Jennett's Park, The Parks and Churchill House developments.

Each category of play area has been plotted with their associated 'straight line distance' catchment in accordance with the Accessibility Benchmark Standards set out in Fields in Trust (NPFA, 2008):

LAP - 60m

LEAP - 240m

NEAP - 600m

The map shows areas of the Borough served by play areas, and shows where provision is lacking.

The recent 'Playbuilder' scheme (2008-10) has modified a number of play areas in the Borough and so resulted in a change in status i.e. from a LAP to LEAP. This has been accounted for in this document.

### Conclusion

The map illustrates that the proposed major development sites are generally poorly served by existing play areas. When development comes forward, opportunities should be sought to rectify this deficit.

In the instance of SHLAA sites being developed and unable to provide for on-site play areas, the 'plus one' principle (a concept where the quality of existing recreational facilities are progressively improved, e.g. from an 'Average' rating to 'Good' or from 'Good' to 'Very Good') will be applied, using Section 106 contributions and/or CIL monies to raise standards of existing play areas able to serve a development.

### **Sports Pitches**

## Open Space

	<p>The map at Figure 6.8 'Sports Pitch provision in Bracknell Forest' illustrates the provision of different categories of sports pitch (public and club facilities) by ward. The areas are based on an assumed area for one pitch being:</p> <p style="padding-left: 40px;">Football 0.86ha Rugby 1.26ha Cricket 1.86ha Artificial pitches 1.72 ha</p> <p>The quantities are illustrated in Figure 6.8 'Sports Pitch provision in Bracknell Forest' to highlight the disparity of sports pitch provision across the Borough according to the national standard of 1.2ha per 1000 residents (NPFA, 2008).</p> <p><u>Conclusion</u></p> <p>The assessment has identified a deficit of 56.55 hectares of sports pitches across the borough. Only 3 wards have provision in excess of the 0.12 ha per 1000 person national standard, whereas 15 wards fall short, with Crown Wood and Owlsmoor having no pitches at all.</p> <p>Opportunities should therefore be sought for new development to increase sports pitch provision in the Borough when contributing to OSPV.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157).</p> <p>Under the 'core planning principles' (Para 17), planning policies should take into account and support local strategies to improve social wellbeing for all and deliver sufficient community facilities and services to meet local needs. Additionally, planning should encourage multiple benefits from open land, including for the purposes of wildlife, carbon storage or food production.</p> <p>In promoting healthy communities, Para 73 recognises the contribution access to open space and opportunities for sport and recreation can make to the health and well-being of communities, and that information gained from assessments of need should be used to determine what open space, sports and recreational provision is required.</p> <p>In conserving and enhancing the natural environment, Para 114 states that local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.</p> <p>The Council will continue to engage with green infrastructure providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p>

## Open Space

	<p>Open Space is delivered through planning policy, requiring the developer to provide recreational open space and outdoor play/sporting facilities to support the residents that the development provides for.</p> <p>BFC Core Strategy DPD Policy CS1 supports development which provides a mix of uses and that protects and enhances both the health of the local population and the quality of natural resources.</p> <p>Policy CS6 – Limiting the Impact of Development, states that development “will contribute to the delivery of infrastructure needed to support growth in the Borough and will mitigate adverse impacts on communities, transport and the environment”. This can be met by:</p> <ol style="list-style-type: none"> <li>1. on-site provision prior to full occupation and maintained for the life of the development;</li> <li>2. contributing to additional or expanded provision on a different site; or</li> <li>3. a mix of on-and off-site provision,</li> </ol> <p>All provision to be sufficient and in proportion to the scale and nature of the development, making it more sustainable.</p> <p>Where off-site mitigation is determined to be of greater value for sustainable communities, contributions for provision on a different site will be secured through planning obligations and/or the use of CIL monies.</p> <p>Policy CS7 – Design, states that development proposals will be required to be of a “high quality design” that “enhances the landscape and promotes biodiversity” and “provide high quality usable open spaces and public realm”.</p> <p>Policy CS8 – Recreation and Culture, states that developments will be required to:</p> <ol style="list-style-type: none"> <li>i. retain, improve and maintain existing Recreational Facilities; and/or</li> <li>ii. provide and maintain new Recreational Facilities.</li> </ol>
<p>Conclusion &amp; Action</p>	<p>Bespoke OSPV measures will be required from development in accordance with Council policy and other relevant guidance.</p> <p><b>Open Space measures are detailed in site-specific infrastructure schedules.</b></p>

Figure 6.6 Allotment provision in Bracknell Forest

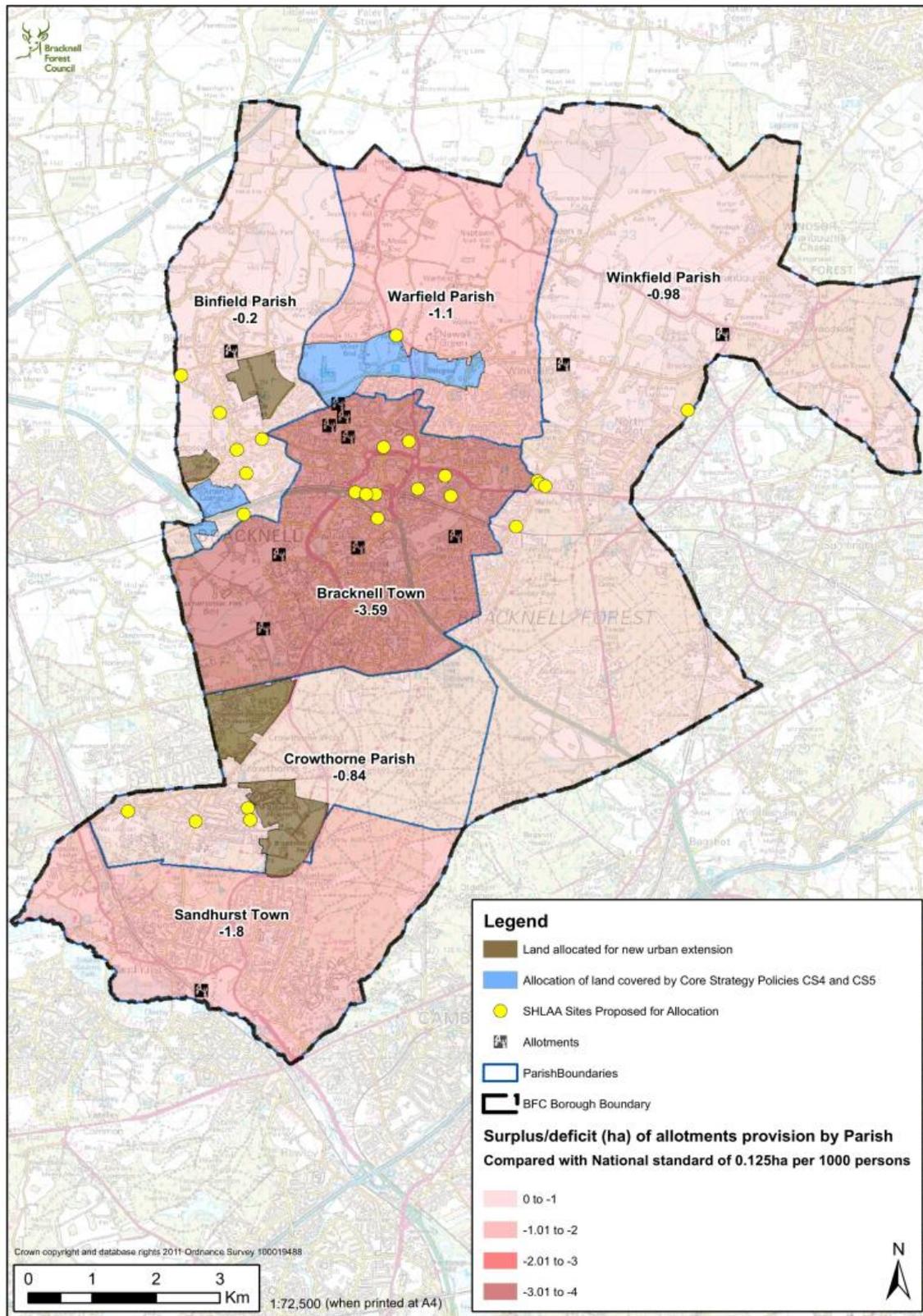
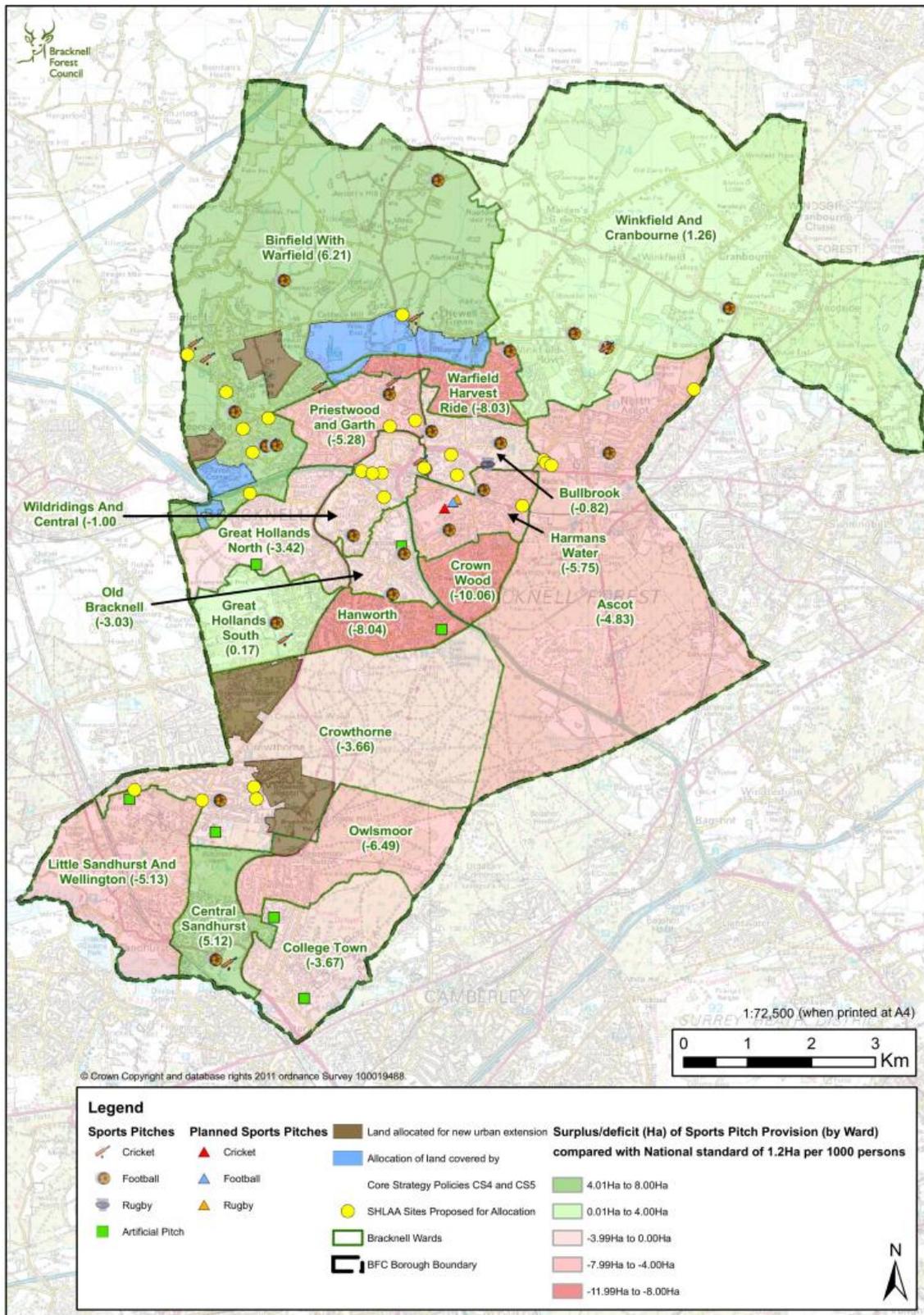




Figure 6.8 Sports Pitch provision in Bracknell Forest



## Special Protection Area (SPA) Avoidance & Mitigation

Lead Organisation(s)	Bracknell Forest Council with contributions, land or works funded by developers.
Main Sources of Information	<p>South East Plan (2009) (policies NRM6, WCBV3 &amp; WCBV4) and associated evidence base</p> <p>Core Strategy DPD (2008) (policies CS4, CS5, CS6 &amp; CS14)</p> <p>Thames Basin Heath SPA Delivery Framework (2009)</p> <p>Thames Basin Heaths Technical Background Document to the Core Strategy (June 2007)</p> <p>BFC Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD (March 2012)</p> <p>Amen Corner SPD (2010)</p> <p>Warfield SPD (2012)</p> <p>Guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) (2008)</p>
Existing Provision	<p>As part of the existing Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy, Bracknell Forest Council manages a suite of strategic Suitable Alternative Natural Greenspaces (SANGs) to divert visitors from the SPA. These will be enhanced and managed through contributions from small developments in line with the strategy. See Thames Basin Heaths SPA Avoidance and Mitigation SPD.</p> <p><u>SANGs</u></p> <p>The Council has six strategic SANGs:</p> <ul style="list-style-type: none"> <li>• The Cut Countryside Corridor</li> <li>• Englemere Pond</li> <li>• Longhill Park Group</li> <li>• Ambarrow Court/Hill</li> <li>• Horseshoe Lake</li> <li>• Shepherds Meadow</li> </ul>

## Special Protection Area (SPA) Avoidance & Mitigation

	<p>The strategy requires housing sites of 108 or fewer dwellings to make financial contributions towards these SANGs which are spent on works, maintenance and other related matters, in line with specific management plans.</p> <p>The town centre redevelopment has its own bespoke SANG solution at Lily Hill Park. The Jennett's Park and The Parks developments also have their own SANG solutions.</p> <p>New large developments (109 or more net increase in dwellings) are required to provide a bespoke SANG solution to meet the needs of new residents. All bespoke SANGs must meet the quality criteria set out by Natural England for this purpose.</p> <p><u>Strategic Access Management and Monitoring (SAMM)</u></p> <p>All new housing developments will also be expected to make financial contributions towards Strategic Access Management and Monitoring (SAMM) which is charged at a rate depending on the number of bedrooms in each new dwelling. All financial contributions will go towards the SAMM project which is a formally arranged partnership between 11 local authorities and Natural England.</p>
Planned Provision	<p>Smaller sites (less than 109 dwellings) will make a payment towards the Avoidance and Mitigation Strategy which includes contributions towards both strategic SANGs and SAMM.</p> <p>The Amen Corner SPD highlights a bespoke solution which is likely to include land at Big Wood linked to Riggs Copse. Similarly, the Warfield SPD includes a bespoke SANG at Cabbage Hill. Jennett's Park will include land at its proposed Country Park.</p>
Sources of Funding	<p>Developer contributions/works in-kind.</p> <p>BFC pump priming works where appropriate but which is repayable through developer contributions.</p>
Key Issues & Rationale	<p>Strategic SANGs, are based on at least 8 ha/1000 residents (based on 2.31 per persons per dwelling) (Thames Basin Heaths SPA Avoidance and Mitigation SPD).</p> <p>All net residential development sited between 400m and 5km in a straight line from the SPA will have an impact on the SPA. All net additional residential developments are required to ensure that they protect the integrity</p>

## Special Protection Area (SPA) Avoidance & Mitigation

of the SPA alone and in combination with all other residential development. Developments can mitigate their impact by contributing towards or providing SANGs and a financial contribution towards SAMP.

The major new urban extensions identified in the SADPD will be expected to provide bespoke SANGs with the preferred solution being on-site.

Currently the financial contribution towards SANG and SAMP are set on a per bedroom basis as follows. (See Thames Basin Heaths SPA Avoidance and Mitigation SPD (March 2011).

SANG Contributions:

- 1 bedroom = £1,350
- 2 bedrooms = £1,770
- 3 bedrooms = £2,400
- 4 bedrooms = £2,730
- 5+ bedrooms = £3,550

SAMP contributions:

- 1 bedroom = £399
- 2 bedrooms = £526
- 3 bedrooms = £711
- 4 bedrooms = £807
- 5+ bedrooms = £1,052

The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy as in place at the time of a planning application being validated.

Role of Planning Policy

The NPPF states that Local Plans should 'plan positively' for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (Para 114).

The Council will continue to engage with green infrastructure providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.

## Special Protection Area (SPA) Avoidance & Mitigation

	<p>Core Strategy DPD Policy CS1 promotes sustainable development. Policy CS6 provides a mechanism to secure contributions from development. Policy CS14: requires the assessment of development in respect to the conservation objectives of the SPA; establishes that development within 5km of the SPA will have a significant affect on the integrity of the SPA; development outside 400m of the SPA will be permitted where it can be demonstrated that it can remove any adverse impacts; and, that effective avoidance and mitigation measures must be demonstrated and secured prior to the approval of development.</p> <p>The Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD (March 2012) has replaced Section 11 of the LID SPD and applies to planning applications validated as from the end of March 2012.</p> <p>The Amen Corner SPD and the Warfield SPD set out site-specific SPA requirements.</p> <p>The SADPD sets out SPA policy requirements for all sites to be allocated (small and large).</p>
<p>Conclusion &amp; Action</p>	<p>Development will be expected to make contributions either financially or in-kind towards SPA measures, including SAMM.</p> <p><b>Appropriate SPA Avoidance &amp; Mitigation measures are detailed in site-specific infrastructure schedules.</b></p>

Biodiversity	
Lead Organisation(s)	Bracknell Forest Council, Developers, Landowners, Voluntary organisations (Wildlife Trusts, Community Groups)
Main Sources of Information	<p>National Planning Policy Framework (NPPF), Ch. 11            BFC Limiting the Impact of Development SPD (2007)            UK Biodiversity Action Plan            Berkshire Biodiversity Action Plan</p> <p>Bracknell Forest Biodiversity Action Plan</p> <p>Bracknell Forest Green Space Strategy (2012)</p>
Existing Provision	<p>Bracknell Forest Borough covers 10,941 hectares, of which around 35% is built up. Agricultural land covers 24% and forestry 20%.</p> <p>More than 20% of the total area is designated for its biodiversity value either as Local Wildlife Site (LWS), Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) or Special Area of Conservation (SAC). This signifies the high biodiversity value of habitats within the borough.</p>
Planned Provision	<p>Provision can take place within new and existing buildings, public open space and green infrastructure where different functions can be accommodated.</p> <p>The Parks – swift and bat boxes have been provided partly to mitigate the loss of existing bat roosts but also as enhancement of new development. A range of habitats on the site will be enhanced or created including woodland, semi-improved grassland and two ponds (1 net gain).</p> <p>Jennett's Park (Peacock Farm) – Positive management area and buffer planting for Tarmans Copse LWS and West Garden Copse LWS. Wildflower meadows and woodland planting to be created on wildlife corridors and new open space.</p> <p>Bracknell Town Centre to provide new Jubilee Gardens as mitigation for the loss of existing habitat. Other biodiversity features such as swift and bat boxes as enhancements to be included.</p> <p>New development will be expected to provide compensation, enhancements and/or new measures to contribute toward biodiversity objectives.</p>
Sources of Funding	Costs will depend on detailed assessments in the preparation of planning applications. Provision could be secured in-kind or through financial contributions in lieu of provision.

## Biodiversity

	<p>Developer contributions will also secure the long-term management of habitats after land transfer to the council or management body.</p> <p>Grants are occasionally available but are not predictable and are competitive giving no certainty of implementation.</p>
Key Issues & Rationale	<p>Biodiversity is the variety of life that drives the functioning of the natural environment on which we all rely. This diversity is a sensitive measure of the area's well-being and contributes to the character of the Borough. Increasing development within the area will need to protect existing biodiversity and make enhancements to avoid increased pressures on remaining biodiversity resources in the wider area.</p> <p>Biodiversity is delivered through planning policy, requiring the developer to protect existing species populations and habitats and create new ones to support biodiversity within the new development.</p> <p>The Limiting the Impact of Development SPD (section 12.1) sets out a five point sequential approach for the provision of biodiversity in planning. This requires: information, avoidance, mitigation, compensation and new benefits. Through spatial planning, key ecological areas should be expanded, buffered, linked, restored and enhanced. Infrastructure provision for biodiversity forms part of green infrastructure to enable the sustainable function of natural ecosystems.</p> <p>The provision of habitats for biodiversity will be determined by the survey and impact assessment of existing resources on the site. Provision will be implemented through protection of most valuable habitats, aiming for no net loss, considering off-site compensation and enhancement of retained habitats to maximise their value. The type of habitats will be appropriate to those existing on site, supporting locally important species and relevant to the area.</p> <p>Requirements set out in this document are without prejudice to the results of ecological surveys and impact assessment.</p> <p>All developments will be required to provide some biodiversity enhancements within the built environment such as swift or bat bricks.</p> <p>Sites located within Biodiversity Opportunity Areas (BOAs) will be expected to contribute towards habitat targets for those areas identified by the Berkshire Nature Conservation Forum or Local Nature Partnership.</p> <p>Provision is dependent on:</p> <ul style="list-style-type: none"> <li>• Permission on private land</li> <li>• Land values</li> </ul>

## Biodiversity

- Physical conditions affecting habitat types
- Space restrictions relating to housing provision/density

The Bracknell Forest Biodiversity Action Plan identifies a number of key habitats where conservation is required in the borough. Objectives that relate to this IDP are:

### Grassland objectives

- A) Understanding distribution and condition of BAP grassland LWS in the borough.
- B) All grassland SSSIs and LWS to be in favourable condition
- C) Identify and protect BAP grassland outside designated sites
- D) Increase the area of grassland meeting LWS selection criteria or BAP definition
- E) Encourage better management of grassland for wildlife

### Woodland objectives

- A) Understand the distribution and condition of BAP woodland and species
- B) All woodland SSSIs and LWS to be in favourable management
- C) Increase the area of woodland habitats meeting LWS selection criteria or BAP definition
- D) Understand extent and condition of species hedgerows within the parishes of Binfield, Warfield and Winkfield
- E) Increase the length and number of hedgerows in the borough
- F) Encourage appropriate management of hedgerows
- G) Identify and protect veteran trees outside Windsor Forest
- H) Increase deadwood resource for BAP species
- I) Confirm and protect traditional orchard sites

### Wetland objectives

- A) Understand the distribution and trends in BAP species
- B) Understand the condition of Local Wildlife Sites in the borough
- C) Understand the condition of ponds in the borough

## Biodiversity

	<p>D) Increase the number of ponds in the borough</p> <p>E) Increase the area of wetland habitats in positive management in the borough</p> <p>G) Enhance the naturally functioning habitat corridor of Rivers Cut and Blackwater</p> <p>H) Help the River Cut achieve good ecological potential by 2027</p> <p>I) Help the Blackwater River reach good ecological status by 2027</p> <p>J) Waterside vegetation to be managed appropriately for biodiversity</p> <p>K) Identify and protect reedbeds in the borough</p> <p><u>Heathland objectives</u></p> <p>A) Monitor BAP species and adapt habitat management</p> <p>C) Increase area of heathland</p> <p>E) Understand the distribution of heathland and bogs outside designated sites</p> <p><u>Farmland objectives</u></p> <p>A) Understand the distribution of BAP farm habitats and species</p> <p>B) Seek to increase populations of farmland birds</p> <p>C) All farmland to be managed with nature conservation as an aim</p> <p><u>Urban objectives</u></p> <p>A) Identify and protect existing key areas of urban biodiversity</p> <p>B) Make some provision for biodiversity within all urban greenspace</p> <p>C) Make provision for biodiversity within new development</p> <p>D) Increase public awareness of urban biodiversity</p> <p>E) Increase area of private greenspace and gardens managed for wildlife</p>
Role of Planning Policy	<p>National and regional policy promotes biodiversity.</p> <p>The NPPF states that Local Plans should 'plan positively' for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (Para 114).</p>

## Biodiversity

	<p>The Council will continue to engage with green infrastructure providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy policy CS1 &amp; CS7 promote the protection and enhancement of biodiversity.</p> <p>The LID SPD sets out the parameters for securing biodiversity contributions.</p> <p>The Sustainable Resource Management SPD provides 'Biodiversity' guidance for the design of developments that developers would be expected to follow.</p> <p>The SADPD will allocate sites with appropriate infrastructure which could include biodiversity.</p> <p>The Amen Corner and Warfield SPDs make provision for biodiversity enhancement.</p>
Conclusion & Action	<p>Bespoke on and/or off-site measures to mitigate the impact of development and promote biodiversity will be required from each development.</p> <p><b>Biodiversity requirements are detailed in site-specific infrastructure schedules.</b></p>

Flood Management	
Lead Organisation(s)	The Environment Agency (EA) Bracknell Forest Council
Main Sources of Information	<p>A National Assessment of Flood Risk (2009)</p> <p>The Thames Catchment Flood Management Plan (TCFMP)</p> <p>The Thames River Basin Management Plan (TRBMP)</p> <p>The Water Framework Directive</p> <p>The Flood and Water Management Act</p> <p>Strategic Flood Risk Assessment (SFRA)</p> <p>BFC Limiting the Impact of Development (LID) SPD(2007)</p> <p>Emerging National SuDS Standards and guidance</p> <p>The EA has carried out “A National Assessment of Flood Risk” (2009), setting out the risk of fluvial and coastal flooding and the EA’s response to it. “Investing in the Future: Flood and Coastal Risk Management in England” (2009) sets out the EA’s long-term investment strategy to meet the challenge over the next 25 years.</p> <p>The EA takes a strategic approach to flood risk management, assessing and managing it on a ‘whole catchment’ basis. The Thames Catchment Flood Management Plan (TCFMP) seeks a sustainable planning-led solution to flood risk management within the Thames Region. The EA has also prepared the Thames River Basin Management Plan (TRBMP) which will implement the requirements of the Water Framework Directive, including actions relating to the use of Sustainable Drainage to manage surface water.</p> <p>The Flood and Water Management Act received Royal Assent on 8<sup>th</sup> April 2010. The Act introduces amended and additional responsibilities for flood risk, affecting the EA and local authorities.</p>
Existing Provision	<p>Existing flood defences in Bracknell Forest include formal flood defences built specifically for that purpose. There are also a number of de facto flood defences (structures not specifically built to retain floodwater) providing a degree of protection against fluvial flooding.</p> <p>Flood defences include balancing ponds and other measures. There are also functional floodplains which are not appropriate locations for development.</p>

## Flood Management

	<p>All new and/or improved flood defences planned and implemented by the EA are solely for the purpose of protecting existing communities and not to facilitate new development. The risk of flooding to new development is most effectively addressed by guiding development away from areas at risk in accordance with the NPPF (Ch. 10) and the Sequential and Exception Tests.</p>
<p>Planned Provision</p>	<p>There are no specific proposed new flood defences within the Borough. The modelling of The Cut is currently taking place, although it is unlikely that the modelling of this flood plain will be completed before the adoption of the SADPD. This IDP will be updated as appropriate following completion of this work.</p> <p>Developments will be expected to mitigate flood risk by respecting relevant flood zones and by providing other measures, such as Sustainable Drainage Systems (SuDS).</p> <p>The CIRIA publication “Planning For SuDS – Making It Happen C687” provides useful information on integrating SuDS into new developments.</p>
<p>Sources of Funding</p>	<p>Costs unknown. Secured through developer contributions/in-kind provision on a site-by-site basis. Before SuDS can be adopted by the SuDS Approving Body (SAB) through the provisions of the Flood and Water Management Act 2010, the Local Authority will look favourably at the adoption of well designed, low maintenance SuDS which are offered for adoption with a Commuted Sum for future maintenance.</p>
<p>Key Issues &amp; Rationale</p>	<p>The EA considers that all of the strategic development sites (Policies SA4 - SA9) will require significant surface water management infrastructure, e.g. SuDS, to comply with National Planning Policy. It is ultimately the responsibility of those proposing development to provide this. If regional SuDS are sought, it would require a co-ordinated borough-wide approach through the SADPD and would require a large amount of space.</p> <p>These therefore need to be considered early in the planning process. Some assessment of the likely area and volume of drainage infrastructure required as part of the major proposed developments should be undertaken.</p> <p>In terms of the major proposed developments, the EA considers that the presence of drainage ditches may well indicate some degree of surface water flood risk. Where there are a number of drainage ditches, the developers will also need to consider whether any additional fluvial flood modelling is required.</p>

## Flood Management

	<p>Extensive green infrastructure should be provided at the outset and at a strategic level there is no reason why a drainage network could not be considered in conjunction with an appropriate green infrastructure network. All open watercourses should be retained with an appropriate buffer zone adjacent to each one.</p> <p>Infrastructure that needs to be working and easily accessible at all times e.g. fire stations should be located away from the small watercourses/drainage ditches and key overland flow routes. Access roads to these facilities should be located where possible to avoid the risk of small scale localised flooding preventing access. The EA is opposed to the culverting of watercourses, except in instances where it is proven that access is essential and there is no other practicable option.</p> <p>The Water Framework Directive (WFD) needs to be considered in relation to water quality and treatment. If it is shown in the River Basin Management Plan that certain watercourses require infrastructure led improvements then this should be acknowledged. If development would lead to a detriment in the WFD status of a relevant water body (without appropriate infrastructure upgrades) then the EA would have concerns.</p> <p>The provision of well designed SuDS will help to treat surface water run-off and improve water quality helping to meet any WFD requirements.</p> <p>A detailed assessment of the flood risk implications of development of the sites proposed within the SADPD will be required.</p> <p>Bracknell Forest Borough Council has published the borough's Strategic Flood Risk Assessment (SFRA) (August 2010) to determine the variation in flood risk across the borough, informing flooding policies in the Core Strategy and subsequent DPDs. This should be referred to for more details on particular SADPD development sites. It is accessible at: <a href="http://consult.bracknell-forest.gov.uk/file/1507702">http://consult.bracknell-forest.gov.uk/file/1507702</a></p> <p>The EA's SuDS guidance can found via: <a href="http://www.environment-agency.gov.uk/business/sectors/39909.aspx">http://www.environment-agency.gov.uk/business/sectors/39909.aspx</a></p> <p>CIRIA provide a SUDS Code of Practice containing design guidance and advice on drawing up model agreements: <a href="http://www.ciria.org.uk/suds/icop.htm">http://www.ciria.org.uk/suds/icop.htm</a></p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should adopt 'proactive strategies' to mitigate and adapt to climate change, taking full account of flood risk (Para 94). Local planning authorities should ensure development does not increase flood risk elsewhere when determining planning applications (Para 103).</p>

## Flood Management

	<p>The Council will continue to engage with green infrastructure providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Core Strategy Policy CS1 promotes sustainable development.</p> <p>Section 13 (Climate Change) in the LID SPD refers to Flood Risk and Drainage.</p> <p>SADPD requires SuDS to be integrated into development design. The Amen Corner and Warfield SPDs require measures to mitigate flood risk, including SuDS.</p> <p>It is anticipated that a flood risk policy will be considered as part of the new forthcoming Local Plan.</p>
<p><b>Conclusion &amp; Action</b></p>	<p>Bespoke SuDS measures will be expected from developments to reduce risk of surface water runoff to greenfield rates, thereby mitigating flood risk.</p> <p><b>Flood Management requirements are detailed in site-specific infrastructure schedules.</b></p>

Public Rights of Way	
Lead Organisation(s)	<p>Bracknell Forest Council has the duty to maintain paths but has limited capacity to improve or extend them;</p> <p>Landowners;</p> <p>Developers.</p>
Main Sources of Information	<p>Local Transport Plan 3 (2011-2026) (April 2011)</p> <p>Rights of Way Improvement Plan (ROWIP) (2006)</p> <p>Limiting the Impact of Development SPD (2007)</p>
Existing Provision	<p>77km of public rights of way (PRoW) over 153 individual paths, including footpaths, bridleways, Roads Used As Public Paths (RUPPs), Byways Open To All Traffic (BOATs), and Restricted Byways.</p> <p>244 hectares of Open Access Land is also available for public access under the Countryside and Rights of Way (CROW) Act 2000, in addition to publicly accessible Crown Estate forest and Borough Council parks and open spaces.</p> <p>There are several designated, signed routes across the borough providing important short, medium and long distance routes for walking, cycling or horseriding. These include:</p> <ul style="list-style-type: none"> <li>Ramblers Route</li> <li>Binfield Bridleway Circuit</li> <li>The Cut Riverside Path</li> <li>Blackwater Valley Path</li> <li>Three Castles Path</li> </ul> <p>Recent improvements have included surfacing of key byways and bridleways in the north of the Borough (Warfield and Winkfield).</p>
Planned Provision	<p>Refer to the ROWIP for the Action Plan which outlines the proposed new paths and linkages, physical improvements and maintenance.</p> <p>Furthermore, development will be expected to improve and where appropriate provide new links to the PRoW network.</p>
Sources of Funding	<p>Secured through developer contributions and / or in-kind provision on a site-by-site basis.</p>
Key Issues & Rationale	<p>PRoW are an integral part of a sustainable transport network in encouraging alternative modes of transport for short journeys. They should be duly considered in site layouts for interlinking services and settlements to help mitigate the affect of new development on the highway network and promote sustainable modes of transport.</p>

## Public Rights of Way

	<p>The general principle should be to safeguard the existing path network and identify opportunities to create new strategic links. This includes protecting the rural character of the path network and avoiding paths being absorbed within estate roads.</p>
<p>Role of Planning Policy</p>	<p>The NPPF states that Local Plans should 'plan positively' for an areas development and infrastructure requirements (Para 157). Planning policies should protect and enhance public rights of way and access, and seek opportunities to provide better facilities for users, for example by adding links to the existing rights of way network (Para 75).</p> <p>The Council will continue to engage with green infrastructure providers to ensure that the IDP remains responsive to changing needs, evidence base and strategies.</p> <p>Bracknell Forest's Core Strategy DPD Policy CS1 encourages development that protects and enhances the health of the local population, the quality of natural resources , including biodiversity, and the character and quality of the landscape.</p> <p>policy CS6 requires contributions towards infrastructure for sustainable modes of transport.</p> <p>Policy CS7 promotes high quality design, that aids movement through accessibility, connectivity, permeability and legibility.</p> <p>Policy CS24 requires the provision of new and/or improvement of existing, pedestrian and cycle routes to mitigate the impact of transport from development.</p> <p>The SADPD will require sites to make contributions to appropriate infrastructure which could include the PRoW network. The Amen Corner and Warfield SPDs require enhancement of existing and the creation of new PRoWs.</p>
<p>Conclusion &amp; Action</p>	<p>Infrastructure requirements have been identified that developers will be expected to provide/contribute towards.</p> <p><b>Public Rights of Way has been included in site-specific infrastructure schedules.</b></p>

# 7 Infrastructure Delivery Schedules - Strategic Sites (SA4 - SA9)

**7.0.1** The following section outlines site-specific infrastructure requirements for each of the new Urban Extensions identified in the SADPD document.

**7.0.2** These urban extensions are:

- Policy SA4 - Land at Broadmoor, Crowthorne
- Policy SA5 - Land at TRL, Crowthorne
- Policy SA6 - Land at Amen Corner North, Binfield
- Policy SA7 - Land at Blue Mountain, Binfield
- Policy SA8 - Land at Amen Corner (South), Binfield
- Policy SA9 - Land at Warfield

**7.0.3** A 'General Infrastructure Schedule' then follows that should be referred to alongside any site-specific schedule.

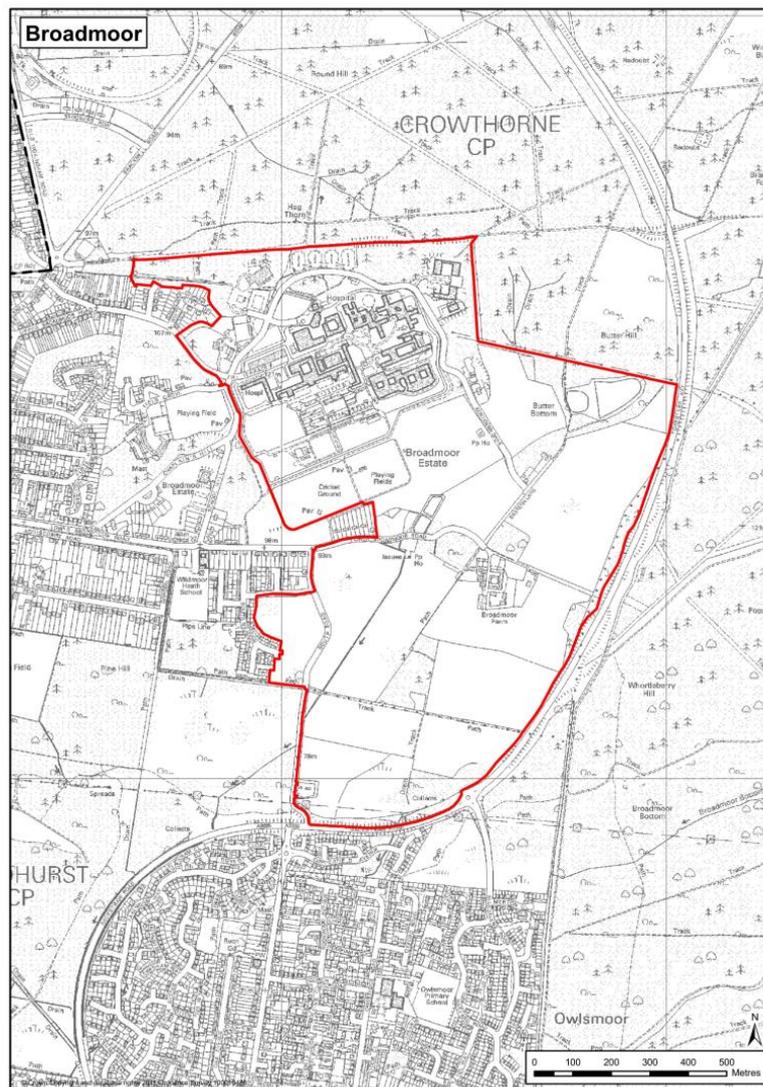
## 7.1 Policy SA4 - Land at Broadmoor, Crowthorne

**7.1.1** Land at Broadmoor, Crowthorne is identified for a comprehensive mixed-use development.

**7.1.2** Refer to the Draft Submission Proposals Map for the land allocation.

**7.1.3** The following schedule, in conjunction with the 'General Infrastructure Schedule', provides a comprehensive list of infrastructure required to support this development (SADPD Policy SA4).

**Figure 7.1 Broadmoor - Location Plan**



Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<b>Transport infrastructure</b>				
<b>Local Road Network</b>				
In-kind and/or financial contributions towards capacity improvements to junctions listed in Table 6.1 'Proposed junction improvements' and, if demonstrated to be necessary by robust evidence, to capacity improvements to roads and junctions outside the Borough. Details to be determined following the submission of a Transport Assessment at the planning application stage.  The development will be required to provide a Travel Plan.	To be determined by the Local Planning Authority in discussion with landowner/developer.  Phased provision as needed, as this and other development progress.	Bracknell Forest Council;  Developer (with highway authority approval).	Schemes delivered in-kind through s278 or s38 highway legal agreements, or by developer contributions (s106/CIL) to value of £1.96m.  Each Travel Plan costs £10k for future monitoring and review.	Phasing of development and coordination of works;  Pooling of contributions from other developments;  Allocation of CIL funding;  Obligations by agreement to be entered into.
<b>Footpaths &amp; Cycleways</b>				
In-kind and/or financial contributions towards the construction of new links and improvements to the existing footpath/cycleway network, providing pedestrian and cycle access from the development to facilities including education, employment and shops. Such as:  1) Converting South Rd to footway/cycletrack and connecting to Owlsmoor via Toucan Crossing across Rackstraw Road;  2) Improvements to Upper Broadmoor Rd linking to B3348 Bracknell Road and Foresters Way;  3) Improvements to Sandhurst Rd linking to Lower Broadmoor Rd.;  4) Improving walking and cycling links to primary educational facilities and Edgbarrow secondary school;  5) Further improvements to the network within 3km of the site.	To be provided early in development to influence travel behaviour.  To be determined by the Local Planning Authority.			
<b>Public Transport</b>				
	To be provided early in development to influence travel behaviour - to be determined by the Local Planning Authority.	Bracknell Forest Council;		Phasing of this and other developments;

Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Improving links to Bracknell Town Centre and links to wider area, including the TRL development and Crowthorne Rail Station.</p> <p>All properties within 400m walking distance of Bus stops.</p> <p>Bus infrastructure improvements (inc. real time passenger information, Kassel kerbs, shelters).</p>		<p>Bus operators;</p> <p>Developer.</p>		<p>Pooling of contributions from other developments;</p> <p>Allocation of CIL funding;</p> <p>Bus operator agreement;</p> <p>Bus operator tendering.</p>
<b>Waste Management</b>				
<p><b>Waste &amp; Recycling</b></p> <p>On-site in-kind provision of one overground waste recycling facility with good access, providing an area of hardstanding to accommodate 3 glass banks, a charity clothing bank and a litter bin.</p>	<p>Provide facility no later than completion of 200<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council;</p> <p>re3 partnership;</p> <p>Developer.</p>	<p>Provided on-site in-kind.</p> <p>Overground banks provided by re3 and charities.</p>	<p>Obligations by agreement to be entered into.</p>
<b>Utilities</b>				
<p><b>Water Supply</b></p> <p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW);</p> <p>Developer</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades;</p> <p>Alignment with SEW's investment programme.</p> <p>Requires early engagement between developers and SEW to understand proposals.</p>
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p>	<p>By agreement between the developer and utility provider.</p> <p>Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3</p>	<p>Thames Water (TW);</p> <p>Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p>	<p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p>

Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
Served by Easthampstead Park STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.	year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.		Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.  Upgrades can be undertaken outside of this process but may require developer funding.	Requires early engagement between developers and TW to understand proposals and impact on service.
<b>Electricity</b>  Electricity Distribution – potential requirement for upgrades to existing 11KV infrastructure.  National Grid high voltage overhead lines cross this site. This constraint must be assessed in the site design and layout	Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.  Upgrades would not normally exceed 2 years therefore should not impede development.	Scottish and Southern Energy (SSE)  Developer  National Grid	Initial impact studies funded by developers.  Costs of infrastructure improvements apportioned between Southern Electricity Power Distribution and developer.  Re-routing of power lines (if required by design solution) would need to be funded by the developer.	Phasing;  Time taken for upgrades.  Requires early engagement between developers and utility provider to understand proposals and impact on service.  Either the layout will have to accommodate power lines or the lines will need re-routing; funded by the developer, subject to agreement with National Grid.
<b>Education</b>				
<b>Early Years</b>  No additional infrastructure is likely to be required as it is anticipated the redevelopment of Broadmoor Hospital will include a new extended daycare centre to replace 'the Squirrels', and could provide services accessible to the public. Otherwise, contributions towards an early years element in the new community hub at TRL will be sought.	If contributions are required, phasing will accord with timing specified under 'Community Facilities'.	West London Mental Health Trust	To be determined if a requirement is identified.	Contributions are dependent on the new extended daycare centre providing services accessible to the public.



<b>Land at Broadmoor Hospital, Crowthorne</b>				
<b>Infrastructure required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependencies</b>
<b>Libraries</b> Contribution towards enhancement of existing facilities able to serve development.	To be determined by the Local Planning Authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £70k.	Subject to viability and assessment of need at the time of the planning application.
<b>Built Sports</b> Contribution towards provision of additional and enhancement of existing facilities able to serve the development.			Developer contribution (s106/CIL) of £200k.	
<b>Health</b>				
<b>Primary Health Care</b> Financial contribution towards the expansion of Heath Hill Road Surgery, Crowthorne, subject to robust justification from the PCT.	To be determined.	PCT; Developer.	Cost and source of funding unknown.	Site constraints; Justification.
<b>Green Infrastructure</b>				
<b>Open Space</b> On-site in-kind provision of at least 4.78 hectares of Open Space of Public Value (OSPV)(includes re-provision of lost OSPV at Land South of Cricket Field Grove, SHLAA Ref. 76), and 30 years maintenance contribution if transferred to the Council.  Opportunities should be sought for:  Protecting, extending and connecting to existing woodlands  Active provision; particularly safeguarding or mitigating potential loss of sports pitches  Raising quality of existing green spaces Creating new links between and extensions of existing green spaces Identifying and providing new larger recreational open spaces	To be determined by the Local Planning Authority at the planning application stage.  It is important that a proportion of new recreational facilities are provided (built and available for use) at an early stage to meet the needs of new residents moving in to the development.	Bracknell Forest Council; Voluntary Sector; Developer. Allotments to be offered to Parish Council – potentially managed by allotment association.	On-site in-kind provision of open space + 30 years commuted maintenance sums if transferred to the Council.	Maintenance sum is dependent on transferral of OSPV for commuted maintenance by BFC.

Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
<p>Sports pitches will be sought as part of an active open space element, including mitigating for the loss of facilities at Cricket Field Grove.</p> <p>OSPV should include 15 allotment plots on 0.38ha (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Play and youth provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FiT), Play England and Sport England standards.</p>				
<p><b>SPA Avoidance and Mitigation</b></p> <p>Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) significantly in excess of 8ha per 1,000 new population including maintenance measures in perpetuity.</p> <p>A financial contribution towards Strategic Access Management and Monitoring.</p> <p>Any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>SANG provision will need to significantly exceed normal standards in order to avoid increased recreational pressure on the SPA. In particular, access routes into Wildmoor Heath will need to be carefully designed and managed. As part of the avoidance measures package, an area of land to the south of the site may need to be excluded from public access to provide ecological mitigation for sensitive species.</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>On-site, in-kind provision of SANG + maintenance measures in perpetuity + £168k SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>

Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>The bespoke SANG would need to be significantly in excess of 7.67 hectares (415 dwellings (SA4 development (270 dwellings), plus mitigation for development on Land at Cricket Field Grove, Crowthorne (SA2) (145 dwellings)) x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the no. of dwellings changes. SAMM contributions will depend on housing mix.</p> <p>The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p> <p>The actual amount of SANG required is not specified because it will be an offer of land from the developer which will need to pass an Appropriate Assessment.</p>				
<p><b>Biodiversity</b></p> <p>To reflect the range of habitats on the site and the ecologically important setting of the development, an exceptional level of biodiversity provision will be required.</p> <p>The site will be expected to contribute towards the Thames Basin Heaths Biodiversity Opportunity Area (BOA) habitat targets: recreation of lowland heath, lowland acid grassland and maintain existing wetland habitats including fen and mesotrophic standing water.</p> <p>An area of land to the south of the site may need to be excluded from public access and would provide ideal ecological mitigation for sensitive species * (ref. Phasing).</p> <p>Public access to habitats supporting schedule 1 birds (particularly ground nesting species) should be carefully controlled or avoided.</p>	<p>Protection in place from start of construction.</p> <p>New and enhanced features in place commensurate with phase of development they relate to unless establishment time required indicates that features are in place in advance.</p> <p>*Provided prior to development.</p>	<p>Bracknell Forest Council; Voluntary Sector (Local Wildlife Groups); Developer.</p>	<p>Bespoke measures will be required to mitigate and compensate any habitat loss in addition to enhancements.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p> <p>Ability to link habitats with wildlife corridors.</p>



Land at Broadmoor Hospital, Crowthorne				
Infrastructure required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Public Rights of Way (PRoW)</b></p> <p>BFC has a duty to assert and protect the rights of the public.....and to prevent so far as possible the stopping up or obstruction of all their highways (Highways Act 1980).</p> <p>The first principle should be to protect and enhance existing PRoW. Planning permission does not mean that paths can be extinguished or diverted; this can only happen subject to consideration of an application for a Modification Order.</p> <p>Three Castles Path (also Ramblers route) passes through site.</p> <p>Crowthorne FP8 (Sandhurst FP21 for part). This should be protected – with potential consideration re. upgrading to bridleway status.</p> <p>Opportunities should be sought to connect to Crowthorne village and attract people away from the Thames Basin Heath SPA.</p> <p>South Road has good potential to be utilised by walkers cyclists and horse riders – with direct links to existing paths.</p> <p>Provision should accord with LTP3 Policy TP9.</p>	<p>To be determined.</p> <p>Commensurate with phase of development they relate to.</p> <p>Rights of way to be retained must be protected and managed from the outset.</p> <p>The grant of planning permission does not entitle developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed.</p> <p>Development, in so far as it affects a right of way, should not be started and the right of way should be kept open for public use, unless or until the necessary order has come into effect.</p>	<p>Bracknell Forest Council (BFC/landowner has duty to maintain paths but limited capacity to improve or extend).</p> <p>Developers.</p>	<p>Bespoke measures delivered in-kind by developer, plus contribution (s106/CIL): £9k for infrastructure required to mitigate the impacts to rights of way network off-site.</p>	<p>Phasing of development;</p> <p>Land owner agreement;</p> <p>Allocation of CIL funding.</p> <p>Ability to protect and buffer the setting of paths/ways and not just the right of way itself, avoiding urbanisation.</p> <p>Reference should be made to DOE Circular 2/1993 annex D 4) and Extract from Rights of way circular 1-09, Section 7. Planning permission and public rights of way; 7.8.</p>

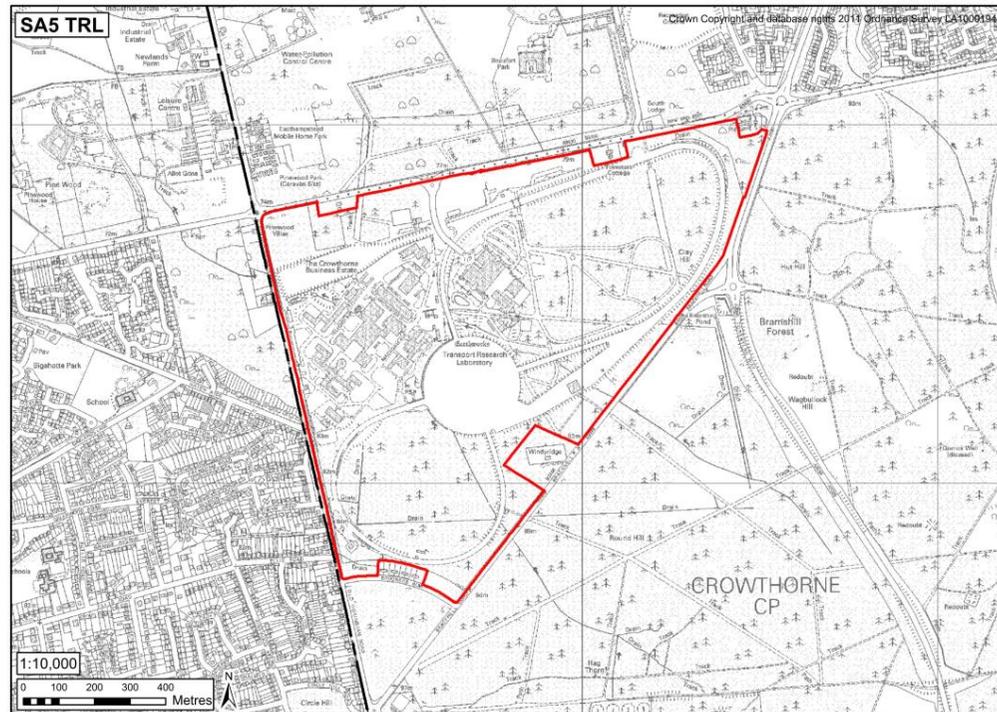
## 7.2 Policy SA5 - Land at Transport Research Laboratory, Crowthorne

**7.2.1** Land at the Transport Research Laboratory (TRL), Crowthorne is identified for a comprehensive mixed-use development that maintains a buffer between Crowthorne and Bracknell.

**7.2.2** Refer to the Draft Submission Proposals Map for the land allocation.

**7.2.3** The following schedule, in conjunction with the 'General Infrastructure Schedule', provides a comprehensive list of infrastructure required to support this development (SADPD Policy SA5).

**Figure 7.2 TRL - Location Plan**



Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<b>Transport infrastructure</b>				
<b>Local Road Network</b>				
In-kind and/or financial contribution towards capacity improvements to junctions listed in Table 6.1 'Proposed junction improvements' and, if demonstrated to be necessary by robust evidence, to capacity improvements to roads and junctions outside the Borough. Details to be determined following the submission of a Transport Assessment at the planning application stage.  The development will be required to provide a Travel Plan.	To be determined by the Local Planning Authority in discussion with landowner/developer.  Phased provision as needed, as this and other development progress.	Bracknell Forest Council;  Developer (with highway authority approval).	Schemes delivered in-kind through s278 or s38 highway legal agreements, or by Developer contributions (s106/CIL) to value of £3.85m.  Each Travel Plan costs £10k for future monitoring and review.	Phasing of development and coordination of works;  Pooling of contributions from other developments;  Allocation of CIL funding;  Obligations and agreements to be entered into.
<b>Footpaths &amp; Cycleways</b>				
In-kind and/or financial contributions towards the construction of new links and improvements to the existing footpath/cycleway network, providing pedestrian and cycle access from the development to facilities including education, employment and shops. Such as:  1) Upgrading links to the north including South Rd, improving links to Easthampstead Park secondary school and also to the South;  2) Improvements to Old Wokingham Road/Bracknell Rd and through Crowthorne High Street connecting to existing network;  3) Accessibility improvements to Crowthorne rail station including improvements along Dukes Ride;  4) Further improvements to the network within 3km of the site.	To be provided early in development to influence travel behaviour.  To be determined by the Local Planning Authority and any other relevant authority.			
<b>Public Transport</b>				
Improving links to Bracknell Town Centre and the wider area, including Broadmoor and Crowthorne Rail Station.	To be provided early in development to influence travel behaviour - to be determined by the Local Planning Authority.	Bracknell Forest Council;  Bus operators;  Developer.		Phasing of this and other developments;  Pooling of contributions from other developments;

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Enhancements to commercial service 194 (linking Bracknell to Crowthorne &amp; Sandhurst) would be required.</p> <p>All properties within 400m walking distance of Bus stops;</p> <p>Bus infrastructure improvements (inc. real time passenger information, Kassel kerbs, shelters).</p>				<p>Allocation of CIL funding;</p> <p>Bus operator agreement;</p> <p>Bus operator tendering.</p>
<b>Waste Management</b>				
<b>Waste &amp; Recycling</b>				
<p>On-site in-kind provision of waste recycling facilities with good access.</p> <p>Provision of either:</p> <p>1) one underground waste recycling facility; or, 2) two overground waste recycling facilities</p> <p>Each on hardstanding, accommodating 3 glass banks, a charity clothing bank and a litter bin.</p>	<p>If underground recycling facility: provide facility no later than after completion of 700<sup>th</sup> dwelling.</p> <p>If overground recycling facilities: provide first facility no later than upon completion of 250<sup>th</sup> dwelling and second facility no later than upon completion of 800<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council; re3 partnership; Developer.</p>	<p>Provided on-site in-kind.</p> <p>Underground facility costs £40k.</p> <p>Overground banks provided by re3 and charities.</p>	<p>Phasing of development;</p> <p>Obligations by agreement to be entered into.</p>
<b>Utilities</b>				
<b>Water Supply</b>				
<p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW) Developer</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades;</p> <p>Alignment with SEW's investment programme.</p> <p>Requires early engagement between developers and SEW to understand proposals.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p> <p>Served by Easthampstead Park STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.</p>	<p>By agreement between the developer and utility provider.</p> <p>Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3 year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.</p>	<p>Thames Water (TW);</p> <p>Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.</p> <p>Upgrades can be undertaken outside of this process but may require developer funding.</p>	<p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p> <p>Requires early engagement between developers and TW to understand proposals and impact on service.</p>
<p><b>Electricity</b></p> <p>Electricity Distribution – potential requirement for local upgrades to existing 11KV infrastructure.</p> <p>In addition, the development may (depending upon final load estimates) require a new Primary Sub Station Site to be provided. An area approximately 30m x 40m would typically be needed to house substation equipment.</p>	<p>By agreement between the developer and utility provider.</p> <p>Upgrades would not normally exceed 2 years therefore should not impede development.</p>	<p>Scottish and Southern Energy (SSE);</p> <p>National Grid;</p> <p>Developer.</p>	<p>Initial impact studies funded by developers.</p> <p>Costs of infrastructure improvements apportioned between Southern Electric Power Distribution and developer.</p>	<p>Phasing;</p> <p>Time taken for upgrades.</p> <p>Requires early engagement between developers and utility provider to understand proposals and impact on service.</p>
<b>Education</b>				
<p><b>Early Years</b></p> <p>An early years element is included within the community hub.</p>	<p>Refer to 'Community Facilities'.</p>		<p>Spatial requirements for Early Years have been factored into Community Facility costing.</p>	<p>Delivery of the Community Hub.</p>
<p><b>Primary Education</b></p> <p>On-site in-kind provision or financial contribution for new 2FE primary school with nursery element on sufficient land to allow expansion up to 3FE.</p>	<p>To provide school buildings fully equipped with furniture, ICT etc. &amp; fitted out ready for opening, inc. parking, playgrounds, playing fields &amp; ancillary facilities.</p>	<p>Bracknell Forest Council;</p> <p>Education provider;</p> <p>Developer.</p>	<p>In-kind provision or Developer contribution of £6.71m plus land for school provision.</p>	<p>Obligations by agreement to be entered into.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
	<p>Construction of the school should coincide with the commencement of housing development.</p> <p>As an interim measure developers will be required to make provision for temporary accommodation fully equipped &amp; fitted out for use until new school buildings are ready for opening.</p>			
<p><b>Secondary Education</b></p> <p>Financial contribution towards enhancement of Easthampstead Park School.</p>	<p>Financial contribution upon commencement of development.</p> <p>As an interim measure developers will be required to make provision for temporary accommodation fully equipped &amp; fitted out for use until new school buildings are ready for opening.</p>		Developer contribution of £3.18m.	
<p><b>Further Education</b></p> <p>Financial contribution towards Sixth Form element at Easthampstead Park School.</p>			Developer contribution of £720k.	
<p><b>Special Educational Needs</b></p> <p>Financial contributions towards SEN provision on land at Blue Mountain.</p>			Developer contribution of £1.07m.	<p>Delivery of Blue Mountain site.</p> <p>Obligations and agreements to be entered into.</p>
Community Infrastructure				
<p><b>Community Facilities</b></p> <p>On-site in-kind provision of a multi-functional community hub; accommodating a community centre, youth centre, early years nursery, children's centre, police point and community café, with appropriate car parking, and the safeguarding of sufficient land to accommodate a c.200m<sup>2</sup> (GIA) extension and supporting infrastructure (e.g. landscaping and parking) following contributions from the Broadmoor residential development.</p>	<p>Provide a temporary community facility (comprising at least 2 halls) no later than upon completion of the 50<sup>th</sup> dwelling and a permanent facility completed and transferred to the Council no later than upon completion of the 500<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council; Developer; Community Association; Faith Group.</p>	<p>On-site in-kind provision of facility consisting c. 740m<sup>2</sup> GIA and 60m<sup>2</sup> outdoor play space at cost of £1.67m (in addition to land).</p>	<p>Subject to land availability and viability.</p> <p>Obligations by agreement to be entered into.</p> <p>Medium risk: considered an important element of a sustainable community.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
		Transferred to Bracknell Forest Council upon delivery, for management by community association or other management body as appropriate.		
<b>Libraries</b> Financial contribution towards the enhancement of existing facilities able to serve development.	To be determined by the Local Planning Authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £270k.	Subject to viability and assessment of need at the time of the planning application.  Allocation of CIL funding.
<b>Built Sports</b> Financial contribution towards the provision of additional and enhancement of existing facilities able to serve the development.			Developer contribution (s106/CIL) of £770k.	
<b>Emergency Services</b>				
<b>Police Service</b> Police point required as part of the multi-functional community facility.	Refer to phasing of community facility.	TVPA; Developer.	Spatial requirements and fit-out costs have been factored into 'community facility' costing.	Subject to viability and justification.
<b>Green Infrastructure</b>				
<b>Open Space</b> On-site in-kind provision of at least 9.93 hectares of Open Space of Public Value (OSPV) and 30 years maintenance contribution if transferred to the Council.  Woodland character should be protected and enhanced. Good opportunity to incorporate trees and woodland areas as key landscape features.  Buffers considered important between retained woodland and housing - with development fronting these features.	To be determined by the Local Planning Authority.  Due to complexity of site, consider requirement for a woodland management / forestry operations plan to be instigated in advance of commencing housing parcels – a planned approach to thinning, felling and possible new planting would be more cost effective and efficient (and	Bracknell Forest Council; Voluntary Sector; Developer.  Allotments to be offered to Parish Council – potentially managed by allotment association.	On-site in-kind provision of open space + 30 years commuted maintenance sums if transferred to the Council.	Maintenance sum is dependent on transferral of OSPV for commuted maintenance by BFC.

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Opportunities should be sought for:</p> <ul style="list-style-type: none"> <li>Raising quality of existing green spaces</li> <li>Creating new links between and extensions of existing green spaces</li> <li>Identifying and providing new larger recreational open spaces</li> </ul> <p>OSPV to provide 30 allotment plots on 0.75 hectares (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Sports pitches will be sought as part of an active open space element.</p> <p>In accordance with Core Strategy Policy CS8, the existing tennis courts that will be lost as part of the site's redevelopment, should be re-provided elsewhere on the site.</p> <p>Play and youth provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FiT), Play England and Sport England standards.</p>	<p>support Forestry Commission / Fire Brigade guidance re. minimising fire risk).</p> <p>Play provision should be phased to provide facilities by the time 50% of the new housing served by the play area is occupied.</p>			
<p><b>SPA Avoidance and Mitigation</b></p> <p>The site borders the SPA and will therefore require:</p> <ul style="list-style-type: none"> <li>Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) significantly in</li> </ul>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>On-site, in-kind provision of SANG + maintenance measures in perpetuity + £661k SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>excess of 8 hectares per 1,000 new population including maintenance measures in perpetuity.</p> <p>A financial contribution towards Strategic Access Management and Monitoring (SAMM).</p> <p>Any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>SANG provision will need to be of an exceptionally high standard (refer to recent Appeal Decision: 07/01196/OUT of 8th June 2009) in order to avoid increased recreational pressure on the SPA.</p> <p>Based on 1,000 dwellings, the bespoke SANG would need to be significantly in excess of 18.48 hectares (1,000 dwellings x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the number of dwellings changes.</p> <p>SAMM contributions will depend on housing mix. The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p> <p>The actual amount of SANG required is not specified because it will be an offer of land from the developer which will need to pass an Appropriate Assessment.</p>	<p>SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>			<p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>
<p><b>Biodiversity</b></p> <p>To contribute towards the Thames Basin Heaths BOA habitat targets: recreation of lowland heath, lowland acid grassland and maintain existing wetland habitats including fen and mesotrophic standing water.</p> <p>Provision of SANGs should not prevent the restoration of appropriate heathland habitats.</p>	<p>Protection in place from start of construction.</p> <p>New and enhanced features in place commensurate with phase of development they relate to unless establishment time required indicates that features are in place in advance.</p>	<p>Bracknell Forest Council;</p> <p>Voluntary Sector (Local Wildlife Groups);</p> <p>Developer.</p>	<p>Bespoke measures depending on survey results will be required to mitigate and compensate any habitat loss in addition to enhancements.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Public access from the site to nearby habitats supporting Annex 1 birds (particularly ground nesting species) should be carefully controlled or avoided.</p> <p>At a cross boundary level (re. Wokingham Borough Council), habitat along the northern and southeast boundaries should be connected with areas in the neighbouring borough in order to link habitats.</p>				
<p><b>Flood Management</b></p> <p>Sustainable Drainage Systems (SuDS) should be integrated into site design to mitigate flood risk and flood exceedance routes and long term storage provided where necessary.</p> <p>SuDS should be on or as close as possible to the surface to minimise maintenance costs and provide a host of other sustainability benefits including amenity and biodiversity benefits and to mitigate the effects of pollution within surface water bodies.</p> <p>SuDS should ensure there is no increase in surface water runoff rates and volumes. Environment Agency, emerging National and Local Authority guidance should be followed for the design parameters.</p> <p>Site layout and design needs to take into account numerous watercourses and drains on site that indicate a susceptibility to surface water flooding. In addition, watercourses drain into Emm Brook which has problems from surface water flooding.</p> <p>Generally, existing watercourses should be retained, enhanced, de-culverted and together with new SuDS watercourses and features buffered (by a minimum of 5m) by green strips from development. They should, together with other SuDS features, be integrated into green infrastructure to combine a valuable network of wildlife habitats with flood mitigation.</p>	<p>Sufficient surface water mitigation and management measures should be in place for each development phase.</p>	<p>Bracknell Forest Council, Developers, Environment Agency.</p>	<p>Site design and layout issue. Potential to integrate with green infrastructure (OSPV or SANG).</p> <p>Commuted sums for future maintenance of SuDS.</p>	<p>Design and layout of development to accord with site-specific Flood Risk Assessment (FRA), Environment Agency approval, and any National and local standards for SuDS to be adopted by the local authority.</p>

Land at Transport Research Laboratory, Crowthorne				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
Opportunities should be taken to integrate SuDS (both hard and soft designs) on this site into the layout in an attractive way that creates attractive urban design; visual, biodiversity, recreational assets and surface water harvesting.				
<p><b>Public Rights of Way (PRoW)</b></p> <p>Opportunity to establish new pedestrian/cycle links between Crowthorne and south west edge of Bracknell (Great Hollands/Hanworth) away from busy road network.</p> <p>Improve links to existing rights of way network on neighbouring land.</p> <p>Provision should accord with LTP3 Policy TP9.</p>	To be determined. Commensurate with phase of development they relate to.	Bracknell Forest Council (BFC/landowner has duty to maintain paths but limited capacity to improve or extend),  Developers.	Provided in-kind or developer contribution (s106/CIL): estimated cost of £33k re. creation of a north-south link to provide a green route for pedestrians and cyclists, in open space away from roads.	Phasing of development; Land owner agreement; Allocation of CIL funding.



Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<b>Transport Infrastructure</b>				
<b>Local Road Network</b>				
In-kind and/or financial contribution towards capacity improvements to junctions listed in Table 6.1 'Proposed junction improvements'. Details to be determined following the submission of a Transport Assessment at the planning application stage.  The development will be required to provide a Travel Plan.	To be determined by the Local Planning Authority in discussion with landowner/developer.  Phased provision as needed, as this and other development progress.	Bracknell Forest Council;  Wokingham Borough Council;  Developer (with highway authority approval).	Schemes delivered in-kind through s278 or s38 highway legal agreements, or Developer contributions (s106/CIL) to value of £1.5m.  Each Travel Plan costs £10k for future monitoring and review.	Phasing of development and coordination of works;  Pooling of contributions from other developments;  Allocation of CIL funding;  Obligations by agreement to be entered into.
<b>Footpaths &amp; Cycleways</b>				
In-kind and/or financial contributions towards the construction of new links and improvements to the existing footpath/cycleway network, providing pedestrian and cycle access from the development to facilities including education, employment and shops. Such as:  1) Further improvements to the B3408 providing safe pedestrian / cycle crossings linking the site to the existing network including access to the proposed educational facilities on Blue Mountain development;  2) Providing safe links to the southern Amen Corner SPD site including the proposed primary school and easy access to Bracknell Town Centre;  3) Improvements to Beehive Road linking the development to the industrial estates and Cain Road;  4) Improvements to the north linking site to schools and facilities within Binfield.	To be provided early in development to influence travel behaviour.  To be determined by the Local Planning Authority.			
<b>Public Transport</b>				
	To be provided early in development to influence travel behaviour - to be determined by the Local Planning Authority.	Bracknell Forest Council;		Phasing of this and other developments;

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Future Bus access - Direct Links to and from Bracknell Town Centre and linking into the wider area and the future development planned for the area (e.g. Warfield, Blue Mountain &amp; Amen Corner South).</p> <p>Investigate potential links and opening up of closed off roads for bus only to maximise bus accessibility.</p> <p>All properties within 400m walking distance of Bus stops; Bus infrastructure improvements (inc. real time passenger information, Kassel kerbs, shelters).</p>		<p>Bus operators;</p> <p>Developer.</p>		<p>Pooling of contributions from other developments;</p> <p>Allocation of CIL funding;</p> <p>Bus operator agreement;</p> <p>Bus operator tendering.</p>
Waste Management				
<p><b>Waste &amp; Recycling</b></p> <p>On-site in-kind provision of one overground waste recycling facility with good access, providing an area of hardstanding to accommodate 3 glass banks, a charity clothing bank and a litter bin.</p>	<p>Provide facility no later than upon completion of 250<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council;</p> <p>re3 partnership;</p> <p>Developer.</p>	<p>Provided on-site in-kind.</p> <p>Overground banks provided by re3 and charities.</p>	<p>Obligations by agreement to be entered into.</p>
Utilities				
<p><b>Water Supply</b></p> <p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW)</p> <p>Developer</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades;</p> <p>Alignment with SEW's investment programme.</p> <p>Requires early engagement between developers and SEW to understand proposals.</p>
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p>	<p>By agreement between the developer and utility provider.</p>	<p>Thames Water (TW);</p> <p>Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p>	<p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p>

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
Served by Bracknell STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.	Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3 year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.		Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.  Upgrades can be undertaken outside of this process but may require developer funding.	Requires early engagement between developers and TW to understand proposals and impact on service.
<b>Electricity</b>  Electricity Distribution – potential requirement for local upgrades to existing 11KV infrastructure.	Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.  Upgrades would not normally exceed 2 years therefore should not impede development.	Scottish and Southern Energy (SSE);  National Grid;  Developer.	Initial impact studies funded by developers.  Costs of infrastructure improvements apportioned between Southern Electric Power Distribution and developer.	Phasing;  Time taken for upgrades.
<b>Education</b>				
<b>Early Years</b>  An early years element is included within the community hub on land at Blue Mountain.	Refer to 'Community Facilities'.		Spatial requirements for Early Years have been factored into Community Facility costing.	Delivery of the Community Hub.
<b>Primary Education</b>  Financial contribution towards equivalent of 0.84FE additional primary school and nursery places, to be provided on land at Amen Corner South, Blue Mountain and/or an appropriate alternative location.	Financial contribution upon commencement of development.  As an interim measure developers will be required to make provision for temporary accommodation fully equipped & fitted out for use until new school buildings are ready for opening.	Bracknell Forest Council;  Education provider;  Developer.	Developer contribution of £2.68m.	Development of Amen Corner South and Blue Mountain educational facilities.
<b>Secondary Education</b>  Financial contribution towards development of new secondary school on land at Blue Mountain - equivalent to 0.4FE. Provision includes 6th form places.			Developer contribution of £1.28m.	Delivery of Blue Mountain educational facilities.

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<b>Further Education</b>			Developer contribution of £290k.	
Financial contribution towards Sixth Form element at new secondary school at Blue Mountain.				
<b>Special Educational Needs</b>			Developer contribution of £430k.	
Financial contributions towards SEN provision on land at Blue Mountain.				
Community Infrastructure				
<b>Community Facilities</b>	Provide no later than upon completion of the 200 <sup>th</sup> dwelling.	Bracknell Forest Council; Developer.	Developer contribution of £870k.	Subject to delivery of facility on land at Blue Mountain and/or at Farley Wood;  Funding alignment;  Viability.  Medium risk: considered an important element of a sustainable community.
Financial contribution towards the proposed community hub on land at Blue Mountain and/or Farley Wood Community Facility (Ref. 'Community Facilities' under the SA6 infrastructure schedule).				
<b>Libraries</b>	To be determined by the Local Planning Authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £110k.	Subject to viability and assessment of need at the time of the planning application.
Contribution towards enhancement of existing facilities able to serve development.				
<b>Built Sports</b>			Developer contribution (s106/CIL) of £310k.	Allocation of CIL funding.
Contribution towards provision of additional and enhancement of existing facilities able to serve the development.				
Emergency Services				

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Police Service</b></p> <p>Financial contributions towards a police point required as part of Community Hub. Refer to 'Community Facilities'.</p>	Refer to phasing of community facility.	TVPA;  Developer.	Spatial requirements and fit-out costs have been factored into 'Community Facility' costing.	Subject to viability and justification.
<b>Green Infrastructure</b>				
<p><b>Open Space</b></p> <p>On-site in-kind provision of at least 3.97 hectares of Open Space of Public Value (OSPV) and 30 year maintenance contribution if transferred to the Council.</p> <p>The following OSPV elements will be sought:</p> <p>LEAP/NEAP play provision 20 allotment plots on 0.5 hectare (based on a plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking. an area of open space suitable to mark out as an adult-size football pitch (126m x 96m as per Sport England guidance) that would allow BFC the flexibility to convert in the future, i.e. on appropriate ground conditions: consideration for level, gradient, drainage etc. Parking for future football use should be considered.</p> <p>Veteran trees and historic landscape to be protected and buffered.</p> <p>Opportunities should be sought for:</p> <p>Raising quality of existing green spaces Creating new links between and extensions of existing green spaces Identifying and providing new larger recreational open spaces</p>	<p>To be determined by the Local Planning Authority.</p> <p>Protection to be in place from outset.</p>	<p>Bracknell Forest Council;  Voluntary Sector;  Developer.</p> <p>Allotments to be offered to Parish Council – potentially managed by allotment association.</p>	<p>On-site in-kind provision of open space + 30 years commuted maintenance sums if transferred to the Council.</p>	<p>Maintenance sum is dependent on transferral of OSPV for commuted maintenance by BFC.</p>

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Play provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FIT), Play England and Sport England standards.</p>				
<p><b>SPA Avoidance and Mitigation</b></p> <p>Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) of at least 8 hectares per 1,000 new population (an alternative will be acceptable subject to passing an Appropriate Assessment and in agreement with Natural England) including maintenance measures in perpetuity a financial contribution towards Strategic Access Management and Monitoring any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>Based on 400 dwellings, the bespoke SANG would need to be at least 7.39 hectares (400 dwellings x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the number of dwellings changes. SAMM contributions will depend on housing mix.</p> <p>The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p> <p>Link to SANG provision from Amen Corner SPD; however, on-site bespoke SANG must be suitable as a standalone site.</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution); SAMM - Natural England, with contributions, funded by developer.</p>	<p>Provision of bespoke SANG + maintenance measures in perpetuity + £264k SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>

Land at Amen Corner North, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Biodiversity</b></p> <p>To include special measures for two ancient woodland Local Wildlife Sites on edge of development area. These habitats should be expanded, buffered, linked and restored.</p> <p>Hedgerows, notable trees, semi-improved grassland and ponds are likely to form the basis of an ecological network providing corridors for wildlife and ensuring adequate foraging areas for species.</p> <p>The current farmland mixture of habitats is likely to indicate that some farmland species not suited to public open space may need to be provided for either on or off site.</p> <p>At a cross-boundary level, ancient woodland within the site should be connected to other ancient woodland fragments to the north and west within Wokingham borough.</p>	<p>Protection in place from start.</p> <p>New and enhanced features in place commensurate with phase of development they relate to unless establishment time required indicates that features are in place in advance.</p>	<p>Bracknell Forest Council;</p> <p>Voluntary Sector (Local Wildlife Groups);</p> <p>Developer.</p>	<p>Bespoke measures depending on survey results will be required to mitigate and compensate any habitat loss in addition to enhancements.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p>
<p><b>Flood Management</b></p> <p>Sustainable Drainage Systems (SuDS) should be integrated into site design to mitigate flood risk and flood exceedance routes, and long term storage provided where necessary.</p> <p>SuDS should be on or as close as possible to the surface to minimise maintenance costs and provide a host of other sustainability benefits including amenity and biodiversity benefits and to mitigate the effects of pollution within surface water bodies.</p> <p>Source Protection Zone should be viewed as indication of underlying aquifer. Sufficient treatment stages should be provided to protect any aquifer.</p> <p>SuDS should ensure there is no increase in surface water runoff rates and volumes. Environment Agency, emerging National and Local Authority guidance should be followed for the design parameters.</p>	<p>Sufficient surface water mitigation and management measures should be in place for each development phase.</p>	<p>Bracknell Forest Council,</p> <p>Developers,</p> <p>Environment Agency.</p>	<p>Site design and layout issue. Potential to integrate with green infrastructure (OSPV or SANG).</p> <p>Commuted sums for future maintenance of SuDS.</p>	<p>Design and layout of development to accord with site-specific Flood Risk Assessment (FRA), Environment Agency approval, and any National and local standards for SuDS to be adopted by the local authority.</p>



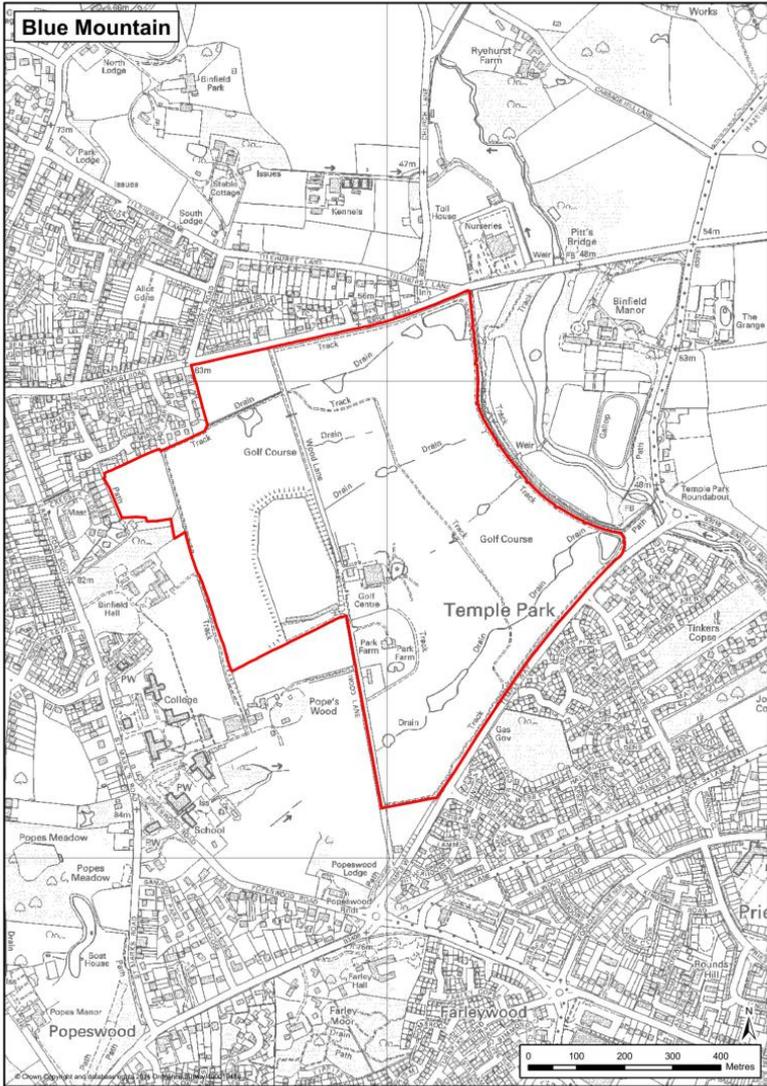
# 7.4 Policy SA7 - Land at Blue Mountain, Binfield

7.4.1 Land at Blue Mountain, Binfield as shown on the Proposals Map and Illustrative Concept Plan is identified for a comprehensive mixed-use development that maintains a buffer between Binfield and Bracknell.

7.4.2 Refer to the Draft Submission Proposals Map for the land allocation.

7.4.3 The following schedule, in conjunction with the 'General Infrastructure Schedule', provides a comprehensive list of infrastructure required to support this development (SADPD Policy SA7).

Figure 7.4 Blue Mountain - Location Plan





<b>Land at Blue Mountain, Binfield</b>				
<b>Infrastructure Required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependences</b>
<p>Sustainable efficient routes for the larger area with maximisation of accessibility to routes – especially for sustainable / denser development;</p> <p>Investigate potential links and opening up of closed off roads for bus only to maximise bus accessibility;</p> <p>All properties within 400m walking distance of Bus stops;</p> <p>Bus infrastructure improvements (real time passenger information, Kassel kerbs, shelters, etc.).</p>				<p>Bus operator agreement;</p> <p>Bus operator tendering.</p>
<b>Waste Management</b>				
<p><b>Waste &amp; Recycling</b></p> <p>On-site in-kind provision of one overground waste recycling facility with good access, providing an area of hardstanding to accommodate 3 glass banks, a charity clothing bank and a litter bin.</p>	<p>Provide facility no later than upon completion of 250<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council; re3 partnership; Developer.</p>	<p>Provided on-site in-kind. Overground banks provided by re3 and charities.</p>	<p>Obligations by agreement to be entered into.</p>
<b>Utilities</b>				
<p><b>Water Supply</b></p> <p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW) Developer</p>	<p>Cost unknown. Initial impact studies funded by developers. Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades; Alignment with SEW's investment programme. Requires early engagement between developers and SEW to understand proposals.</p>
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p>	<p>By agreement between the developer and utility provider.</p>	<p>Thames Water (TW); Developer.</p>	<p>Cost unknown. Initial impact studies funded by developers.</p>	<p>Time taken for upgrades; Alignment with TW's investment programme.</p>



Land at Blue Mountain, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Primary Education</b></p> <p>Provision of sufficient land for new 2FE primary school with nursery element, and financial contribution towards cost of school construction.</p>	<p>Financial contribution upon implementation of the development.</p> <p>Land for the delivery of educational facilities to be made available at the earliest possible time, in advance of the development commencing.</p>	<p>Bracknell Forest Council; Education provider; Developer.</p>	<p>Provision of land and developer contribution of £2.68m towards construction costs.</p>	<p>Obligations and agreements to be entered into.</p>
<p><b>Secondary Education</b></p> <p>Provision of sufficient land for new 7FE secondary school capable of expansion to 9FE, and financial contribution towards cost of school construction.</p>	<p>As an interim measure developers will be required to make provision for temporary accommodation fully equipped &amp; fitted out for use until new school buildings are ready for opening.</p>		<p>Provision of land and developer contribution of £1.28m towards construction costs.</p>	
<p><b>Further Education</b></p> <p>Provision of land and financial contribution towards Sixth Form element at new on-site secondary school.</p>			<p>Provision of land and developer contribution of £290k towards construction costs.</p>	
<p><b>Special Education Needs</b></p> <p>Provision of sufficient land and financial contribution for provision of new SEN school with capacity for up to 100 pupils.</p>			<p>Provision of land and developer contribution of £430k towards construction costs.</p>	
<b>Community Infrastructure</b>				
<p><b>Community facilities</b></p> <p>In-kind provision, or a site and financial contribution towards an on-site multi-functional community hub, joint-funded with Amen Corner North development contributions - accommodating a community centre, youth centre, early years nursery &amp; children's centre, police point and community café, with appropriate car parking.</p> <p>Opportunity could be sought to integrate/share facilities with the educational facility and/or football club.</p>	<p>If provided in-kind, the facility should be completed and transferred to the Council no later than upon completion of the 200th dwelling (subject to funding availability from Amen Corner North site).</p> <p>If provided as land and a financial contribution, land should be made available upon implementation of the</p>	<p>Bracknell Forest Council; Developer; Community Association; Faith Group. Transferred to Bracknell Forest Council upon delivery, for management</p>	<p>Developer contribution of £870k and a site, or in-kind provision, using contributions from the Amen Corner North development, of facility consisting c. 780m<sup>2</sup> GIA and 60m<sup>2</sup> outdoor play space.</p>	<p>Subject to land availability, viability and delivery of the Amen Corner North development.</p> <p>Facility could potentially be integrated into educational and/or football club facilities.</p> <p>Medium risk: considered an important element of a sustainable community.</p>

Land at Blue Mountain, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
	development and contribution made no later than upon completion of the 200th dwelling.	by community association or other management body as appropriate.		
<b>Libraries</b> Contribution towards enhancement of existing facilities able to serve development.	To be determined by the Local Planning Authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £110k.	Subject to viability and assessment of need at the time of the planning application.  Allocation of CIL funding.
<b>Built Sports</b> Contribution towards provision of additional and enhancement of existing facilities able to serve the development.			Developer contribution (s106/CIL) of £310k.	
<b>Emergency Services</b>				
<b>Police Service</b> Police point required as part of community facility on this site. Provision included under 'community facilities'.	Refer to phasing of community facility.	TVPA; Bracknell Forest Council; Developer.	Spatial requirements have been factored into 'Community Facility' costing.	Subject to viability and justification.
<b>Green Infrastructure</b>				
<b>Open Space</b> On-site in-kind provision of at least 3.97 hectares of Open Space of Public Value (OSPV) and 30 years maintenance contribution if transferred to the Council.  Opportunities should be sought for:	To be determined by the Local Planning Authority and any other relevant authority at the planning application stage.  Protect existing landscape in retained green spaces from the outset	Bracknell Forest Council; Voluntary Sector; Developer.  Allotments to be transferred to Parish Council - managed by allotment association.	On-site in-kind provision of open space + 30 years commuted maintenance sums if transferred to the Council.	Maintenance sum is dependent on transferral of OSPV for commuted maintenance by BFC.

Land at Blue Mountain, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Raising quality of existing green spaces Creating new links between and extensions of existing green spaces Identifying and providing new larger recreational open spaces</p> <p>Active OSPV should include provision of sports pitches, to mitigate for the loss of an existing sports facility. These could be integrated with other uses, including the educational village and/or the football club.</p> <p>OSPV to provide 20 allotment plots on 0.5 hectare (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Play and youth provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FIT), Play England and Sport England standards.</p>	<p>Play provision should be phased to provide facilities before 50% of the new housing served by the play area is occupied.</p>			
<p><b>SPA Avoidance and Mitigation</b></p> <p>Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) of at least 8 hectares per 1,000 new population (an alternative will be acceptable subject to passing an Appropriate Assessment and in agreement with Natural England) including maintenance measures in perpetuity</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>On-site, in-kind provision of SANG + maintenance measures in perpetuity + £264k SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>

Land at Blue Mountain, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
<p>a financial contribution towards Strategic Access Management and Monitoring and any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>Based on 400 dwellings, the bespoke SANG would need to be at least 7.39 hectares (400 dwellings x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the number of dwellings changes.</p> <p>Links to The Cut Countryside Corridor may be possible; however, on-site bespoke SANG must be suitable as a standalone site.</p> <p>SAMM contributions will depend on housing mix. The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p>	<p>and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>			
<p><b>Biodiversity</b></p> <p>To include protection, buffering, restoration and creation of habitats along The Cut, adjacent Local Wildlife Sites, the network of ponds and semi-natural habitats on the golf course and adjacent areas.</p> <p>Foraging areas may be required for amphibian and badger populations in the area.</p>	<p>Protection in place from start.</p> <p>New and enhanced features in place commensurate with phase of development they relate to unless establishment time required indicates that features are in place in advance.</p>	<p>Bracknell Forest Council; Voluntary Sector (Local Wildlife Groups); Developer.</p>	<p>Bespoke measures depending on survey results will be required to mitigate and compensate any habitat loss in addition to enhancements.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p> <p>River corridor is particularly sensitive to damage during construction phase.</p>
<p><b>Flood Management</b></p> <p>Sustainable Drainage Systems (SuDS) should be integrated into site design to mitigate flood risk and flood exceedance routes and long term storage provided where necessary.</p>	<p>Sufficient surface water mitigation and management measures should be in place for each development phase.</p>	<p>Bracknell Forest Council, Developers, Environment Agency.</p>	<p>Site design and layout issue. Potential to integrate with green infrastructure (OSPV or SANG).</p>	<p>Design and layout of development to accord with site-specific Flood Risk Assessment (FRA), Environment Agency</p>

Land at Blue Mountain, Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>SuDS should be on or as close as possible to the surface to minimise maintenance costs and provide a host of other sustainability benefits including amenity and biodiversity benefits and to mitigate the effects of pollution within surface water bodies.</p> <p>SuDS should ensure there is no increase in surface water runoff rates and volumes. Environment Agency, emerging National and Local Authority guidance should be followed for the design parameters.</p> <p>Clay geology could make site susceptible to flooding.</p> <p>Numerous watercourses cross this site presenting a greater proportion at risk of surface water flooding. If it is necessary to remove any wetland features, alternative wetland habitat creation is required elsewhere on the site as mitigation.</p> <p>Generally, existing watercourses should be retained, enhanced, de-culverted and together with new SuDS watercourses and features buffered (by a minimum of 5m) from development. They should, together with other SuDS features, be integrated into green infrastructure to combine a valuable network of wildlife habitats with flood mitigation.</p> <p>Opportunities should be taken to integrate SuDS (both hard and soft designs) on this site into the layout in an attractive way that creates attractive urban design; visual, biodiversity, recreational assets and surface water harvesting.</p>			Committed sums for future approval, and any National and local standards for SuDS to be adopted by the local authority.	
<p><b>Public Rights of Way (PRoW)</b></p> <p>Protect, enhance and extend path network.</p> <p>Adequately re-route as necessary in accordance with appropriate legislation.</p> <p>Provision should accord with LTP3 Policy TP9.</p>	<p>To be determined. Commensurate with phase of development they relate to.</p> <p>Retained rights of way to be protected from the outset.</p>	<p>Bracknell Forest Council (BFC has duty to maintain paths but limited capacity to improve or extend).</p> <p>Developers.</p>	<p>Provided in-kind or developer contribution (s106/CIL). Bespoke measures - cost unknown.</p>	<p>Phasing of development;</p> <p>Land owner agreement;</p> <p>Allocation of CIL funding.</p>

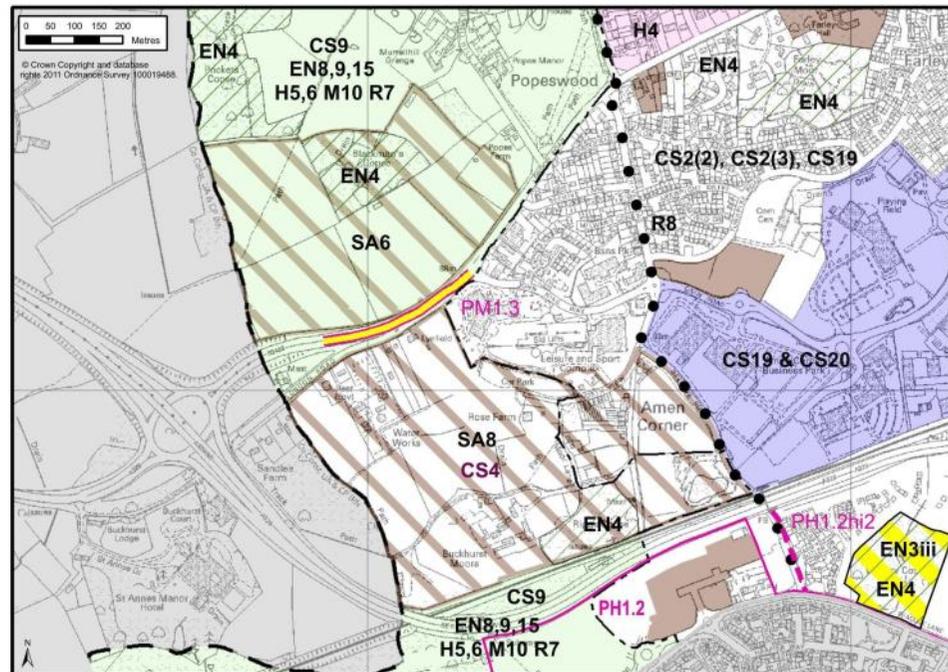
## 7.5 Policy SA8 - Land at Amen Corner (South), Binfield

**7.5.1** Land at Amen Corner (South), Binfield as shown is identified for a comprehensive mixed-use development.

**7.5.2** Refer to the Draft Submission Proposals Map for the land allocation.

**7.5.3** The following schedule, in conjunction with the 'General Infrastructure Schedule', provides a comprehensive list of infrastructure required to support this development (SADPD Policy SA8). This should be read in conjunction with the Amen Corner Supplementary Planning Document and/or any other relevant guidance.

**Figure 7.5 Extract from Proposals Map (2011) of Amen Corner (South) development (ref. CS4 area)**



Land at Amen Corner (South), Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<b>Transport Infrastructure</b>				
<b>Local Road Network</b>				
<p>In-kind and/or financial contributions towards capacity improvements to junctions listed in Table 6.1 'Proposed junction improvements'. Details to be determined following the submission of a Transport Assessment at the planning application stage.</p> <p>In-kind provision of a new spine road linking London Road and the Beehive Road/John Nike Way junction in accordance with the Amen Corner SPD (Development Principle AC13).</p> <p>The development will be required to provide a Travel Plan.</p>	<p>To be determined by the Local Planning Authority in discussion with landowner/developer.</p>	<p>Bracknell Forest Council; Wokingham Borough Council; Developer (with highway authority approval).</p>	<p>Schemes delivered in-kind through s278 or s38 highway legal agreements, or Developer contributions (s106/CIL) to value of £2.72m.</p> <p>Spine road delivered in-kind as part of development - excluded from above cost.</p> <p>Each Travel Plan costs £10k for future monitoring and review.</p>	<p>Phasing of development and coordination of works;</p> <p>Pooling of contributions from other developments;</p> <p>Allocation of CIL funding;</p> <p>Obligations by agreement to be entered into.</p>
<b>Footpaths &amp; Cycleways</b>				
<p>In-kind and/or financial contribution towards the construction of new links and improvements to the existing footpath/cycleway network, providing pedestrian and cycle access from the development to facilities including education, employment and shops. Such as:</p> <p>1) Further improvements to the B3408 including safe pedestrian / cycle crossings linking the site to the existing network, the northern Amen Corner SADPD site and easy access to Bracknell Town Centre;</p> <p>2) Improvements to Beehive Road linking the development to the industrial estates and Cain Road;</p> <p>3) Improvements to the north linking site to schools and facilities within Binfield and to the east providing access to the proposed educational facilities on Blue Mountain development;</p> <p>4) Safe pedestrian / cycle crossing of Temple Way linking site to the existing network.</p>	<p>To be provided early in development to influence travel behaviour.</p> <p>To be determined by the Local Planning Authority.</p>			



<b>Land at Amen Corner (South), Binfield</b>				
<b>Infrastructure Required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependencies</b>
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p> <p>Served by Bracknell STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.</p>	<p>Phasing conditions to be agreed as part of this process to ensure that upgrades can be completed prior to new development.</p> <p>Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3 year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.</p>	<p>Thames Water (TW); Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.</p> <p>Upgrades can be undertaken outside of this process but may require developer funding.</p>	<p>Phasing;</p> <p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p> <p>Requires early engagement between developers and TW to understand proposals and impact on service.</p>
<p><b>Electricity</b></p> <p>Electricity Distribution – potential requirement for upgrades to existing 11KV infrastructure.</p> <p>Developer required to undertake an impact study to determine impact on existing infrastructure.</p>	<p>Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.</p> <p>Upgrades would not normally exceed 2 years therefore should not impede development.</p>	<p>Scottish and Southern Energy (SSE); National Grid; Developer.</p>	<p>Initial impact studies funded by developers.</p> <p>Costs of infrastructure improvements apportioned between Southern Electricity Power Distribution and developer.</p>	<p>Phasing;</p> <p>Time taken for upgrades.</p> <p>Requires early engagement between developers and utility provider to understand proposals and impact on service.</p>
<b>Education</b>				
<p><b>Early Years</b></p> <p>An Early Years element is included within the community hub.</p>	<p>Refer to 'Community Facilities'</p>		<p>Spatial requirements for Early Years have been factored into Community Facility costing.</p>	<p>Delivery of enhancements to Farley Wood Community Centre.</p>
<p><b>Primary Education</b></p> <p>On-site in-kind provision or financial contribution towards new 2FE primary school with nursery element.</p>	<p>To provide school buildings fully equipped with furniture, ICT etc. &amp; fitted out ready for opening, inc. parking, playgrounds, playing fields &amp; ancillary facilities.</p>	<p>Bracknell Forest Council; Education provider; Developer.</p>	<p>In-kind provision or developer contribution of £4.87m plus land for school provision.</p>	<p>Obligations by agreement to be entered into.</p>

Land at Amen Corner (South), Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
	<p>Construction of the school should coincide with the commencement of housing development.</p> <p>As an interim measure developers will be required to make provision for temporary accommodation fully equipped &amp; fitted out for use until new school buildings are ready for opening.</p>			
<p><b>Secondary Education</b></p> <p>Financial contribution towards development of new secondary school on land at Blue Mountain - equivalent to 0.73FE. Provision includes 6th form places.</p>	<p>Financial contribution upon implementation of the development.</p> <p>As an interim measure developers will be required to make provision for temporary accommodation fully equipped &amp; fitted out for use until new school buildings are ready for opening.</p>		Developer contribution of £2.3m	
<p><b>Further Education</b></p> <p>Financial contribution towards sixth form element at new secondary school on land at Blue Mountain.</p>			Developer contribution of £520k	
<p><b>Special Educational Needs</b></p> <p>Financial contributions towards SEN at Blue Mountain.</p>			Developer contribution of £780k	
Community Infrastructure				
<p><b>Community Facilities</b></p> <p>In-kind or financial contributions towards the enhancement and expansion of the Farley Wood community centre into a multi-functional community hub, accommodating a community centre, youth centre, early years nursery, police point and community café.</p>	<p>Provided no later than upon completion of the 300<sup>th</sup> dwelling.</p>	<p>Bracknell Forest Council; Developer;</p>	<p>Delivered in-kind or by developer contribution of £2.27m (excludes temporary accommodation that might be required for existing users during works).</p>	<p>Subject to viability and planning permission; Obligations by agreement to be entered into.</p> <p>Medium risk: considered an important element of a sustainable community.</p>

<b>Land at Amen Corner (South), Binfield</b>				
<b>Infrastructure Required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependences</b>
Financial contributions will likely be required to ensure sufficient measures are in place to mitigate the impact of the facility's enhancement on existing tenants, e.g. temporary accommodation.		Community Association; Faith Group.  Transferred to Bracknell Forest Council upon delivery, if provided in-kind, for management by community association or other management body as appropriate.	A feasibility study (June 2012) for the comprehensive enhancement of the Farley Wood Community Facility has provided this cost estimate. Cost includes the enhancement of surrounding open space as referred to under 'Open Space'.	
<b>Libraries</b>  Contribution towards enhancement of existing facilities able to serve development.	To be determined by the Local Planning Authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £200k.	Subject to viability and assessment of need at the time of the planning application.  Allocation of CIL funding.
<b>Built Sports</b>  Contribution towards provision of additional and enhancement of existing facilities able to serve the development.			Developer contribution (s106/CIL) of £560k.	
<b>Emergency Services</b>				
<b>Police Service</b>  Police point required as part of the multi-functional community facility at Farley Wood.	Refer to phasing of community facility.	TVPA; Developer.	Spatial requirements and fit-out costs have been factored into 'Community Facility' costing.	Subject to viability and justification.
<b>Green Infrastructure</b>				



Land at Amen Corner (South), Binfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
<p>Active OSPV should include provision of playing fields and facilities for the new Primary School which could be used by community groups, and the enhancement of sports facilities at the Farley Wood recreational facility.</p> <p>OSPV to provide 25 allotment plots on 0.63 hectares (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Play and youth provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FIT), Play England and Sport England standards.</p>				
<p><b>SPA Avoidance and Mitigation</b></p> <p>Provision in perpetuity of on-site and off-site bespoke Suitable Alternative Natural Greenspace (SANG) of at least 8ha per 1,000 new population (an alternative will be acceptable subject to passing an Appropriate Assessment and in agreement with Natural England) including maintenance measures in perpetuity.</p> <p>A financial contribution towards Strategic Access Management and Monitoring (SAMM).</p> <p>Any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>Based on 725 dwellings, the bespoke SANG would need to be at least 13.4 hectares (725 dwellings x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the number of dwellings changes.</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>Provision of bespoke SANG + maintenance measures in perpetuity + £479k SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>







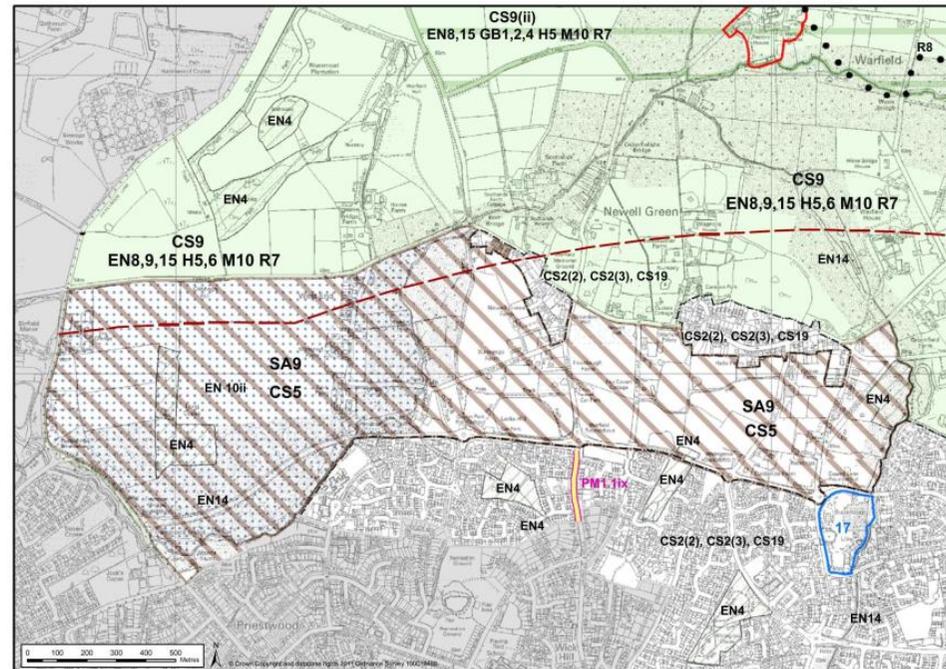
## 7.6 Policy SA9 - Land at Warfield

**7.6.1** Land at Warfield is identified for a comprehensive mixed-use development.

**7.6.2** Refer to the Draft Submission Proposals Map for the land allocation.

**7.6.3** The following schedule, in conjunction with the 'General Infrastructure Schedule', provides a comprehensive list of infrastructure required to support this development (SADPD Policy SA9). This should be read in conjunction with the Warfield Supplementary Planning Document and/or any other relevant guidance.

**Figure 7.6 Extract from Proposals Map (2011) of Warfield development (CS5 area)**





<b>Land at Warfield</b>				
<b>Infrastructure Required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependences</b>
<p>6) Improvements through Braybrooke Rd Park linking the Quelm Lane ped/cycle link to Folders Lane and the School;</p> <p>7) Improvements to Binfield Rd connecting to the existing network with its junction with Millennium way;</p> <p>8) Further improvements within Priestwood creating direct links to and from the Town Centre and industrial employment areas;</p> <p>9) Providing access to the proposed educational facilities on the Blue Mountain development.</p>				
<p><b>Public Transport</b></p> <p>Future Bus access - Direct Links to and from the Town Centre and linking with the existing wider area and other relevant developments;</p> <p>Sustainable efficient routes for the larger area with maximisation of accessibility to routes – especially for sustainable / denser development</p> <p>Re-investigate potential links and opening up of closed off roads for bus only to maximise bus accessibility;</p> <p>All properties within 400m walking distance of Bus stops;</p> <p>Bus infrastructure improvements (real time passenger information, Kassel kerbs, shelters, etc.).</p>	<p>To be provided early in development to influence travel behaviour - to be determined by the Local Planning Authority.</p>	<p>Bracknell Forest Council;</p> <p>Bus operators;</p> <p>Developer.</p>		<p>Phasing of this and other developments;</p> <p>Pooling of contributions from other developments;</p> <p>Allocation of CIL funding;</p> <p>Bus operator agreement;</p> <p>Bus operator tendering.</p>
<b>Waste Management</b>				
<p><b>Waste &amp; Recycling</b></p> <p>On-site in-kind provision of waste recycling facilities with good access.</p> <p>Provision of either:</p> <p>1) two underground waste recycling facilities; or,</p> <p>2) four overground waste recycling facilities</p> <p>(or equivalent mix based on 1:2 underground - overground ratio).</p>	<p>If underground recycling facilities: provide first facility no later than upon completion of 700<sup>th</sup> dwelling and second upon completion of 1,400<sup>th</sup>.</p> <p>If overground recycling facilities: provide first facility no later than upon completion of 250<sup>th</sup> dwelling, second upon</p>	<p>Bracknell Forest Council;</p> <p>re3 partnership;</p> <p>Developer.</p>	<p>Provided on-site in-kind.</p> <p>Underground facility costs £40k.</p> <p>Overground banks provided by re3 and charities.</p>	<p>Phasing of development;</p> <p>Obligations by agreement to be entered into.</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
Each on hardstanding, accommodating 3 glass banks, a charity clothing bank and a litter bin.	completion of 800 <sup>th</sup> , third upon completion of 1,400 and fourth upon completion of 2000 <sup>th</sup> .			
<b>Utilities</b>				
<p><b>Water Supply</b></p> <p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW)</p> <p>Developer</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades;</p> <p>Alignment with SEW's investment programme.</p> <p>Requires early engagement between developers and SEW to understand proposals.</p>
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p> <p>Served by Bracknell STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.</p> <p>Developers will be required to demonstrate that there is adequate waste water capacity both on and off site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.</p>	<p>By agreement between the developer and utility provider.</p> <p>Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3 year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.</p>	<p>Thames Water (TW);</p> <p>Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.</p> <p>Upgrades can be undertaken outside of this process but may require developer funding.</p>	<p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p> <p>Requires early engagement between developers and TW to understand proposals and impact on service.</p>
<p><b>Electricity</b></p> <p>Electricity Distribution – potential requirement for upgrades to existing 11KV infrastructure.</p>	<p>Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.</p>	<p>Scottish and Southern Energy (SSE);</p>	<p>Initial impact studies funded by developers.</p>	<p>Phasing;</p> <p>Time taken for upgrades.</p>

<b>Land at Warfield</b>				
<b>Infrastructure Required</b>	<b>Phasing</b>	<b>Delivery Organisation(s)</b>	<b>How (with cost estimates)</b>	<b>Risk/Dependences</b>
Developer required to undertake an impact study to determine impact on existing infrastructure.	Upgrades would not normally exceed 2 years therefore should not impede development.	National Grid;  Developer.	Costs of infrastructure improvements apportioned between Southern Electric Power Distribution and developer.	Requires early engagement between developers and utility provider to understand proposals and impact on service.
<b>Education</b>				
<b>Early Years</b>  Land safeguarded for a reasonable period to enable the provision of a Full Daycare Nursery (FDN) in a location with good access.  An Early Years element is included within the community hub.	Land for the delivery of a FDN should be made available by completion of the 500 <sup>th</sup> dwelling.  For the Early Years element, refer to 'Community Facilities'.	Developer;  Nursery provider	Sufficient land to provide for a FDN consisting of c. 400m <sup>2</sup> NIA and 600m <sup>2</sup> of outdoor playspace.  Spatial requirements for Early Years have been factored into 'Community Facility' costing.	Phasing of development; land availability.
<b>Primary Education</b>  On-site, in-kind provision of two 2FE primary schools with nursery elements; at least one of which to be on sufficient land to allow for expansion.	To provide school buildings fully equipped with furniture, ICT etc. & fitted out ready for opening, inc. parking, playgrounds, playing fields & ancillary facilities.  Construction of the first school should coincide with the commencement of housing development.  The second school should be delivered commensurate with the phase of development it relates to.  As an interim measure developers will be required to make provision for temporary accommodation fully equipped	Bracknell Forest Council;  Education provider;  Developer.	In-kind provision or Developer contribution of £14.78m plus land for school provision.	Phasing of development.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
	& fitted out for use until new school buildings are ready for opening.			
<b>Secondary Education</b> Financial contribution towards development of new secondary school on land at Blue Mountain. Equivalent to 2.2FE. Provision includes 6th form places.	Financial contribution upon development implementation. As an interim measure developers will be required to make provision for temporary accommodation fully equipped & fitted out for use until new school buildings are ready for opening.		Developer contribution of £6.98m.	Delivery of Blue Mountain.
<b>Further Education</b> Financial contribution towards sixth form element at new secondary school on land at Blue Mountain			Developer contribution of £1.59m.	
<b>Special Education Needs</b> Financial contributions towards SEN on land at Blue Mountain.			Developer contribution of £2.36m.	
Community Infrastructure				
<b>Community facilities</b> In-kind or land and financial contributions towards a multi-functional community hub, located near new neighbourhood centre - accommodating a community centre, youth centre, early years nursery & children's centre, parish council office, police point and community café, with appropriate car parking.	Provide a temporary community facility (comprising at least 2 halls) no later than upon completion of the 50th dwelling. If the permanent facility is provided in-kind, the facility should be completed and transferred to the Council no later than upon completion of the 500th dwelling.	Bracknell Forest Council; Developer; Community Association; Faith Group. Transferred to Bracknell Forest Council upon delivery, if provided in-kind, for management by community association or other management body as appropriate.	In-kind provision or Developer contribution of £3.17m plus a site to deliver a facility consisting of c. 1,450m <sup>2</sup> GIA and 100m <sup>2</sup> outdoor play space.	Subject to land availability and viability; Allocation of CIL funding; Obligations and agreements to be entered into. Medium risk: considered an important element of a sustainable community.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
	If provided as land and a financial contribution, land should be made available upon implementation of the development and contribution made no later than upon completion of the 500th dwelling.			
<b>Libraries</b> Contribution towards enhancement of existing facilities able to serve development.	To be determined by the Local Planning Authority and any other relevant authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution (s106/CIL) of £590k.	Subject to viability and assessment of need at the time of the planning application.  Allocation of CIL funding.
<b>Built Sports</b> Contribution towards provision of additional and enhancement of existing facilities able to serve the development.			Developer contribution (s106/CIL) of £1.69m.	
<b>Emergency Services</b>				
<b>Police Service</b> Police hub required as part of community facility. Provision included under 'community facilities'.	Refer to phasing of community facility.	TVPA; Developer.	Spatial requirements and fit-out costs have been factored into 'Community Facility' costing.	Subject to viability and justification.
<b>Green Infrastructure</b>				
<b>Open Space</b> On-site in-kind provision of at least 21.85 hectares of Open Space of Public Value (OSPV) and 30 years maintenance contribution if transferred to the Council.  Identify opportunities to improve capacity of existing Active OSPV – e.g enhancing Warfield Memorial Ground, Westmorland Park and the provision of a sports pavilion at Priory Field.  In-kind provision of an East to West Greenway connecting Westmorland Park with Cabbage Hill via existing and new open spaces.	To be determined by the Local Planning Authority at the planning application stage.  Play provision should be phased to provide facilities by the time 50% of the new housing served by play area is occupied.	Bracknell Forest Council; Voluntary Sector; Developer.  Allotments to be offered to Parish Council – potentially managed by allotment association.	On-site in-kind provision of open space + 30 years commuted maintenance sums if transferred to the Council + cost of Priory Field Sports Pavilion: £575k.	Maintenance sum is dependent on transferral of OSPV for commuted maintenance by BFC.  Risk: urbanisation of existing SANG sites.  Sensitive design required adjacent to these open spaces.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
<p>In-kind provision of a Country Park and two new River Parks (with bridge crossing points), and the enhancement of existing open spaces.</p> <p>Allotment provision is a priority for the parish of Warfield. OSPV to include 50 allotment plots on 1.25 hectares (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Opportunities should be sought for:</p> <ul style="list-style-type: none"> <li>Raising quality of existing green spaces</li> <li>Creating new links between and extensions of existing green spaces</li> <li>Identifying and providing new larger recreational open spaces</li> </ul> <p>Very high significance in contributing to Green Infrastructure and key proposals set out within the SPD. This includes a focus on watercourse corridors, veteran trees, recreational routes (PRoW); importance of buffers and fronting development due to clay soils and need to allow space for 'future proofing' landscape features (future veteran trees / avenues).</p> <p>Sports pitches will be sought as part of an active open space element.</p> <p>Play provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FiT), Play England and Sport England standards.</p>		<p>Warfield Parish Council involvement in play areas should be considered.</p>		<p>Play areas may be provided for use some time in advance of transfer to Council. Adequate management should be in place.</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>SPA Avoidance and Mitigation</b></p> <p>Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) of at least 8 hectares per 1,000 new population including maintenance measures in perpetuity. The preferred solution is for a SANG at Cabbage Hill. Part of the solution could be off-site subject to agreement with the Council, Natural England and passing an Appropriate Assessment. A financial contribution towards Strategic Access Management and Monitoring (SAMM). Any other measures that are required to satisfy Habitats Regulations, the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</p> <p>Based on 2,200 dwellings, the bespoke SANG would need to be at least 40.66 hectares (2,200 dwellings x 2.31 average persons per dwelling / 1000 new population x 8 hectares). This figure will change if the number of dwellings changes.</p> <p>SAMM contributions will depend on housing mix. The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p> <p>Link to The Cut Countryside Corridor; however, on-site bespoke SANG must be suitable as a standalone site.</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>Provision of bespoke SANG + maintenance measures in perpetuity +</p> <p>£1.45m SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>
<p><b>Biodiversity</b></p> <p>The creation, protection and enhancement of key features including:</p> <ul style="list-style-type: none"> <li>broadleaved woodland</li> <li>species rich intact hedgerows</li> <li>unimproved neutral grassland</li> <li>river &amp; adjacent habitats</li> </ul>	<p>Protection in place from start.</p> <p>New and enhanced features in place commensurate with phase of development they relate to unless establishment time required indicates that features are in place in advance.</p>	<p>Bracknell Forest Council;</p> <p>Voluntary Sector (Local Wildlife Groups);</p> <p>Developer.</p>	<p>Bespoke measures depending on survey results will be required to mitigate and compensate any habitat loss (e.g. displaced farmland species) in addition to enhancements.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p>



Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p>Clay geology could make site susceptible to flooding.</p> <p>The Cut and Bull Brook rivers cut through the site.</p> <p>Generally, existing watercourses should be retained, enhanced, de-culverted and together with new SuDS watercourses and features buffered (by a minimum of 5m) from development. They should, together with other SuDS features, be integrated into green infrastructure to combine a valuable network of wildlife habitats with flood mitigation.</p> <p>Opportunities should be taken to integrate SuDS (both hard and soft designs) on this site into the layout in an attractive way that creates attractive urban design; visual, biodiversity, recreational assets and surface water harvesting.</p> <p>Provision in accordance with the emerging Warfield SPD (Development Principle W5 &amp; W11).</p>				
<p><b>Public Rights of Way (PRoW)</b></p> <p>BFC has a duty to assert and protect the rights of the public.....and to prevent so far as possible the stopping up or obstruction of all their highways (Highways Act 1980)</p> <p>The first principle should be to protect and enhance existing PRoW. Planning permission does not mean that paths can be extinguished or diverted; this can only happen subject to consideration of an application for a Modification Order under Highways Act 1980 s118/119 or TCPA 1990 s247 or 257</p> <p>Maintain and extend PRoW links BR26, BW8 &amp; BW13.</p> <p>Create East to West Greenway (see Open Space above) and links to northern bridleways and byways, e.g. Osborne Lane.</p> <p>Provision should accord with LTP3 Policy TP9.</p>	<p>To be determined.</p> <p>Commensurate with phase of development they relate to.</p> <p>Protect existing network and its setting from the outset.</p> <p>The grant of planning permission does not entitle developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed.</p>	<p>Bracknell Forest Council (BFC/landowner has duty to maintain paths but limited capacity to improve or extend),</p> <p>Developers.</p>	<p>Provided in-kind or developer contribution (£106/CIL): £51k.</p>	<p>Phasing of development;</p> <p>Land owner agreement;</p> <p>Allocation of CIL funding.</p> <p>Dependency: Provision of suitable road crossings where PRoWs meet road network, including Pegasus crossings for bridleways.</p> <p>Ability to protect and buffer the setting of paths/ways and not just the right of way itself, avoiding urbanisation.</p> <p>Reference should be made to DOE Circular 2/1993 annex D 4) sets out that</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
	Development, in so far as it affects a right of way, should not be started and the right of way should be kept open for public use, unless or until the necessary order has come into effect.			Rights of way circular 1-09, Section 7. Planning permission and public rights of way; 7.8.

## 7.7 General Infrastructure Schedule

### 7.7.1 General Infrastructure Schedule

**7.7.2** The following table of infrastructure requirements for development in the borough should be referred to in addition to site-specific schedules.

**Table 7.1**

Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
<b>Transport Infrastructure</b>				
<b>Local Road Network</b>				
Refer to site-specific schedules.				
<b>Footpaths and Cycleways</b>				
Refer to site-specific schedules.				
<b>Public Transport</b>				
Refer to site-specific schedules.				
<b>Strategic Road Network</b>				
<p>The Council supports a Pinch Point Programme (PPP) bid by the Highways Agency (HA) to fully fund a junction improvement at the M4 J10. If a bid is unsuccessful, it may be necessary to find an alternative funding mechanism, which may include financial contributions from developers.</p> <p>The Council will work in partnership with the HA and other relevant authorities to ensure an appropriate mitigation scheme is provided in a timely manner.</p>	<p>To be determined by the Council in consultation with the Highways Agency and other interested parties.</p>	<p>Highways Agency; Bracknell Forest Council; Wokingham Borough Council; Reading Borough Council; Developer.</p>	<p>Awaiting scheme for PPP bid. Once prepared, a costing will be included in the IDP.</p>	<p>Details of work are dependent on modelling and proposed mitigation.</p>



Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
Impact studies required of developers.		Developers.	Costs of infrastructure improvements apportioned between Scotia Gas Network and developer.	Requires early engagement between utility provider and developer to understand proposals.
<b>Telecommunications</b> Opportunities should be sought to install fibre optic links from houses to the High Speed Broadband exchange.	As development progresses.	Developers; BT Openreach.	Unknown.	Medium risk: although not a planning requirement, it is a marketable asset.
<b>Renewable Energy</b>				
<b>Renewable Energy</b> Opportunities should be sought to reduce carbon footprint and integrate renewable energy generation into development schemes, including district biomass heating, wind, hydro, CHP and other measures that might become viable in the future.  Peter Brett Associates, in a report for BFC, made various recommendations including one that identified a significant opportunity in the Borough to take advantage of biomass energy production. This along with other recommendations should be properly considered in any sustainability statement accompanying a development proposal.	To be determined at granting of planning permission.	Developer	Developer funding;  DECC (FIT and RHI), some capital grants available, public sector grants or private sector funding.	BFC's Core Strategy Policy CS12 requires developers in certain cases to reduce CO <sub>2</sub> emissions by at least 10% and provide at least 20% of energy requirements from on-site renewable energy generation.
<b>Education</b>				
<b>Early Years &amp; Children's Centres</b>				
Refer to site-specific schedules.				
<b>Primary Education</b>				
Refer to site-specific schedules.				
<b>Secondary Education</b>				
Refer to site-specific schedules.				
<b>Further Education</b>				

Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependences
Refer to 'Secondary Education' in site-specific schedules.				
<b>Special Educational Needs</b>				
Refer to site-specific schedules.				
<b>Adult &amp; Community Learning</b>		Bracknell Forest Council	Grant funded from the Skills Funding Agency.	Continuation of funding.
No specific requirements have been identified. The service will require the use of community hubs to provide A&CL in new communities.				
<b>Community Infrastructure</b>				
<b>Community Centres</b>				
Refer to 'Community Facilities' under site-specific schedules.				
<b>Youth Centres</b>				
Refer to 'Community Facilities' under site-specific schedules.				
<b>Libraries</b>				
Refer to site-specific schedules.				
<b>Built Sports</b>				
Refer to site-specific schedules.				
<b>Public Art</b>	To be determined at planning application stage.	Bracknell Forest Council; Developer	In-kind provision, to a value negotiated from 1% of gross development costs excluding land.	Viability and commissioning preference for local initiative.
On-site in-kind provision of Public Art, negotiated on a site-by-site basis from a starting point of 1% of the gross development cost (excluding land value), excluding incidental costs. Public Art should be freely accessible in or fronting the public realm.				

Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><b>Heritage</b></p> <p>If the proposal is identified as having an impact on archaeological remains then they should be preserved in situ or if this is not feasible, an archaeological excavation for the purposes of preservation by record.</p>	From start of development.	Developer; English Heritage; Berkshire Archaeology.	Cost unknown - bespoke mitigation. Developer funded.	Site surveys and monitoring.
<b>Social Infrastructure</b>				
<p><b>Children's Social Care</b></p> <p>No specific requirements, however increased development will lead to an increase demand for Children's Social Care although an estimate will rely on the tenure, size and number of dwellings.</p>		Bracknell Forest Council		
<p><b>Adult Social Care</b></p> <p>No specific improvements, although it is estimated that approx. 3.3% of residents in the new development areas would require ASC support.</p>		Bracknell Forest Council		
<p><b>Affordable Housing</b></p> <p>An appropriate level of Affordable Housing on site in line with policy: on sites of 15 or more net additional dwellings, negotiations are based on provision of a maximum of 25% affordable housing.</p>	To be determined at granting of planning permission.	Bracknell Forest Council Registered Providers (RPs)	On-site, in kind, provided by developer.	Subject to viability.
<p><b>Cemeteries &amp; Crematoriums</b></p> <p>No identified requirements.</p>		Bracknell Forest Council	Bracknell Forest Council capital programme.	Land pressures might arise from a changing demographic.
<b>Emergency Services</b>				
<p><b>Police Service</b></p> <p>Refer to 'Community Facilities' under site-specific schedules.</p> <p>Thames Valley Police (TVP) request notification of proposed works and dates for laying ducting along highways in order to 'double-up' and lay Automatic Number Plate Recognition (ANPR) cabling.</p>		TVP; Developers.	Developer contributions. Cost of police points have been factored into cost of 'community facilities'.	Allocation of CIL funding.



Infrastructure Required	Phasing	Delivery Organisation(s)	How (with cost estimates)	Risk/Dependencies
<p><u>Crowthorne sites (TRL, Broadmoor)</u></p> <p>Development would place additional pressure on the retained service at Crowthorne.</p>			<p>Part of approx. £100k for physical alterations to Bracknell Fire Station.</p> <p>£1m p.a. revenue for additional staffing</p> <p>£1.5m capital works (estimate based on similar upgrade to Wokingham Fire Station).</p>	
<b>Health</b>				
<p><b>Primary Health Care</b></p> <p>Good public transport access should be secured from development in the north of the borough and the TRL development to the Healthspace facility in Bracknell Town Centre.</p> <p>The PCT have indicated that additional GP surgery capacity in Binfield could be required - the IDP will be updated as information emerges.</p>		Primary Care Trust	<p>Government funding</p> <p>Potential for developer funding.</p>	<p>More information is required regarding existing capacity of surgeries and funding sources if developer contributions are to be considered.</p>
<p><b>Acute Care / General Hospitals &amp; Mental Health</b></p> <p>No requirements identified.</p> <p>The Broadmoor Mental Hospital facility has planning permission to be redeveloped to bring it in-line with modern needs and standards.</p>		West London Mental Health Trust		
<b>Green Infrastructure</b>				
<b>Open Space</b>				
Refer to site-specific schedules.				
<b>SPA Avoidance and Mitigation</b>				
Refer to site-specific schedules.				



## 8 Infrastructure requirements for Housing Sites in Policies SA1 - SA3

**8.0.1** The SADPD Draft Submission proposes to allocate other smaller sites (SA1-SA3) that are not within the strategic urban extension sites (SA4-SA9). These sites are in defined settlements and edge of settlement sites, and range from the development of approximately 10-325 units. These sites are not of sufficient scale to require site-specific infrastructure schedules as not all the infrastructure requirements will be in-kind on-site provision and financial contributions may be more appropriate depending on the scale and location of the site. These sites will follow the approach outlined below. This approach will also be used for any windfall sites that may come forward over the plan period, unless they are of a sufficient scale to require bespoke mitigation.

**8.0.2** In line with current policy, development with a net increase in housing is required to mitigate against adverse impact on existing infrastructure where there is insufficient capacity to accommodate the additional demand. On sites of less than 100 units it is often impracticable to require new on-site facilities as the critical number of residents to support such facilities will not be reached.

**8.0.3** Planning obligations are the current delivery mechanism to make a development acceptable in planning terms. Developers may enter into obligations to secure the provision of infrastructure and local facilities that are reasonably-related and needed to serve the development and which will make it more sustainable.

**8.0.4** Mitigation will only be sought where there is evidence of need. When assessing the need for new provision, existing infrastructure and services will be accounted for. Contribution levels differ in scale depending on the type of development proposed and its location within the Borough. For example, contributions may vary by the number of bedrooms in a proposed dwelling, because this may indicate the level of impact.

**8.0.5** Details of mitigation requirements alongside infrastructure types, whether in-kind or financial, can be found in the Limiting the Impact of Development SPD (<http://www.bracknell-forest.gov.uk/limiting-the-impact-of-development-spd-july-2007-whole-document.pdf>). It should be noted however that figures presented in LID could have been updated to bring in to line with current costs and standards.

**8.0.6** If guidance comes into force that replaces planning obligations, the new mechanism will be used to seek mitigation for development.

# Appendix 1 Planning Policy

The following section provides a 'top-down' context to planning policy at national, regional and local level.

## National Policy

The Government's Strategy for Sustainable development, '**A Better Quality of Life - A Strategy for Sustainable Development for the UK**' (May, 1999), sets out four Government objectives:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- The prudent use of natural resources
- The maintenance of high and stable levels of economic growth

Local Planning Authorities contribute to sustainable development through development plans. Previously, the IDP has been developed in accordance with Planning Policy Statement 1: Delivering Sustainable Development and Planning Policy Statement 12: Local Spatial Planning, which recognised the importance of planning positively for infrastructure within their plans, ensuring the delivery of sustainable development.

## National Planning Policy Framework (NPPF) (March 2012)

The NPPF sets out national planning policy that must be considered in the development of local plans and supporting documents and replaces the previous suite of Planning Policy Statements and Planning Policy Guidance notes. It stipulates the *presumption in favour of sustainable development* (Para 14) for the planning system to contribute towards stimulating the economy whilst meeting other social and environmental objectives. Crucially, local plans should plan positively for the development and infrastructure required in an area (Para 157).

With regards to ensuring the viability and deliverability of development, Para 173 states that whilst pursuing sustainable development, the cumulative effect of policy and obligations should not be so onerous as to threaten viability, and as Para 177 goes on to state, "it is equally important to ensure that there is a reasonable prospect that planned infrastructure is delivered in a timely fashion".

Local Planning Authorities have a Duty to Cooperate on strategic planning issues across administrative boundaries (introduced by the Localism Act, November 2011). This is of particular relevance to infrastructure planning, where pressures on infrastructure from a Borough's development can often be felt further afield and a co-ordinated approach is required to deliver strategic infrastructure projects. Even before this requirement came into force, this IDP has developed amidst extensive dialogue with both adjoining authorities and infrastructure providers.

## Local Policy

The **Sustainable Communities Strategy** (SCS) is the product of a collaboration between the service providers in the Borough that form the Bracknell Forest Partnership. The SCS sets out the Borough's long-term vision, consistent with national and regional policy, up to 2030 aimed at improving the lives of residents, workers and visitors alike.

The objectives for the Borough include preserving and enhancing Bracknell's green character, improving accessibility to public services and the town centre for all and strengthening local communities through the economy, recreation and opportunity. Physical, social and green infrastructure, as considered in this Plan, all play an important part in delivering this overarching vision.

Bracknell Forest Council's adopted **Core Strategy** (February 2008) contains the framework for "guiding the location and level of development in the Borough up to 2026". The document contains policies that affect the provision of physical, social and green infrastructure. Alongside the Bracknell Forest Borough Local Plan, these supporting policies are cross-referenced under their particular service headings in the delivery schedules.

Core Strategy Policy CS1 outlines the Borough's strategic objective for sustainable development, to deliver national objectives in the local context. Policy CS6 - Limiting the Impact of Development outlines the Council's stance on "contributions to the delivery of infrastructure needed to support growth...and mitigating adverse impacts on communities, transport and the environment."

Bracknell Forest's **Limiting the Impact of Development** (July 2007) SPD provides guidance on planning obligations that might be required to satisfy planning policy aimed at making development more sustainable. This document assists in achieving a consistent approach in mitigating the impact of development in the determination of planning applications and has been used to gauge anticipated development contributions for this plan.

### **Securing Funding from Developers**

Under the current mechanism funding from developers is secured under planning obligations in line with Circular 5/05. The Community Infrastructure Levy (CIL) regulations which came into force April 2010 provide a transition period to April 2014 for Local Authorities to adopt a CIL. The mechanism for securing developer contributions towards infrastructure currently used at Bracknell Forest Council is under Section 106 of the Town and Country Planning Act, although expects the CIL to be adopted in due course.

## Appendix 2 Housing Mix

This Appendix shows the assumed housing mix for each site covered by the SADPD. Housing mix profiles are set out in Table 3.2 'Housing mixes forming the basis of IDP assumptions'.

**Table 2.1**

Strategic development site	Mix assumed
Land at Broadmoor, Crowthorne	Mix 1 (210 residential dwellings) & Mix 3 (60 retirement apts)*
Land at TRL, Crowthorne	1
Land at Amen Corner North, Binfield	1
Land at Blue Mountain, Binfield	1
Land at Amen Corner South	1
Land at Warfield	1

\* for the purpose of forecasting pupil yields for educational provision, the Mix 3 element assumes no children.

**Table 2.2**

SHLAA Ref	Site Address	Mix assumed
<b>Policy SA1 - Previously Developed Land in Defined Settlements</b>		
15	Adastron House, Crowthorne Road, Bracknell	3
46	Garth Hill School, Sandy Lane, Bracknell	1
95	Land at Battle Bridge House, and Garage, Forest Road, Warfield	2
123	Farley Hall, London Road, Binfield	3
215	The Depot (Commercial Centre), Bracknell Lane West, Bracknell	3
228	Albert Road Car Park, Bracknell	3
230 & 317	Land at Old Bracknell Lane West, Bracknell	3
308	Land to the north of Eastern Road, Bracknell	3

SHLAA Ref	Site Address	Mix assumed
318	Chiltern House and the Redwood Building, Broad Lane, Bracknell	3
<b>Policy SA 2 - Other Land within Defined Settlements</b>		
19	The Football Ground, Larges Lane, Bracknell	3
76	Land at Cricket Field Grove, Crowthorne	Mix 1 (45 residential dwellings) & Mix 3 (100 self-contained staff apts)*
107	Popeswood Garage, Hillcrest and Sundial Cottage, London Road, Binfield	2
194	Land north of Cain Road, Binfield	1
284	152 New Road, Ascot (Winkfield Parish)	2
316	Land north of Peacock Lane, Bracknell (Binfield Parish)	3
<b>Policy SA 3 - Edge of Settlement Sites</b>		
24	Land East of Murrell Hill Lane, South of Foxley Lane and North of September Cottage, Binfield	1
34	White Cairns, Dukes Ride, Crowthorne	3
93	Land at junction of Forest Road and Foxley Lane, Binfield	1
122 & 300	Sandbanks, Longhill Road and Dolyhir, Fern Bungalow and Palm Hills Estate, London Road, Bracknell (Winkfield Parish)	1
204	Land at Bog Lane, Bracknell (Winkfield Parish)	1

# Appendix 3 SADPD Document (SAL) References

## SADPD Document List by reference number

Table 3.1

Lib Doc Ref	Document Title	Author	Date Published
SAL1	Summary of Early Stakeholder Workshop held 02.12.2009	BFC	Dec-09
SAL2 *	SADPD Sustainability Appraisal Scoping Report		
SAL3*	SADPD Participation Document	BFC	Feb-10
SAL4	SADPD Participation Questionnaire and Response Form	BFC	Feb-10
SAL5	Growing Places Leaflet (Participation Document)	BFC	Feb-10
SAL6	Executive Report relating to Participation Document	BFC	Feb-10
SAL7	SADPD Participation Errata	BFC	Mar-10
SAL8	Executive Report Relating to Working Paper	BFC	Jul-10
SAL9*	SADPD Participation - Summary of Responses document	BFC	Nov-10
SAL10*	Retail Study	GVA Grimley	May-08
SAL11*	Employment Land Review	Roger Tym & Partners / Vail Williams	Dec-09
SAL12*	Strategic Housing Land Availability Assessment (SHLAA)	BFC	Feb-10
SAL13	Archaeological Site Assessments	Berkshire Archaeology	Mar-10
SAL14*	Strategic Housing Site Option Landscape Capacity Study	Kirkam Landscape Planning Ltd	Apr-10
SAL15	Phase 1 Ecological Surveys	John Wenman Ecological Consultancy	Jun-10
SAL16	<del>Draft Strategic Housing Market Assessment (SHMA)</del> (Replaced by SAL32)	DTZ	Jul-10
SAL17a*	Strategic Flood Risk Assessment (SFRA)	Halcrow	Aug-10
SAL17b*	SFRA Maps	Halcrow	Aug-10
SAL18	Bracknell Forest Master Planning Support	Urban Initiatives	Oct-10
SAL19	<del>Habitat Regulations Appropriate Assessment</del> (Replaced by SAL 33)	BFC	Nov-10
SAL20	<del>Infrastructure Delivery Plan IDP</del> (Replaced by SAL34)	BFC	Nov-10
SAL21	<del>SHLAA Monitoring Report</del> (Replaced by SAL69)	BFC	Nov-10
SAL22*	Draft Transport Accessibility Assessment	BFC	Nov-10
SAL23	Executive Report Preferred Option	BFC	Nov-10
SAL24	SADPD Preferred Option Background Paper	BFC	Nov-10

SAL25*	SADPD Preferred Option Document	BFC	Nov-10
SAL26*	SADPD Preferred Option Draft Sustainability Appraisal (Appendices and associated Response Form). 4 documents a-d.	BFC	Nov-10
SAL27	SADPD Preferred Option Response Form	BFC	Nov-10
SAL28	Leaflet (Preferred Option)	BFC	Nov-10
SAL29	Urban Extension Profiles (Preferred Option) Binfield Crowthorne	BFC	Nov-10
SAL30	Frequently asked questions (Preferred Option)	BFC	Nov-10
SAL31*	SADPD Preferred Option - Summary of responses document	BFC	Nov-10
SAL32*	Bracknell Forest Housing Market Assessment (HMA) (Replaces SAL 16)	DTZ	Oct-11
SAL33*	Habitat Regulations Appropriate Assessment (Replaces SAL19)	BFC	Nov-11
SAL34*	Infrastructure Delivery Plan IDP (Replaces SAL 20)	BFC	Nov-11
SAL35*	Updated Landscape Analysis	Kirkham Landscape Planning Ltd	Aug-11
SAL36*	Market Perspective of Bracknell Forest Borough Office Floorspace	Hicks Baker	Oct-11
SAL37	<del>SHLAA Monitoring Report (SHLAA) (Base date March 2011) (Replaced by SAL69)</del>	BFC	Nov-11
SAL38*	Bracknell Multi-Modal, Transport Model Development and Validation Report	WSP	Jun-11
SAL39*	Bracknell Multi-Modal, Forecast Model Development and Assessment Report	WSP	Aug-11
SAL40*	Bracknell Forest Journey Time Report	BFC	Oct-11
SAL41*	Junction Improvements and Measures Paper	BFC	Oct-11
SAL42*	Strategic and Small Sites Viability Study	Dixon Searle	Nov-11
SAL43	<del>Planning Commitments for Housing at September 2011 (6 Month Update) (Replaced by SAL 67)</del>	BFC	Oct-11
SAL45	Environment, Culture and Communities Over & Scrutiny Report	BFC	Jun-11
SAL46	Executive Report for Draft Submission Document	BFC	Nov-11
SAL47	Full Council Report for Draft Submission Document	BFC	Nov-11
SAL48*	SADPD Draft Submission Document	BFC	Nov-11
SAL49*	SADPD Draft Submission Background Paper	BFC	Nov-11
SAL50 a*	SADPD Draft Submission Sustainability Appraisal	BFC	Nov-11
SAL50 b*	SADPD Draft Submission Sustainability Appraisal Appendices	BFC	Nov-11
SAL51*	SADPD Draft Submission Sustainability Appraisal Non-Tech Summary	BFC	Nov-11
SAL52*	SADPD Draft Submission Proposals Map	BFC	Nov-11
SAL52 a*	Map 1 - Binfield	BFC	Nov-11
SAL52 b*	Map 2 - Winkfield and Warfield	BFC	Nov-11
SAL52 c*	Map 3 - Bracknell and Winkfield South	BFC	Nov-11
SAL52 d*	Map 4 - Sandhurst and Crowthorne	BFC	Nov-11
SAL53*	SADPD Consultation Statement [Reg 30(1)(d)]	BFC	Nov-11

SAL54	Draft Submission Q & A	BFC	Nov-11
SAL55	Draft Submission SADPD Response Form	BFC	Jan-12
SAL56	Draft Submission SADPD Response Form Guidance Notes	BFC	Jan-12
SAL57*	Draft Submission Availability Statement	BFC	Jan-12
SAL58*	Draft Submission Statement of Representation Procedure	BFC	Jan-12
SAL59*	Draft Submission Statutory Press Advert	BFC	Jan-12
SAL60*	Draft Submission Non-Statutory ½ page newspaper advert	BFC	Jan-12
SAL61*	Draft Submission SADPD Summary of Background Evidence	BFC	Jan-12
SAL62*	SADPD Regulation 22(1)(c) Consultation Statement	BFC	Jun -12
SAL63 *	Local Plans & the NPPF. Compatibility Self Assessment Checklist	BFC	Apr-12
SAL64*	Schedule of suggested minor changes to the Site Allocations DPD	BFC	Jun-12
SAL65*	Community Infrastructure Levy: Preliminary Draft Charging Schedule	BFC	Jun-12
SAL66*	Planning Commitments for Housing at 31 <sup>st</sup> March 2012	BFC	May-12
SAL67*	Planning Commitments for Employment Uses at 31 <sup>st</sup> March 2012 (Replaces SAL43)	BFC	Jun-12
SAL68*	SHLAA Monitoring Report 2012 (Replaces SAL37)	BFC	Jun-12
SAL69*	Paper copy of original representations made on Draft Submission Site Allocations DPD	N/A	N/A
SAL70*	Topic Paper: Consistency with Recent Legislation and the National Planning Policy Framework	BFC	Jun-12
SAL71*	Topic Paper: Update on Housing Land Supply	BFC	Jun-12
SAL72*	Topic Paper: Transport Issues	BFC	Jun-12
SAL73*	Topic Paper: Duty to Co-operate	BFC	Jun-12
SAL74*	Bracknell Forest Borough Local Plan. Can be viewed, with saved policies at : <a href="https://www.bracknellforest.gov.uk/go/3Apps/spae/proposals/dp/100.htm">https://www.bracknellforest.gov.uk/go/3Apps/spae/proposals/dp/100.htm</a>	BFC	Jan-02
SAL75*	Statement of Community Involvement	BFC	Jul-06
SAL76	ENTEC Study on Landscape and Gaps	ENTEC	Aug-06
SAL77*	Sustainable Community Strategy	BFC	Jun-05
SAL78	Core Strategy Inspector's Report	Jane V Stiles	Nov-07
SAL79*	Core Strategy Development Plan Document	BFC	Feb-08
SAL80*	Limiting the Impact of Development SPD	BFC	Jul-07
SAL81*	Amen Corner SPD	BFC	Mar-10
SAL82*	Character Areas Assessment SPD	BFC	Mar-10
SAL83 *	Warfield SPD	BFC	Feb-12
SAL84*	Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document	BFC	Mar-12
SAL85*	Annual Monitoring Report 2010-11	BFC	Dec-11
SAL86*	Local Development Scheme	BFC	Aug-11
SAL87*	Local Transport Plan 3	BFC	Apr-11
SAL88	Localism Act		Nov-11

SAL89	National Planning Policy Framework	CLG	Mar-12
SAL90	Planning Policy for Traveller Sites	CLG	Mar-12
SAL91	The Town and Country Planning (Local Planning) (England) Regulations 2012		Apr-12
SAL92*	Statement of Common Ground: Transport – Relevant Blackwater Valley Authorities	BFC	Jul-12
SAL93*	Statement of Common Ground: Transport – Wokingham Borough Council	BFC	Jul-12
SAL94	Statement of Common Ground: Transport and Education – Royal Borough of Windsor and Maidenhead		
SAL95*	Community Engagement Strategy	Bracknell Forest Partnership	May-09
SAL96*	Thames Basin Heaths Special Protection Area Delivery Framework	South East England Regional Assembly	Mar-09
SAL97*	Thames Basin Heaths SPA Technical Background Document to the Core Strategy DPD	BFC	Jun-07
SAL98*	Final Sustainability Appraisal Report Sustainability Appraisal (incorporating Strategic Environmental Assessment – Amen Corner Supplementary Planning Document	BFC	Mar-10
SAL99*	Habitats Regulations Appropriate Assessment Bracknell Town Centre Re-development June 2010	BFC	Jun-10
SAL100*	Habitats Regulations Appropriate Assessment Warfield SPD Final	BFC	Feb-12
SAL101	Statement of Common Ground: Sport England		
SAL102	Statement of Common Ground: Community Facilities and Education – Wokingham Borough Council		
SAL103	Statement of Common Ground: SPA on Policy SA5 – RSPB/BBOWT/NE/L&G		
SAL104	South East Plan	GOSE	May-09
SAL105	Updated Local Development Scheme	BFC	Oct-12
SAL106	Post Submission Infrastructure Delivery Plan	BFC	Oct-12
SAL107	Statement of Common Ground: Transport – Highways Agency		
SAL108	TRL Appeal Decision		

# Glossary

**Affordable Housing** – includes affordable rent and intermediate housing, provided to specified eligible households whose needs are not met by the market.

**Annual Monitoring Report (AMR)** – Annual report of the progress of preparing the Local Development Framework and the effectiveness of policies and proposals.

**Biodiversity Action Plan (BAP)** - Translates the targets in the UK Biodiversity Action Plan into action on the ground.

**Biodiversity Opportunity Areas (BOAs)** - are the regional priority areas of opportunity for restoration and creation of BAP habitats. They are a spatial representation of BAP targets and are areas of opportunity, not constraint.

**Core Strategy Development Plan Document** – Sets out the Council's long-term vision and strategy to be applied in promoting and managing development throughout Bracknell Forest Borough.

**Deliverable Sites** - those which are:

Available - now

Suitable - offering a locate for development now and would contribute to the creation of sustainable, mixed communities

Achievable - there is reasonable protection that the housing will be delivered on the site

**Developable Sites** - those which should be in a suitable location for housing development and there should be a reasonable protection that the site is available for, and could be developed at the point envisaged

**Development Plan Documents (DPD)**– spatial planning documents that are subject to independent examination and together with the relevant Regional Spatial Strategy will form the development plan for the Borough.

**Major Locations for Growth** – The 2 areas identified as extensions to existing urban areas (Amen Corner and Warfield - formerly referred to as Land North of Whitegrove and Quelm Park).

**Open Space of Public Value (OSPV)** - Recreational facilities that contribute either to the recreational needs of the community and/or by its openness in contributing to the character and appearance of the locality. Its public value may result from physical use and/or its visual amenity.

**Planning Policy Statements (PPSs)** – national planning policy, now superseded by the NPPF.

**'Plus One' Principle** - a concept where the quality of existing recreational facilities are progressively improved, e.g. from an 'Average' rating to 'Good' or from 'Good' to 'Very Good'.

**Proposals Map** – A map forming part of the Local Development Framework which identifies the locations to which policies and proposals set out in DPDs apply.

**Recreational Facilities** – comprise active (e.g. sports pitches, kick-about areas and children's play areas) and passive (e.g. natural and semi-natural open space, green corridors and urban woodlands) open space of public value and built facilities (e.g. sports halls, places of worship, synthetic pitches, theatres, swimming pools and arts centres).

**Settlements** – land specifically designated as lying within a Settlement as shown on the adopted proposals map.

**Strategic Housing Land Availability Assessment (SHLAA)** - provides background evidence on the potential availability of land for housing in an area and the choices available for delivering housing.

**Special Protection Areas (SPA)** – Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

**Supplementary Planning Document (SPD)** – A type of Local Development Document that provides further guidance to the implementation of planning policies and proposals. SPDs hold less weight than a Development Plan Document.

**Sustainable Drainage System (SuDS)**– A sequence of management practices and control structures designed to drain surface water in a sustainable manner.



Copies of this booklet may be obtained in large print, Braille, on audio cassette or in other languages. To obtain a copy in an alternative format please telephone 01344 352000

### **Nepali**

यस प्रचारको सक्षेपं वा सार निचोड चाहिं दिइने छ ठूलो अक्षरमा, ब्रेल वा क्यासेट सून्नको लागी । अरु भाषाको नक्कल पनि हासिल गर्न सकिने छ । कृपया सम्पर्क गनुहोला ०१३४४ ३५२००० ।

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### **Urdu**

اس دستاویز کے خلاصے یا مختصر متن جلی حروف، بریل لکھائی یا پھر آڈیو کیسٹ پر ریکارڈ شدہ صورت میں فراہم کئے جا سکتے ہیں۔ دیگر زبانوں میں اس کی کاپی بھی حاصل کی جا سکتی ہے۔ اس کے لیے براہ مہربانی ٹیلیفون نمبر 01344 352000 پر رابطہ کریں۔

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Development Plan Team  
Planning and Transport Policy  
Environment, Culture and Communities  
Bracknell Forest Council  
Time Square  
Market Street  
Bracknell  
RG12 1JD

2020/21 Highways and Transport Capital Programme		£000
<b>Funding Streams</b>		1 DfT Integrated Transport Grant - 720
		2 S106 - 200
		3 S106 TRL development - 2800
		4 CIL - 400
		5 LGF A3095 corridor - 3519
		6 LGF A322/A329 corridor - 2000
		7 BFC A322 Downshire Way - 200
		8 Silva Homes - 100
		9 DfT Highway Maintenance Grant - 1369
		10 DfT efficiency fund - 285
		11 BFC roads and footways - 200
		12 BFC lamp column replacement - 400
		Total: £ 12,193
		<b>Budget Allocation</b>
<b>1.0</b>	<b>Access, Mobility &amp; Travel Choice</b>	<b>225</b>
1.1	<b>Binfield Road junction with Harvest Ride (Frampton Bridge, Binfield)</b> - new Toucan Crossing to link the existing footway/cycleway network with the new Warfield housing development.	90
1.2	<b>Forest Road near Wood Lane (Binfield)</b> - new Toucan Crossing to link the existing footway/cycleway network with the Binfield Learning Village.	75
1.3	<b>Level Road (Cranbourne)</b> - new Zebra Crossing adjacent to Cranbourne Primary School.	30
1.4	<b>Church Street (Crowthorne)</b> - new Zebra Crossing to provide north/south links to the High Street.	30
<b>2.0</b>	<b>Highway Capacity and Road Space Allocation</b>	<b>9339</b>
2.1	<b>A3095 South corridor</b> - modification of the Hanworth Roundabout and Golden Retriever Roundabout (the latter converted to a traffic signal crossroads) to meet future traffic demands on the A3095 and enabling local communities to access this busy corridor safely. Work includes capacity improvements alongside enhancements to the natural environment including replacement tree planting and the creation of new hedgerows and wildlife habitats.	6839
2.2	<b>A322 Downshire Way</b> - conversion to a dual carriageway between the Twin Bridges Roundabout and the Horse and Groom Roundabout. The scheme will remove a localised bottleneck for traffic on A329/A322 corridor. Work includes enhancement of the natural environment with replacement tree planting, hedgerow creation, meadow enrichment and the creation of wildlife habitats.	500
2.3	<b>A322/A329 Corridor</b> - further capacity improvements to the Sports Centre Roundabout (to provide 4 circulatory lanes) and conversion of the Vigar Way/Peacock roundabout to traffic signals to manage traffic flows.	2000
<b>3.0</b>	<b>Traffic Management</b>	<b>375</b>
3.1	<b>Urban Traffic Management &amp; Control (UTMC)</b> - expanding control capability through improved technology at key traffic signal junctions and controlled crossing points to better manage traffic flow and create more reliable journey times.	85
3.2	<b>Residential Parking</b> - working with Silva Homes to provide increased parking capacity in residential areas experiencing difficulties. Funding contribution provided by Silva Homes (£100k). Identified schemes include Ashbourne, Nuthurst, Aysgarth, Millins Close, Holbeck, Willwood Road, Cottesmore and Vandyke.	220
3.3	<b>Road Safety and Speed Management</b> - works to improve road safety and reduce the number of injury accidents at the following identified locations - A322 Hilton Roundabout, A3095 Rackstraw Road junction with Acacia Avenue, B383 Sunninghill Road between A332 and Watersplash Lane, A329 Berkshire Way junction with Doncastle Road, Malt Hill junction with B3022 Bracknell Road, Maidens Green Crossroads junction, Church Road/North Road (Chavey Down).	70
<b>4.0</b>	<b>Roads and Footways Maintenance</b>	<b>1340</b>
4.1	<b>Carriageway and Footway Treatment</b> - surface replacement or treatments targeted towards the Highway Maintenance Forward Programme ( <b>Annex 2</b> ) based upon the condition of the asset and the most cost-effective use of available budgets.	1340
<b>5.0</b>	<b>Highway Structures Maintenance</b>	<b>300</b>
5.1	<b>Structural Repairs and Protection</b> - work to repair or replace existing highway structures and protect their integrity, including bridges, culverts, subways and protective barriers. See the Highway Maintenance Forward Programme ( <b>Annex 2</b> ).	300
<b>6.0</b>	<b>Highway Drainage Maintenance</b>	<b>214</b>
6.1	<b>Infrastructure Repairs and Capacity Restoration</b> - work to maintain operation of the highway drainage network including capacity enhancements. See the Highway Maintenance Forward Programme ( <b>Annex 2</b> ).	214
<b>7.0</b>	<b>Highway Electrical Maintenance</b>	<b>400</b>
7.1	<b>Lamp Column Replacement</b> - essential replacement of ageing lamp columns based on individual condition assessment and risk assessment.	400

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2019/20 Integrated Transport Capital Programme		Funding streams (£000)
		1 Integrated Transport Grant: 520
		2 LEP awarded funds (A3095): 1,800
		3 DfT awarded funds (A322 D'shire Way): 2,290
		4 BFC Capital (A322 D'shire Way): 200
		5 BFC Capital (Shoulder of Mutton junc.): 75
		6 Section 106 developer funds: 400
		7 Silva Homes match funding (parking bays): 120
		Total: 5,405
		Budget Allocation
1.0	<b>Access, Mobility &amp; Travel Choice</b>	195
1.1	<b>London Road, Binfield - Footway/cycleway (phase 2):</b> Continuation of a shared use facility on the northern side of the London Road to link the Amen Corner housing development to the Binfield Learning Village. Works between Murrel Hill Lane and Popeswood Roundabout.	80
1.2	<b>Harvest Ride, Warfield - Toucan Crossing near Sopwith Road:</b> A controlled crossing to assist parents and children walking and cycling to/from the Woodhurst School site.	70
1.3	<b>South Road, Great Hollands - Footway/cycleway link (phase 1: scheme development):</b> This scheme will link the new TRL development to the wider urban area including access to Easthampstead Park Secondary School. The route will include a Toucan crossing on Nine Mile Ride provided by the developer. Work includes investigation, site surveys and detailed design work to develop future scheme.	25
1.4	<b>Mobility Schemes:</b> Measures to improve pedestrian access such as dropped kerbs and improvements to bus stop access. These improvements will include facilities for the mobility impaired.	20
2.0	<b>Highway Capacity and Road Space Allocation</b>	4,740
2.1	<b>A3095, Hanworth/Great Hollands - Corridor improvements (phase 1 of 2):</b> Capacity and environmental enhancements linked to current congestion issues and future growth. Work includes widening to Crowthorne Road alongside capacity improvements to the Golden Retriever junction and Hanworth Roundabout to provide more reliable journey times. Includes enhancement of the natural environment with replacement tree planting, hedgerow creation, meadow enrichment and creation of wildlife habitats.	1,800
2.2	<b>A322 Downshire Way, Bracknell - Dual carriageway:</b> Conversion of the A322, between the Twin Bridges Roundabout and the Horse and Groom Roundabout to, 2 lanes in both directions. The scheme will remove a localised bottleneck for traffic on A329/A322 corridor. Works includes enhancement of the natural environment with replacement tree planting, hedgerow creation, meadow enrichment and creation of wildlife habitats.	2,790
2.3	<b>Shoulder of Mutton Junction, Binfield - Improvement/refurbishment:</b> Reconfiguring of the junction layout to improve capacity whilst upgrading all traffic signal equipment to improve reliability and performance. Staggered junction control to be simplified whilst retaining all existing traffic movements.	150
3.0	<b>Traffic Management</b>	470
3.1	<b>Residential Parking Schemes:</b> Work with Silva Homes to provide increased parking capacity in residential areas experiencing difficulties. Additional match funding provided by Silva Homes (thus total £240k). Identified schemes include - Aldenham Terrace, Blackmeadows, Wilwood Road, Cherry Close, Windmill Road, Bullbrook Drive, Crossfell, Holbeck, Nettlecombe and Drummond Close.	240
3.2	<b>Local Safety Schemes:</b> - B3022 North Street, Winkfield: Combined road safety and speed management scheme; - B3408 Wokingham Road j/w Downshire Way (Sperry's Roundabout), Bracknell: Measures to address collisions on the northbound entrance to the roundabout; - Old Wokingham Road, Bracknell: Measures to address collisions on bends; - A3095 Maidenhead Road, Warfield: Combined road safety and speed management scheme.	100
3.3	<b>Speed Management Schemes:</b> - Locks Ride, Winkfield: Speed management scheme; - B3017 Winkfield Row: Speed management scheme; - B3022 North Street, Winkfield: See 'Local Safety Schemes' above; - A3095 Maidenhead Road, Warfield: See 'Local Safety Schemes' above.	60
3.4	<b>Urban Traffic Management Control (UTMC):</b> Expanding data capture and control capability for key infrastructure across the Intelligent Transport systems network. Provision of localised firmware and systems to improve the performance of traffic signals and manage traffic flows to create more reliable journey times.	70

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