



## **Wokingham Borough Council**

# **DRAFT INFRASTRUCTURE DELIVERY PLAN FEBRUARY 2020**

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# 1 Introduction

## 1.1 Preface

- 1.1.1 Wokingham Borough Council has been preparing new planning policies to guide development in the borough to 2036. The LPU will replace the existing Core Strategy (2010) and Managing Development Delivery Local Plan (2014), and will put in place an updated spatial strategy and set of planning policies to manage development up to the year 2036.
- 1.1.2 This Infrastructure Delivery Plan (IDP) has been produced to accompany the Draft LPU and identifies the key infrastructure required to support growth resulting from the proposed development allocations set out in the LPU to 2036.
- 1.1.3 The National Planning Policy Framework (NPPF) seeks to ensure that Local Plans plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies in the NPPF.
- 1.1.4 Policy SS1 of the LPU sets out the proposed Spatial Strategy. The spatial strategy established by our existing local plans – the Core Strategy and MDD - focussed the majority of development in four Strategic Development Locations (SDLs) (North and South Wokingham, Arborfield Garrison, South of the M4). This approach has enabled significant new infrastructure to be delivered alongside new homes. The four SDLs will continue to make a significant contribution to meeting housing needs and delivering infrastructure in the LPU as identified under Policies SS4-SS7.
- 1.1.5 The majority of the additional need for development will be met through the creation of a garden town at Grazeley (Policy SS3 of the LPU), for 15,000 dwellings. 10,000 dwellings will be located in Wokingham Borough, with 5,000 located in West Berkshire District A development of this scale and magnitude helps to reduce the need for larger scale development on the edge of other towns and villages across the borough, helping to protect their character and allowing new communities established in the current SDLs to continue to form and mature. In addition, Grazeley Garden Town provides a significant supply of houses beyond the plan period of 2036, into the 2050s.
- 1.1.6 The Appendices of the LPU sets out some of the specific requirements associated with sites allocated in the LPU. Any application for development will also need to ensure it accords with all relevant policies in the LPU, including parking provision, provision of open space and dwelling mix or which are specific to that SDL.
- 1.1.7 In bringing sites forward regard will need to be given to LPU Policy SS10: Supporting Infrastructure which states:
 

“Development proposals will not be supported unless infrastructure, services, resources and amenities or other assets lost or impacted on as a result of development or made necessary by the development will be improved or provided through direct provision or financial contributions at an appropriate time.”
- 1.1.8 This IDP for the LPU forms part of the evidence base and seeks to identify the infrastructure implications and requirements of growth identified in the LPU. This is a ‘living’ document which will be used to inform the Community Infrastructure Levy (CIL). Ongoing monitoring of infrastructure requirements will be carried out throughout the plan period and the IDP updated when necessary to reflect any significant changes and priorities of new schemes. In line with this policy, Grazeley Garden Town is subject of a bid to the Government’s Housing Infrastructure Fund (HIF) for £252 million to secure and forward fund the level of infrastructure to support this sustainable mixed use development

- 1.1.9 Proposals for development will make appropriate provision for the infrastructure, services, resources and amenities in accordance with the development plan and via contributions through the Community Infrastructure Levy (CIL) Charging scheme and provision secured through planning obligations (Section 106 contributions) in line with Regulation 122 of the Community Infrastructure Level Regulations 2010.
- 1.1.10 In preparing the IDP for the LPU the Council has sought information from a range of sources, including services providers within the Council such as the education, transport, housing and leisure and from external organisations such as the Primary Care Trust, Utilities, Police, Fire and Rescue.

## 1.2 Policy and Legislation

### The National Planning Policy Framework (NPPF) 2019

- 1.2.1 The NPPF, 2019 highlights the significance of infrastructure delivery and refers to local authorities playing a positive role to support sustainable development. Paragraph 20 states that strategic planning policies should make sufficient provision for:
  - a. housing (including affordable housing), employment, retail, leisure and other commercial development;
  - b. infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
  - c. community facilities (such as health, education and cultural infrastructure)
- 1.2.2 Paragraph 26 considers the importance of engaging with infrastructure providers and that engagement should be “effective and on going” throughout the plan making process.

### Planning Practice Guidance

- 1.2.3 The Planning Practice Guidance provides guidance from the requirements set out in the NPPF. The guidance on “Plan Making” states that Local planning authorities should identify “what infrastructure is required and how it can be funded and brought forward”. The PPG also emphasises the need for early discussions with providers, service delivery organisations, Local Enterprise Partnerships, development, landowners and site promoters to ensure a collaborative approach is taken to identify requirements for infrastructure and opportunities for addressing them.

### Thames Valley Berkshire Local Enterprise Partnership

- 1.2.4 Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) is a business led, multi sector partnership mandated by government to lead activities that drive local economic growth. The TVB LEP contributes to the sustainable economic growth of the Berkshire area through the implementation of a Strategic Economic Plan. One of the four initiatives covers Infrastructure which aims to enhance TV Berkshire’s connectivity by investing in transport improvements. TVB LEP plays a crucial role in coordinating stakeholders to secure high level infrastructure funding.

### WBC Climate Change Agenda

- 1.2.5 A motion Declaring a Climate Emergency for Wokingham Borough Council with a target of becoming carbon neutral by 2030 was approved at Council on 18<sup>th</sup> July 2019. An action plan setting out types of activities that will be embarked on to achieve these targets is being developed.
- 1.2.6 Implementing sustainable infrastructure and mitigation measures across the borough through new development proposals will be essential to help us achieve this target.

Development should minimise damage, loss and impact upon existing infrastructure and environmental assets. Development proposals will be expected to mitigate all relevant impacts in accordance with the criteria and rate of contribution and/or levy as set out in relevant documentation, taking account of levels of development that have already been accepted, and mitigation measures that have already been agreed or implemented.

#### Local Transport Plan 4

- 1.2.7 The Local Transport Plan 4 (LTP4) is being developed alongside the LPU. It will replace the current LTP3 and cover the period to 2036. It will provide details of how the council intends to improve transport and accessibility across the borough and set out the predicted resources for delivery of transport schemes as part of the transport strategy.

#### WBC Local Plan update

- 1.2.8 WBC Local Plan Update will replace all our policies with the exception of those relating specifically to minerals and waste. This means that the Core Strategy (adopted 2010) and the Managing Development Delivery plan (adopted 2014) will all cease to be used once Local Plan Update is adopted. With the exception of minerals and waste planning – a plan is being prepared jointly with neighbouring authorities - it will mean that all planning policies are contained within a single document. Supplementary planning documents will be produced to support the LPU as necessary.
- 1.2.9 The Policies included in the Draft Local Plan Update support the provision of infrastructure and the council are actively investing in new infrastructure, including new roads. Infrastructure improvements across the borough will support the development currently underway and that which is expected to be delivered over the plan period.

## **2 Physical Infrastructure Requirements**

2.1.1 The following section provides an overview of the physical infrastructure requirements which will be needed to support development through the Local Plan.

2.1.2 The physical infrastructure requirements are set out under the following sections:

- Water Supply and Waste Water
- Flood Risk (Fluvial)
- Energy – Electricity and Gas
- Telecommunications
- Road Network – Strategic Highways
- Road Network – Local
- Public Transport – Rail and Bus
- Walking and Cycling Infrastructure
- Waste Management
- Air Quality

## **3 Waste Supply and Waste Water**

### **3.1 Lead Organisations**

- Thames Water Utilities Ltd
- South East Water
- Office of Water Services (Ofwat)

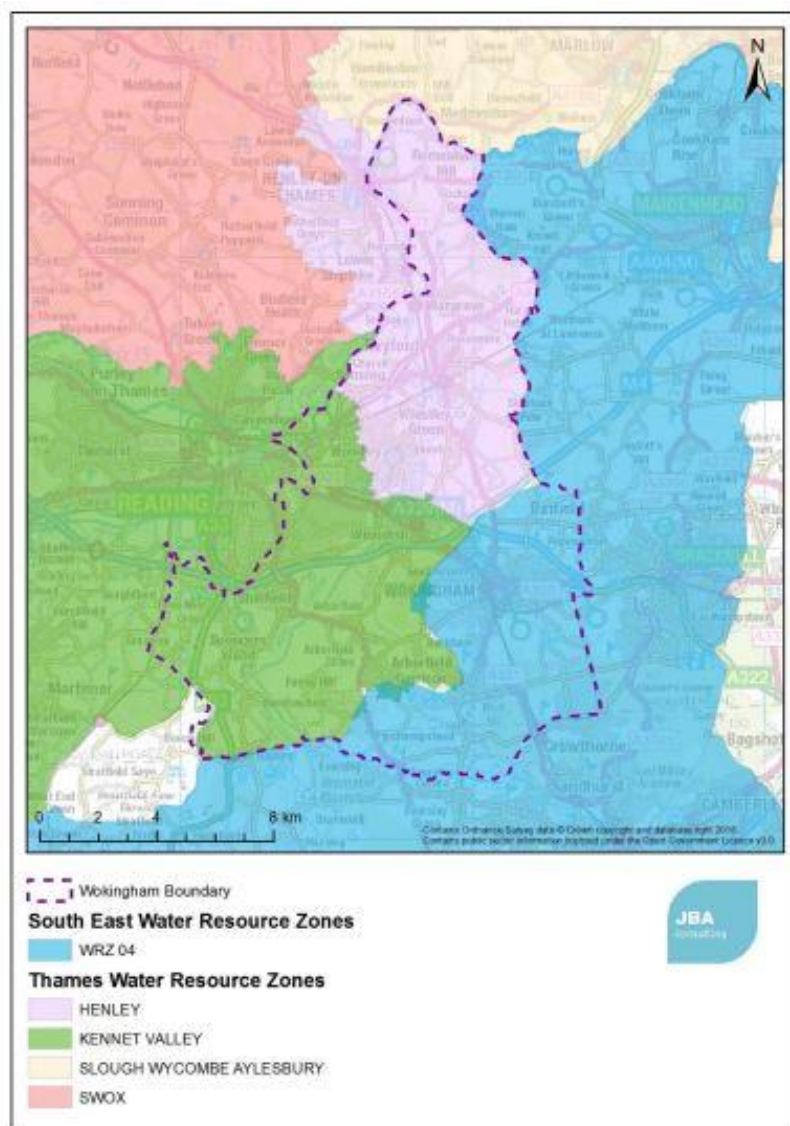
### **3.2 Main Sources of Information**

- Urban Waste Water Treatment (Amendment) Regulations, 2010
- Thames Water Business Plan 2020 - 2025 'Our Business Plan 2020 – 2025'
- Thames Water Revised draft Water Resources Management Plan 2019
- Thames Water Draft Drought Plan update 2017
- South East Water Business Plan 2020 - 2025 '2020 to 2025 Business Plan'
- South East Water Water Resources Management Plan 2019
- South East Water Final Draft Drought Plan 2017
- Peter Brett Associates LLP on behalf of Thames Valley Berkshire Local Enterprise Partnership, Utility Infrastructure Study Update Report 2018
- Wokingham Borough Council Water Cycle Study – Phase 1 Scoping Study 2019 (JBA Consulting)

### **3.3 Existing Provision**

#### **Water Supply**

- 3.3.1 Thames Water and South East Water are responsible for water supply and supply infrastructure in the Borough. Generally, Thames Water is responsible for the north western part of the Borough with South East Water responsible for the south eastern part as illustrated on Figure below.



Source: Wokingham Borough Council Water Cycle Study – Phase 1 Scoping Study 2019

- 3.3.2 Within Grazeley there are presently only small diameter pipes and no water mains of strategic importance.

### Wastewater and Sewerage

- 3.3.3 Thames Water owns and operates the public wastewater and sewerage system and treatment works in the Borough.
- 3.3.4 Thames Water's five-year plan, from 2020-2025, sets out proposals to maintain and improve their services during that period. This is their business plan that is submitted to Ofwat, outlining future investment priorities and the likely cost.
- 3.3.5 Grazeley presently has no significant waste water infrastructure.

## **3.4 Planned Provision**

### Water and Wastewater

- 3.4.1 Statutory water undertakers (Thames Water and South East Water) have a duty to maintain the security of water supply. Every five years they are required to produce a



Water Resources Management Plan (WRMP), which sets out how they plan to provide water to meet customers' needs while protecting the environment over a 25-year period.

- 3.4.2 Currently, utility providers will only commit to upgrades on their networks when they are certain that development will come forward.

#### **Arborfield Garrison SDL**

- 3.4.3 Improvements to the Sewerage Network Capacity ahead of the occupation of the 200<sup>th</sup> dwelling.

#### **North Wokingham SDL**

- 3.4.4 Improvements to the utilities network to secure capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-carriageway in accordance with the council's latest Highways Design Guide.

#### **South of M4 SDL**

- 3.4.5 Improvements should be made to the utilities network to secure capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-carriageway in accordance with the council's latest Highways Design Guide.

#### **South Wokingham SDL**

- 3.4.6 Improvements to the utilities network to secure capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-carriageway in accordance with the council's latest Highways Design Guide
- 3.4.7 To deliver the level of development proposed for Grazeley, significant new infrastructure for both potable and waste water will be required. This could include the installation of a new main sewer connection running from the north of the site back to Thames Water's existing sewage works in Reading.

### **3.5 Sources of Funding**

#### **Water and Wastewater**

- 3.5.1 Water and sewerage companies are funded in five-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 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 2020 and 2025.
- 3.5.2 The cost of modifying the existing network is through agreement between a developer and the utility company. All maintenance, repairs and upgrades will be funded by the utility company.
- 3.5.3 Funding sources for Grazeley Garden Town strategic development including HIF funding and any other sources that arise.

### **3.6 Infrastructure Costs**

- 3.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### **3.7 Key Issues and Rationale**

#### **Water Supply**

- 3.7.1 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.
- 3.7.2 South East Water has confirmed that within the Wokingham area there is currently capacity in their water network up to 2054.
- 3.7.3 From the Thames Valley LEP study 2018, Thames Water identified that there is unlikely to be any major changes from the high level analysis carried out in 2012 which identified that there is sufficient capacity in the network to meet the growth demand with possible capacity concerns at Grazeley.

#### **Wastewater and Sewerage**

##### **Sewage Treatment Works (STWs)**

- 3.7.4 Thames Water identified that there are unlikely to be any major changes to growth from their previous study undertaken in 2012. Future research was undertaken as part of the Water Cycle Study, January 2019 which stated that Bracknell, Reading and Sandhurst waste treatment works has sufficient capacity to serve all the sites in those catchments in the call for sites process.

### **3.8 Conclusion and Action**

- 3.8.1 Strategic development at Grazeley will require upgrade of the existing infrastructure and provision of new infrastructure in order to service new development.
- 3.8.2 Where network modifications are necessary for other development, these will be delivered via the water company through agreement with the developer.

## 4 Flood Risk (Fluvial)

### 4.1 Lead Organisations

- Wokingham Borough Council (Lead Local Flood Authority)
- The Environment Agency (National Flood Authority)
- Thames Water
- South East Water

### 4.2 Main Sources of Information

- Strategic Flood Risk Assessment (SFRA), 2012
- The Flood & Water Management Act 2010
- Thames Catchment Flood Management Plan 2009
- Thames River Basin Management Plan (TRUMP) 2009
- The Pitt Review, Learning lessons from the 2007 floods, 2009
- Water Framework Directive 2000
- Shinfield Surface Water Management Plan (2019)
- Wokingham Borough Council Sustainable Design and Construction Supplementary Planning Document (SPD), 2010 and emerging Borough Design Guide SPD, 2012
- Wokingham Borough SuDS Strategy 2018
- Wokingham Specific Land Drainage Bylaws
- Blackwater Valley Water Cycle Scoping Study 2011

### 4.3 Existing Provision

#### Flood defence infrastructure

- 4.3.1 Flood defences are structures which affect flow in times of flooding. They generally fall into one of two categories; 'formal' or 'defacto'/'informal'. A 'formal' defence is a structure which has been specifically built to control floodwater. It is maintained by its owner so that it remains in the necessary condition to function. 'De facto / informal' defences include road and rail embankments and other infrastructure (buildings and boundary walls) which may act as water retaining structures or create enclosures to form flood storage areas in addition to their primary function. The Environment Agency currently maintains a register of structures and features with a flood defence role. The 2020 Strategic Flood Risk Assessment (SFRA) and data from the Environment Agency highlighted three flood defences protecting the Borough:

| <b>Table 1: Flood defences</b> |  |   |
|--------------------------------|--|---|
| Type                           | Description  | Location  |
| raised defence (man-made)      | Flood bund. 0.51.3m high flood bund with vegetation growing on it.   | Near Thames Water Sewage works, north of Henley-on-Thames, South Oxfordshire District Council (outside of Borough but only just upstream).  |
| culverted channel              | Culvert under road CU. 750mm diameter culvert runs under college access road and A4155.                                  | Grounds of Fawley Court, north of Henley-on-Thames, South Oxfordshire District Council (outside of Borough but only just upstream). Note that D1 and D2 are in the same location. |
| flood defence structure        | Access road embankment - Road built on a raised earth embankment. Only access to lock/weir complex during a flood event. | Hambleden lock. Access road   |

- 4.3.2 Two of the defences are a small distance outside the Borough. In addition, due to the limited flood defence capabilities of these structures, effectively none of the Borough is reliant on formal flood defence structures.

**Other structures which have an effect on flood risk:**

- 4.3.3 Two of the defences are a small distance outside the Borough. In addition, due to the limited flood defence capabilities of these structures, effectively none of the Borough is reliant on formal flood defence structures.

**Other structures which have an effect on flood risk:**

**Flood Storage**

- 4.3.4 A flood storage area lies along the Foudry Brook immediately downstream of the Borough. There are also 17 small flood storage areas/balancing ponds which deal with local runoff water:

| <b>Table 2</b> |                    |                   |
|----------------|--------------------|-------------------|
| SFRA ref       | Location           | Parish            |
| BP1            | Easthampstead Road | Wokingham Without |
| BP2            | Foxborough         | Swallowfield      |
| BP3            | Curlys Way         | Swallowfield      |
| BP4            | Skylark Way        | Shinfield         |
| BP5            | The Brackens       | Wokingham Without |
| BP6            | The Naylor's       | Swallowfield      |
| BP7            | Foxborough         | Swallowfield      |
| BP8            | Twycross Road      | Wokingham         |
| BP9            | Woosehill          | Wokingham         |
| BP10           | Woosehill Lane     | Wokingham         |
| BP12           | Wildcroft Drive    | Wokingham         |
| BP13           | Deacon Close       | Wokingham         |

|      |               |               |
|------|---------------|---------------|
| BP14 | Gazelle Close | Winnersh      |
| BP15 | Wimbushes     | Finchampstead |
| BP16 | Plough Lane   | Wokingham     |
| BP17 | Mereoak Lane  | Shinfield     |

#### Other Structures

- 4.3.5 The Environment Agency records include structures along the river which in some cases have some effect on flood risk. There are 29 such structures and are predominantly weirs, culverts and bridges. These are:

| SFRA Ref | Asset Type & Location                                      | Asset comments  |
|----------|--|---|
| S1       | Thames Weirs - Shiplake Weir A                             | 3x 1.8m wide x1m high radial gates<br>6x 3m wide x 2.3m high radial gates<br>1x 1.2m wide x1m high gated fish pass further 2 radial gates 1.8m wide x 1m high Overall weir width 36m. Concrete walkway & concrete channel sides. Weir is manually operated. |
| S2       | Thames Weirs - Shiplake Weir B                             | 3 step concrete fcw concrete & steel walkway steel handrails concrete channel sides overall width 25m   |
| S3       | Flood Culvert - Mill Lane, Shiplake                        | brick arch culvert under road   |
| S4       | Flood Culvert - Mill Lane, Shiplake                        | brick arch culvert under roadway  |
| S5       | Thames Weirs - Marsh Weir A                                | 8X4m wide electrically operated Buck Weir and Fish Pass.  |
| S6       | Thames Weirs - Marsh Weir B....Between Island & L/B        | Adjustable weir left bank, with Gauge Weir to right bank.   |
| S7       | Weirs - - Marsh Weir (Mill Sluice 1)                       | Mill Sluice under flats upstream of culvert is a weir with 1.3m drop  |
| S8       | Thames Weirs - Marsh Weir (Mill Sluice 2) Marsh Mill Flats | Mill Sluice. Masonry Culvert with u/s weir having a drop of 1.3m Culvert runs under a building/flats  |
| S9       | Bridges - Footbridge North Of Mill Pool Cottage            | Wooden Footbridge with 2 central supports in Channel bed. Handrails u/s and d/s sides   |
| S10      | Thames Towpath Bridges - Bridge 102 At Shiplake Hole       |   |
| S11      | Flood Culvert - Mill Lane Shiplake                         | Twin Brick arch culvert under road to allow flow of flood waters  |
| S12      | Flood Culvert - Mill Lane, Shiplake                        | Brick arch culvert under road-to allow flood flows  |
| S13      | Bridges - East Of Brookend                                 | Access bridge with masonry parapets   |
| S14      | Thames Weirs Weir C - Hambleden Weir C.Lr2.                | Weir with 2x 2m wide steel lifting radial gates   |
| S15      | Thames Weirs Weir B. - Hambleden Weir B                    | 2 stage fixed crest weir with steel and concrete walkway over, supported by 20 sets of steel supports.  |

| SFRA Ref | Asset Type & Location   | Asset comments  |
|----------|---|---|
| S16      | Thames Weirs<br>Weir A -<br>Hambleton Weir A                    | Weir with 4x steel tipgates and steel walkway over. plus 1x fish pass   |
| S17      | Thames Weirs<br>Weir D -<br>Hambleton Weir D                    | 4 stage fixed crest weir with steel walkway.  |
| S18      | Thames Weirs<br>Weir E -<br>Hambleton Weir E                    | 2x 3m wide lifting steel radial gates.  |
| S19      | Thames Weirs<br>Weir F –<br>Hambleton Weir F                    | Weir with concrete sill and spillway. Footway over, supported by steel A frames.  |
| S20      | Thames Weirs<br>Weir G -<br>Hambleton Weir G                    | 3x 2m wide steel radial gates, Electric   |
| S21      | Thames Weirs - Hambleton Weir (Mill Stream)                     | Mill Sluice - manually operated steel/wooden sluice gate, with operation walkway over, upstream end of culverted channel. |
| S22      | Bridges -<br>Footbridge South<br>Of Lake Cottage<br>Willow Lane | Brick Bridge with angled side abutment piers upstream and downstream both banks   |
| S23      | Thames Weirs - The Mill Theatre, Sonning Weir (Mill Stream)     | Mill Sluice/ culvert, sythonic weir, electric turbine in pipe. Trash screen upstream.                                     |
| S24      | Thames Weirs - Sonning Weir C                                   | 2x 2.5m wide radial lifting gates manually operated operating gantry upstream over weir                                   |
| S25      | Thames Weirs - Sonning Weir A                                   | 4x 3m wide radial gates remotely operated   |
| S26      | Thames Weirs - Sonning Weir D                                   | 65m long fixed crest weir includes 1m wide fish pass with walkway over entire length                                      |
| S27      | Thames Weirs - Sonning Weir B                                   | 2x manually operated 3.2m wide lifting gates  |
| S28      | Thames Locks - Sonning Lock                                     | Concrete pound lock with hydraulically operated steel gates upstream & downstream   |
| S29      | Thames Towpath<br>Bridges - Bridge<br>100B Sonning Hill         | Timber footbridge   |

4.3.6 The main consideration for development in regard to the structures identified in Table 3 is that if a structure is accessed via a proposed site, the access will need to be maintained. In many cases access is required for non-flood risk purposes, but in some cases access is required to carry out maintenance such as dredging channels where silt has built up behind weirs.

4.3.7 There are a number of other features which influence flood risk including maintained channels & reservoirs and informal lakes & meadows which are not considered as flood defence infrastructure for the purposes of the IDP.

#### 4.4 Planned Provision

4.4.1 The Flood and Water Management Act received Royal Assent on 8th April 2010. The Act introduces amended and additional responsibilities for flood risk affecting the Environment

Agency (EA), local authorities, developers and landowners. The EA will take a strategic overview role and produce a National Strategy for Flood Risk Management. It gives the lead to local authorities in managing the risk of all local causes of flooding. Local Authorities must produce a Local Strategy for Flood Risk Management. Part of this role involves prioritising investment in local flood management. Landowners and developers also have responsibilities to implement national and local policy and to manage the impact of their landholding / development on flood risk.

- 4.4.2 The EA have significant new flood defence infrastructure planned. The EA is of the opinion that large scale flood defences cannot be provided for most communities. The approach to flood risk instead focuses on minimising risk through the management of water bodies and the avoidance of developing areas prone to flooding. This is to be achieved largely through the planning process by the application of the sequential test and other measures including the maintenance of existing watercourses and defences, the application of Water Management Strategies and Sustainable Urban Drainage Systems (SuDS).

#### **Developers**

- 4.4.3 Individual development proposals will be expected to support flood risk mitigation by respecting relevant flood zones and potentially by providing a range of other measures, such as localised flood mitigation / infrastructure.
- 4.4.4 Significant number of additional ponds, swales, attenuation basins are being delivered in the borough to act as drainage mechanisms and flood risk management measures.

#### **Water Treatment and Flooding**

- 4.4.5 Thames Water plans to provide better flood protection and make other improvements to water treatment works and pumping stations in Berkshire. This will ensure the protection of the quality of drinking water for more than 200,000 customers in Berkshire in the event of a flood.

#### **Swallowfield Parish Flood Defence Project**

- 4.4.6 In 2010, the Swallowfield Flood Resilience Group produced the Swallowfield Parish Flood Defence Project. The objective of this project is to mitigate the potential damage that might be caused by future flooding events. The group has taken numerous steps to reduce flood risk including annual ditch clearance days, the development of emergency plans, purchase emergency equipment and the development of plans to deliver a flood alleviation scheme in Riseley. Its inclusion in the IDP does not mean it is endorsed by Wokingham Borough Council.

#### **Strategic Development Location (SDL) Planned provision.**

- 4.4.7 Policies CP18-21 and Appendix 7 of the Core Strategy and the Supplementary Planning Documents for the SDLs set out requirements for mitigating impact of flood risk.

#### **SDL & Non-SDL**

- 4.4.8 Measures to maintain the operation of the Strategic Transport Network (STN) in times of flooding (Core Strategy CP10).

### **4.5 Sources of Funding**

#### **Environment Agency**

- 4.5.1 In the 2010 Act, the Agency is specified as the lead funding body for flood risk management and to make grants in respect of expenditure incurred or expected to be incurred with flood and coastal erosion risk management in England.



Wokingham Borough Council

- 4.5.2 WBC direct provision. Since 2007 the Council has also received over £400,000 in central government grants. In addition, Wokingham Borough Council and the Highways Agency will invest in the Strategic Transport Network to maintain the operation of the network during times of flooding. National / regional funding should also be available for this work.

Developers & Landowners

- 4.5.3 Direct provision and through contributions

**4.6 Infrastructure Costs**

- 4.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

**4.7 Key issues & Rationale**

- 4.7.1 A number of measures have been identified to be delivered as part of the development of the SDLs.
- 4.7.2 Measures relating to the need to maintain the operation of the Strategic Transport Network during times of flooding have been identified (Core Strategy policy CP10 – Improvements to the Strategic Transport Network)
- 4.7.3 Other measures / infrastructure may be identified in any Local Flood Risk Management Strategy for the Borough.

**4.8 Conclusion and Action**

- 4.8.1 Clarification required for the measures and costs to maintain the operation of the STN during times of flooding.
- 4.8.2 Applications for development will need to have regarded to the NPPF and to policies in the Core Strategy (Policies CP1 Sustainable Development and CP3 General Principles of Development) and Policies in the MDD DPD on flood risk and SuDS. Bespoke SuDS measures will be expected from individual developments. Costs will be on a site by site basis.



## 5 Energy – Electricity and Gas

### 5.1 Lead Organisations

#### Electricity

- National Grid (System Operator and Transmission Assets Owner)
- Scottish & Southern Electricity Networks – SSE (Distribution Network Operator)

#### Gas

- National Grid (System Operator & Transmission Assets Owner)
- SGN (Distribution Network Operator)

### 5.2 Main Sources of Information

- National Grid Electricity Ten Year Statement November 2019
- National Grid & David Lock Associates, A Sense of Place guidelines
- National Grid Gas Ten Year Statement, 2019
- SEPD Long Term Development Statements, 2019
- SGN Long Term Development Statement 2019
- *National Grid, Scottish & Southern Energy (SSE) and SGN provide services to other parts of the UK. Details of their corporate strategy and priorities for their particular service plan areas are only available as a whole and not for individual Boroughs.*
- Thames Valley Berkshire Local Enterprise Partnership, Utility Infrastructure Study Update Report 2018

### 5.3 Existing Provision

#### Electricity

##### Electricity Transmission

- 5.3.1 National Grid owns, operates and maintains the electricity generation and transmission network (above 132,000 volts) in the Borough. National Grid's high voltage electricity system operates at 400,000 and 275,000 volts. National Grid do not distribute electricity to individual premises, but instead their main role is to ensure supply to the UK market from generating stations to local distribution companies.

##### Electricity National Control Centre

- 5.3.2 The National Grid is controlled from the National Grid Control Centre which is located in St. Catherine's Lodge in Sindlesham.

##### Electricity Distribution

- 5.3.3 Nationally, different regional companies own and operate the electricity distribution network that comprises 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.

- 5.3.4 Scottish & Southern Energy owns and operates the local electricity distribution network serving the Borough, including overhead and underground electricity lines, substations and other associated infrastructure.

### **Gas**

#### **Gas Transmission**

- 5.3.5 National Grid owns and operates the National Transmission System which all gas supplied in Britain passes through. In certain instances, it responds to requests for new gas supplies. National Grid gas transmission infrastructure in the Borough includes a high-pressure gas pipe location running from:

- Knowl Hill to Remenham

#### **Gas Distribution**

- 5.3.6 SGN owns and operates the local gas distribution network and has significant medium pressure and intermediate pressure pipelines that feed the low-pressure systems for all major towns and rural areas in the Borough.

- Hampshire, east of Farley Hill, by Earley to South Oxfordshire.
- West Berkshire, north of Shinfield to Earley.
- Reading, north of Winnersh to Hurst.

### **Oil**

- 5.3.7 There is also an oil pipeline which runs from Bracknell Forest Borough, north of Finchampstead, Farley Hill then south of Spencers Wood to West Berkshire.

## **5.4 Planned Provision**

- 5.4.1 Development will also need to consider the impact of the Borough's climate emergency declaration in determining appropriate energy sources.
- 5.4.2 With specific regard to Grazeley Garden Town, it has been identified that there will be a requirement for a new primary substation to deliver the full development. It may be possible to supply early development phases (100-500 homes) in advance of the new substation.

#### **Electricity Transmission**

- 5.4.3 National Grid has no major electricity transmission infrastructure projects planned for the Borough.

#### **Electricity Distribution**

- 5.4.4 Scottish & Southern Electricity has no major electricity distribution infrastructure projects planned for the Borough.
- 5.4.5 At the district capacity level, SSE has detailed that Wokingham has more than adequate capacity that will not restrict growth in the borough. The works that SSE has advised will be required to deliver the growth includes the construction of a new primary substation within the district.

#### Gas Transmission

- 5.4.6 National Grid has no major gas transmission infrastructure projects planned for the Borough.

#### Gas Distribution

- 5.4.7 SGN has no major gas distribution infrastructure projects planned for the Borough.
- 5.4.8 SGN has advised that capacity upgrades in the Reading networks are likely required to meet the projected outlined growth which has an impact on Wokingham area.
- 5.4.9 Currently utility providers will only commit to upgrades on their networks when they are certain that development will come forward.

### **5.5 Sources of Funding**

#### Electricity & Gas

- 5.5.1 The cost of modifying the existing network is through agreement between the developer and the utility company. All maintenance, repairs and upgrades would be funded by the utility company.
- 5.5.2 The cost of any relocation of existing overhead lines is met in full by the developer.
- 5.5.3 Funding sources for Grazeley Garden Town strategic development including HIF funding and any other sources that arise.

### **5.6 Infrastructure Costs**

- 5.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### **5.7 Key issues & Rationale**

#### Electricity and Gas Distribution Networks

- 5.7.1 The electricity and gas distribution networks in the area are the responsibility of SSE and SGN. Localised distribution system improvements and enhancements would be likely to be required in association with the development of particular 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.

### **5.8 Conclusion and Action**

- 5.8.1 Network improvements and reinforcements will be required in order to deliver development at Grazeley.
- 5.8.2 Developer to liaise with grid operator and energy supplier at development management phase of development.
- 5.8.3 Developers will be required to work in partnership with utility providers to provide appropriate infrastructure throughout the development.

## 6 Telecommunications

### 6.1 Lead Organisations

- British Telecommunications PLC (BT) / BT Openreach
- Mobile UK (Mobile Operators Association)

### 6.2 Main Sources of Information

- Digital Britain Final Report, June 2009 (and associated Digital Economy Act 2017)
- National Infrastructure Delivery Plan 2016 to 2021
- [www.superfastberkshire.org.uk](http://www.superfastberkshire.org.uk)
- [www.mastdata.com](http://www.mastdata.com)

### 6.3 Existing Provision

- 6.3.1 BT Openreach provides and manages the UK's telecommunications infrastructure. It also provides operators with access to their network.
- 6.3.2 BT Openreach's Copper Access Infrastructure (the copper line network) is the only telecommunications network that reaches 100% of the UK population. It provides telephone and broadband access for the majority of residents and businesses in the Borough.
- 6.3.3 Parts of the Borough have significant broadband access issues and/or only receive slow broadband services. The Superfast Berkshire project is aiming to rectify this by providing a fibre to the home connection to premises which cannot be served by BT's existing fibre network.
- 6.3.4 Most of the borough is served by 4G and 3G mobile networks

### 6.4 Planned Provision

- 6.4.1 The UK Government's Autumn Statement 2016 commits spending of over £1 billion by 2020-2021 through the NPIF (National Productivity Investment Fund) with the aim of bringing faster and more reliable broadband for homes and businesses across Britain.
- 6.4.2 Broadband infrastructure is considered vital in supporting the overall growth agenda in Britain. Building Digital UK (BDUK) part of the Department for Digital, Culture, Media and Sport, is delivering superfast broadband and local full fibre networks to the UK. The Government is supporting investment to provide superfast broadband coverage to as many premises as possible beyond the 95% level achieved in December 2017.
- 6.4.3 The Government is also introducing a broadband Universal Service Obligation so that by 2020 everyone within the UK will have an enforceable right to request high speed broadband.
- 6.4.4 The Office of Communications (Ofcom) reported that as of February 2018, 95% of UK premises has access to superfast broadband (based on the Government's definition of 24 Mbps). The Government expects that superfast broadband coverage will extend to 97% by 2020.
- 6.4.5 Chapter 10 (supporting high quality communications) of The National Planning Policy Framework (NPPF) 2019 states that;

“Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high-quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).”

- 6.4.6 The Grazeley area is being connected via the Superfast Berkshire project. However, for a development of the size included at Grazeley within the Local Plan, Openreach will automatically provide fibre to the home. It is also likely that alternative fibre providers will seek to lay their infrastructure within the development.
- 6.4.7 Provision of 5G mobile networks will be a requirement for the strategic development at Grazeley including future proofing to accommodate next generation infrastructure.
- 6.4.8 Commercial operators are rolling out 5G networks countrywide and it is anticipated that this will spread to key urban areas in the Borough in the Local Plan period.

## **6.5 Sources of Funding**

- 6.5.1 Stimulation of private investment in full fibre connections is also support by the Government through a programme that is currently funded through March 2021.
- 6.5.2 The November 2018 House of Commons briefing paper states under the superfast broadband programme, the UK Government has been and will be providing funding to local bodies in England and the devolved administrations to support the roll-out superfast broadband infrastructure in their regions.
- 6.5.3 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 will be funded by BT Openreach.
- 6.5.4 Planned upgrades of the mobile network across the borough will be funded by network operators.

## **6.6 Key issues & Rationale**

- 6.6.1 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.
- 6.6.2 For a development of the size included at Grazeley within the Local Plan, Openreach will automatically provide fibre to the home. It is also likely that alternative fibre providers will seek to lay their infrastructure within the development.

## **6.7 Conclusion and Action**

- 6.7.1 The rollout of the Superfast Berkshire scheme will improve access to fast broadband schemes across the Borough. Mobile network upgrades to 5G are likely to happen in key locations in the Borough.
- 6.7.2 The strategic development at Grazeley will require provision of superfast broadband and 5G mobile networks.

## 7 Road Network – Strategic Highways

### 7.1 Lead Organisations

- Department for Transport (DfT)
- Highways England (HE)
- Wokingham Borough Council as Local Highway Authority.
- Transport for the South East (TfSE)

### 7.2 Main Sources of Information

- Clean Air Strategy 2019, DfT
- Future of Mobility: Urban Strategy 2019, DfT
- Transport Strategy 2018, Transport for the South East
- Strategic Economic Plan 2015/16 – 2020/21, Thames Valley Berkshire
- Wokingham Local Transport Plan 3 (LTP3) (2011-2026) *Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*
- Draft Road Investment Strategy 2020-2025, DfT

### 7.3 Existing Provision

#### Motorway Infrastructure

- 7.3.1 Highways England (HE), on behalf of the Secretary of State for Transport is responsible for managing the safe and efficient operation of the motorway and all-purpose trunk road network, collectively known as the Strategic Road Network (SRN).

#### M4 Motorway

- 7.3.2 The M4 (and A329 (M)) Motorway runs across Wokingham Borough serving Reading and London. Junctions 10 and 11 are the M4 junctions in the Borough.

#### M3 Motorway

- 7.3.3 The M3 Motorway runs south of the Borough.

### 7.4 Planned Provision

#### DfT/Highways England

- 7.4.1 In 2018, the DfT published the Draft Road Investment Strategy 2 for 2020-2025 setting the vision for the SRN in 2050. It outlines how the functioning of the SRN will be sustained and transformed to address current congestion and strategic imperatives such as economic growth and climate change. Up to £25.3bn will be available to deliver the strategy and to fund improvements to the SRN in England.
- 7.4.2 There are also a number of Major Scheme Proposals / TIF Bids which are relevant to the Borough:

**Proposals in Reading:**

- Green Park Station & Multi Modal Interchange
- Third Thames Crossing from Thames Valley Park Drive/ A3290 to South Oxfordshire

**Proposals in Wokingham:**

- Work is currently undergoing to upgrade the M4 to a smart motorway between Junctions 3 and 12 to increase capacity and reduce congestion. This scheme is due for completion in Spring 2022.
- Phase 2 of Winnersh Relief Road gained planning consent in 2018 and is expected to open to traffic in early 2021. Full details of the scheme can be found at <https://www.wokingham.gov.uk/roadworks-and-outdoor-maintenance/major-new-roads/winnersh-relief-road/>

**Arborfield Garrison SDL**

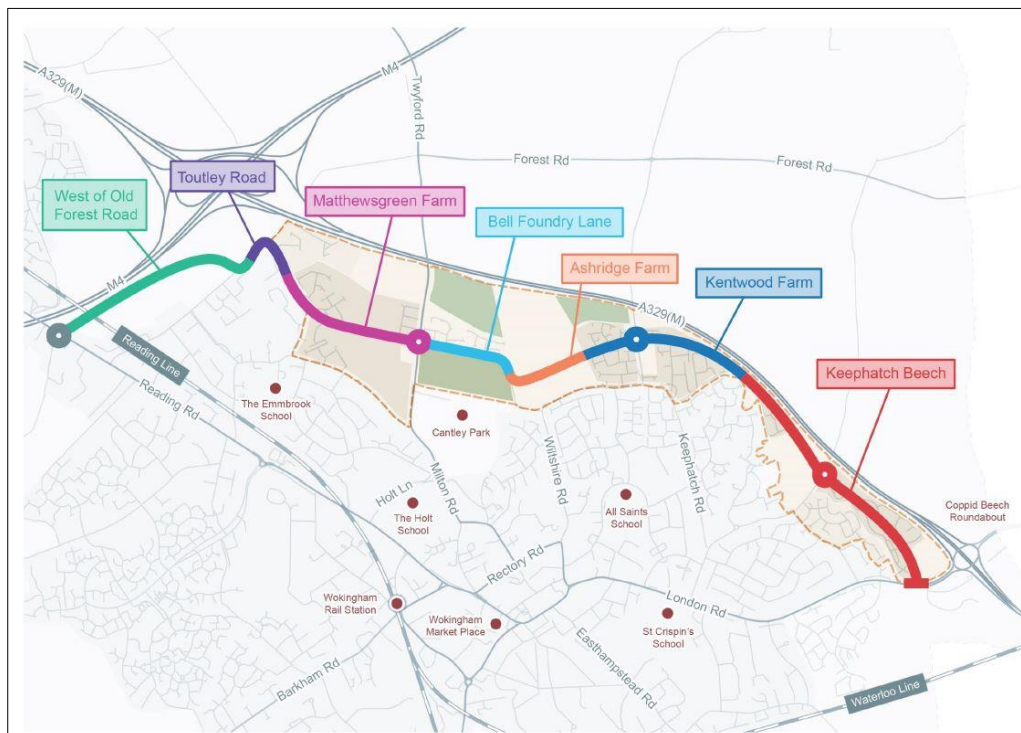
- 7.4.3 Improvements to transport capacity along the A327 (to both the M3 and Reading) and routes toward Bracknell, Wokingham (including the extension of Nine Mile Ride to the A327)
- 7.4.4 The Arborfield Cross Relief Road (ACRR) is under construction, and is due to be completed in autumn 2020. The ACRR will create a new route providing traffic relief to existing settlements and junctions such as at Arborfield Cross. Further improvements to the strategic highway network, including transport capacity along the A327 should include a variety of measures such as highway mitigation and improvements, provision of public transport services and infrastructure and pedestrian and cycling facilities.

**North Wokingham SDL**

- 7.4.5 Improvements to transport capacity along the A321 and A329 corridors, including the provision of the North Wokingham Distributor Road (NWDR). Location shown on figure 1 below.



Figure 1: North Wokingham Distributor Road Route



#### **South of M4 SDL**

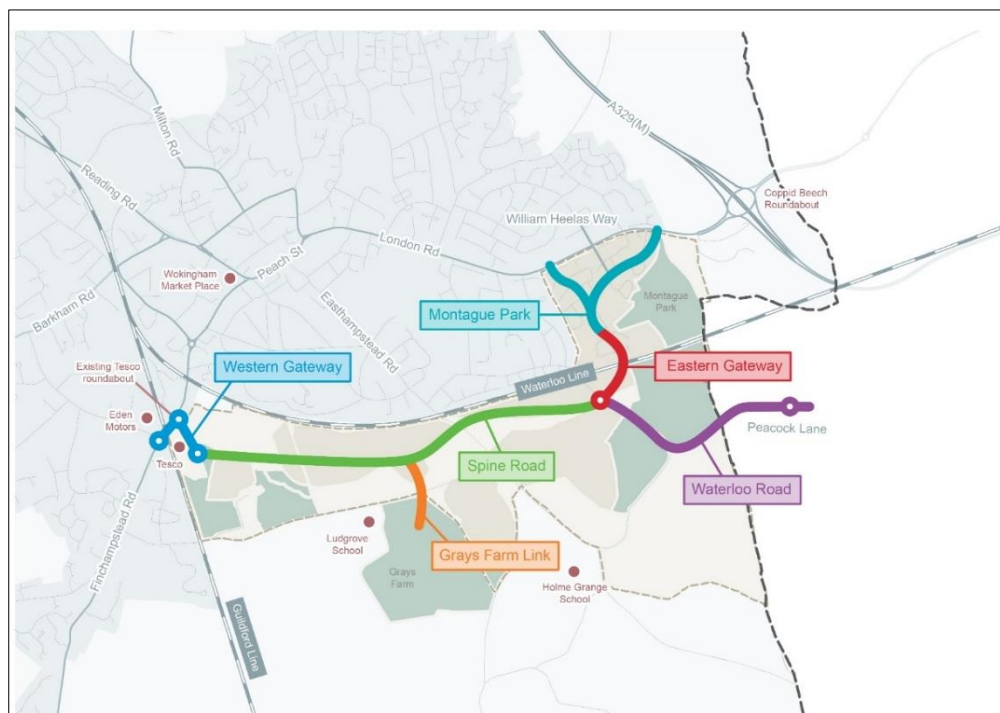
- 7.4.6 Improvements to the strategic highway network, including transport capacity along the A33.

#### **South Wokingham SDL**

- 7.4.7 A Southern Distributor Road (SDR) to provide a continuous connection between the A321 Finchampstead Road and A329 London Road, including a bridge over the railway, as illustrated in figure 2 below.



Figure 2: Southern Distributor Road Route



7.4.8 Additionally, the Council has the following aspirational transport schemes which it will seek to deliver where possible:

- Twyford Eastern relief road
- High quality express bus services or mass rapid transit along the A4 and A329 corridors (this is dependent on Reading Borough Council's Cross Town Link).
- High quality express bus services between Green Park and Twyford stations via the Park & Rides in the vicinity of M4, J11 and Loddon Bridge and Winnersh Triangle railway station.
- Measures to maintain the operation of the road and rail network during times of flooding
- Improvements to the quality and frequency of public transport services along any part of the network.
- Improvements to increase the use of bicycles, including cycle paths.
- Enhancements to footpath and cycle networks to improve access to services and facilities.
- Improvements to M4 Junction 10.
- Support for western rail access to Heathrow
- Great Western Mainline Improvements
- Extension to South Distributor Road
- Capacity improvements to roundabout at Reading Road, B3270, and A3290 (Winnersh)
- Improvements to the Thames Path cycle route

- Improvements to pedestrian access from Wokingham town centre south of the railway
- Potential for widening of A329M and A3290
- A33 bus crossing
- Lower Earley Way improvements
- Delivery of Greenways to link the SDL to the existing settlements and points of interest
- Pedestrian and cycle linkages between Arborfield Cross Relief Road and Eastern Relief Road
- Longer term highway capacity improvements to the A33 corridor
- Improvements to highway capacity along A327 (including Eversley Bypass, subject to review by HCC as lead authority)

#### **Grazeley Garden Town**

7.4.9 Improvements delivered as part of the Grazeley development as follows:

- Deliver operational improvements to M4 J11
- M4 J11 overbridge dedicated to Fast Track Route network.

### **7.5 Sources of Funding Department for Transport/Highways England**

7.5.1 Department for Transport/Highways England

7.5.2 Provision by developers and through contributions.

7.5.3 Funding sources for Grazeley strategic development including HIF funding and any other sources that arise

### **7.6 Infrastructure Costs**

7.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### **7.7 Key issues & Rationale**

7.7.1 Any development coming forward should consider the effects of proposals on the SRN, particularly M4 Junctions 10 and 11. Any necessary infrastructure improvements should be discussed with Highways England. Highways England has stated that it will continue to work with the Borough Council to agree an appropriate evidence base.

### **7.8 Conclusion and Action**

7.8.1 A number of aspirational schemes existing around the borough which if delivered will improve strategic movement within the borough and to adjacent locations.

7.8.2 In addition to utilising developer contributions, the Council will investigate alternative funding sources for delivery of the above schemes.

7.8.3 Development at Grazeley is dependent on the delivery of improvements to vehicular capacity at M4 junction 11 which would work in tandem with the required public transport improvements to enable a high percentage of journeys to be made using sustainable modes.

## 8 Road Network – Local

### 8.1 Lead Organisations

- Wokingham Borough Council as local Transport Authority.

### 8.2 Main Sources of Information

- Local Transport Plan 3 (LTP3) (2011-2026) (April 2011)

*Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*

- Draft Wokingham Borough Local Plan Update, (February, 2020)

### 8.3 Existing Provision

- The Motorway, A and B Class roads in the Borough form part of the Strategic Transport Network in the Borough). The M4 Motorway bisects the Borough, running from Maidenhead to Reading. The M3 Motorway runs to the south of the Borough.
- The A329 (M) crosses the M4 Motorway and runs between Reading and Bracknell.
- The A3290 runs from Winnersh to Reading.
- The A33 runs from South Reading, serving Three Mile Cross and Spencers Wood, to Hampshire. The A33 also provides the primary highway network connection to Grazeley.

### 8.4 Planned Provision

#### **Arborfield Garrison SDL**

- 8.4.1 A new primary route linking Nine Mile Ride at the eastern edge to the A327 in the north of the site, to connect from Finchampstead North to the development and on towards Reading.
- 8.4.2 A further route to continue Nine Mile Ride westwards to a new junction with the A327, close to Farley Hill, to serve the southern half of the site.
- 8.4.3 Provision for public transport services, pedestrian and cycling facilities and associated infrastructure to be prioritised within the district centre to cater for direct services to Wokingham, Bracknell, Reading and Winnersh. This should include appropriate and secure cycle parking and cycle/bus infrastructure, such as high quality real time passenger information and passenger waiting facilities.
- 8.4.4 Commonfield Lane will be improved to manage general traffic with more passing points and a 40mph speed limit.
- 8.4.5 Measures to improve non-car travel along the B3349 to facilitate improved public transport, cycling and walking provision, including improvements to Barkham Bridge.

#### **South of M4 SDL**

- 8.4.6 Provision for public transport services and associated infrastructure within the district centre to cater for direct services to Arborfield Garrison, Bracknell, Twyford, Reading, Winnersh and Wokingham. Appropriate and secure cycle parking and cycle/bus stop infrastructure, such as high quality real time passenger information portals and passenger waiting facilities.

- 8.4.7 A strategy for prioritising public transport services, pedestrian and cycling facilities within and beyond the SDL is required, including improvements to the A327 and A33 corridors and connections to railway stations at Green Park and Winnersh Triangle.

**Grazeley Garden Town**

- 8.4.8 Significant infrastructure will be required in order to ensure ease of movement for all modes within the Grazeley development and to maximise the opportunities for sustainable travel created by the excellent relationship to Reading and the surrounding villages.

- 8.4.9 The following key infrastructure is necessary for delivery of the strategic development.

- Fast Track Route public transport network within the development providing high frequency services between key destinations and using the MereOak P&R as a hub to connect beyond Grazeley.
- A33 Improvements – widening carriageway and crossing for sustainable modes and A33/ B3349 / Welsh Lane junction improvements
- MereOak Park and Ride expansion
- Upgrade to the existing A33 / MereOak Junction
- Provision of new central and southern A33 junctions to access Grazeley development
- Provision of new Bridge over M4 to provide connection directly to Green Park for public transport, pedestrians and cyclists
- FTR Improvements (new bridge over Kennet and Avon canal)
- Site contained strategic routes – single and dual carriageway roads with the latter providing dedicated bus priority
- East – West pedestrian and cycle links to the villages of Three Mile Cross and Spencers Wood
- New Park & Ride in the southern part of the site, served by the FTR.





- 8.4.10 Improvements to the highway network necessary as part of the provision of other sites allocated in the Local Plan will be informed by modelling undertaken as part of the Transport Assessment process for each site's planning application.

## **8.5 Sources of Funding**

- 8.5.1 Infrastructure for Grazeley SDL to be provided directly by developers, through HIF funding and any other sources that arise. Other infrastructure improvements across the borough to be delivered by developers or through contributions.
- 8.5.2 Alternative sources of funding may be sought should any scheme be deemed critical in future.

## **8.6 Infrastructure Costs**

- 8.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **8.7 Key issues & Rationale**

- 8.7.1 It is essential that new development results in nil detriment to the operation of the existing highway network. It is required that planning applications for sites considered by the Council as having the potential to materially impact the highway network undertake an assessment as part of the planning application process, and provide improvements where necessary.
- 8.7.2 However, these improvements should take place alongside the promotion of a range of travel modes, particularly sustainable means of travel, traffic management and minimising congestion and emissions. Land use planning and management is a key consideration in assessing future road infrastructure requirements.

## **8.8 Conclusion and Action**

- 8.8.1 Given the paucity of transport infrastructure in Grazeley at present, it is essential that development there is served by a well planned transport offering that looks not just to initial phases, but considers the future of the development across the long build out and occupation.
- 8.8.2 Aside from the infrastructure already determined for Grazeley, improvements will be determined via an assessment process for individual sites including cumulative impact. Provision will be either by developer or through contribution.

## 9 Public Transport – Rail & Bus

### 9.1 Lead Organisations

Transport Authority:

- Wokingham Borough Council as Transport Authority for the Borough

#### **Rail**

- Rail Infrastructure Providers:
- Network Rail
- Rail operators (may provide some assets)

#### **Rail Operators**

- Great Western Railway
- South Western Railway
- TfL

#### **Bus**

- Bus Infrastructure Providers:
- Wokingham Borough Council
- Clear Channel (selected bus shelters)
- Bus Operators. (Bus Operators may provide some
- infrastructure such as bus-stops in certain circumstances.)

#### **Bus Service Providers**

- Bus Operators as registered with the Transport Commissioner for Wokingham Borough.
- Reading Buses (now owns Courtney buses and operates 95% of all routes)
- Courtney Buses
- Arriva
- Horseman Coaches
- Stewarts
- Stagecoach

### 9.2 Main Sources of Information

- South East Route Strategic Plan, Network Rail, 2018
- Western Route Study, Network Rail, 2015
- Wokingham Borough Local Transport Plan 3 (LTP3) (2011-2026) (April 2011)
- *Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*



- Wokingham Borough Public Transport Plan (2011-2026)

### 9.3 Existing Provision

#### Rail

##### Rail stops:

9.3.1 Rail services in Wokingham Borough are accessed from six stations

- Reading – Waterloo line: Earley, Winnersh Triangle, Winnersh and Wokingham.
- Reading - Paddington line: Twyford.
- Twyford – Henley line: Wargrave.

9.3.2 Crowthorne station is located c.50m from the Borough boundary, within the administrative area of Bracknell Forest.

##### Rail Services

9.3.3 There are five rail routes within the Borough:

- The Reading to London Waterloo line - this line connects the stations of Earley, Winnersh Triangle, Winnersh and Wokingham to Reading and London Waterloo a South Western Railway () operates these services.
- The Reading to Gatwick Airport Line – this line connects Wokingham to Reading on the same line as the SWR services above;
- The Reading to Gatwick Airport Line also branches to connect Wokingham to Gatwick (via Guildford and Redhill). This is operated by Great Western Railway.
- The Great Western Main Line - this is the main line between Reading in the west and London
- Paddington in the East. Wokingham has one station on the Great Western mainline, Twyford. Great Western Railway operates these services.
- The Henley Branch - this route connects Twyford to Henley-on-Thames. On this branch only Wargrave station is within Wokingham Borough. Great Western Railway operates these services.
- Reading – Basingstoke Line (Berkshire & Hampshire) - this runs through the Borough for some 1km but has no stations within the Borough. Great Western Railway operates these services.

##### Recently completed improvements

9.3.4 Reading Station underwent a major £850M upgrade between 2011 and 2015 to provide five additional platforms, a new Thames Valley signalling centre and extensive track layout reconfiguration to provide additional capacity on the line and cater for future Elizabeth Line services. These extensive works have allowed for a minimum of four additional train paths per hour in each direction with a 125% improvement on through line platform capacity and 38% improvement in service performance. The Reading Station Area re-development has delivered major capacity, capability and performance enhancements.



- 9.3.5 Wokingham Station underwent a £6M redevelopment completed in 2013. A new link road was delivered to provide better access to the station with a new station building along with new footbridge to provide a transport interchange hub, with improved provision for pedestrian, cyclists and public transport.

#### Great Western Main Line

- 9.3.6 Average load factor (which is the ratio of rail passenger demand to capacity provided) into Reading from Wokingham and Paddington corridors in high peak hour (0800-0859) in 2023 is predicted to be less than 70%, with spare capacity available on the line.
- 9.3.7 By 2043, the majority of services into Reading will require additional capacity to accommodate forecast increase in rail passenger demand.

### **Bus**

#### Commercial services

- 9.3.8 The 1985 Local Transport Act gave bus operators the power to operate bus services on public highways as long as the traffic commissioner is informed of the service's characteristics before they are implemented. On this basis bus services are largely market driven. Operators have control over the routing and frequency of buses and the type of vehicles used on commercially operated services.
- Arriva covers: Reading, Sonning, Charvil, Twyford,
  - Wargrave, Henley, Marlow, High Wycombe (Route 850)
  - Horseman Coaches (School services) covers: Shinfield, Wokingham, Arborfield, Three Mile Cross (202,244, W983 services)
  - Reading Buses covers: Reading, Whitley Wood, Shinfield Park, Caversham, Woodley, Lower Earley, Tilehurst, Wokingham, Bracknell, Burghfield, Newbury, Calcot Mere oak P&R, Winnersh Triangle P&R (Routes Jetblack, 2,2a,3,4,4X,5,6,7,8,9,11,13,14,15,16,17,19a,19b,19c, 21,21a, 22,23, 24,25,26,27,29,500, Greenwave and school and night services)
  - Courtney Buses (subsidiary company of Reading Buses) covers Wokingham (121, 122/3, 124,125,127,128,129 and 151), Bracknell, Maidenhead, Windsor and Slough
  - Stagecoach Hants
- 9.3.9 Subsidised routes - where the Council has identified a need for a bus service where the service is not seen as commercially viable by private operators, the Council may subsidise a route.
- 9.3.10 Delivery of a Park and Ride at Mere oak (south of Junction 11 of M4).

## **9.4 Planned Provision**

### Rail

- Support for western rail access to Heathrow
- Great Western Mainline Improvements
- Improvements to Twyford Station and the network to accommodate the introduction of the Elizabeth Line. Twyford Station be served by two trains per hour on the Elizabeth Line

direct into Central London. A series of setbacks have seen the delivery of the project and it not due to completion until Autumn 2021.

- There is a longer term aspiration to deliver a new railway station at Grazeley. Studies to date have indicated that this could be feasible, and work is ongoing.

### **Bus Services**

- 9.4.1 The LTP aims to build on the trend of increasing patronage and continue to work with the bus operators to identify bus service improvements. Based on this, the Council proposes the following bus schemes and initiatives during the Local plan period:
- Provide a Park & Ride near the Coppid Beech roundabout on the A329 in Wokingham.
  - Provision of a Park and Ride at Thames Valley Park
  - High quality express bus services or mass rapid transit along the A4 and A329 corridors (this is dependent on Reading Borough Council's Cross Town Link road proposal).
  - High quality express bus services between Green Park and Twyford stations via the Park & Rides in the vicinity of M4, J11 and Loddon Bridge and Winnersh Triangle railway station.
  - Improvements to the quality and frequency of public transport services along any part of the network

### **Arborfield Garrison SDL**

- 9.4.2 A strategy for prioritising public transport services, pedestrian and cycling facilities within and beyond the SDL is required, including improvements to the A327 corridor.

### **North Wokingham SDL**

- 9.4.3 Contribute towards Park and Ride near Coppid Beech roundabout on A329 in Wokingham
- 9.4.4 Easy and safe access to current and future park and rides and any public transport services within or near to the site to create opportunities for the new and existing communities to 'walk and ride' and 'cycle and ride' to Wokingham town centre, Bracknell, Twyford and Reading, and facilitate access to the national rail links at Wokingham Station and at Twyford Station via the Elizabeth Line.
- 9.4.5 Facilities and associated infrastructure for local bus services to link to Wokingham town centre and mainline railway stations.

### **South of M4 SDL**

- 9.4.6 High quality express bus services between rail stations and park and rides

### **Grazeley Garden Town**

- 9.4.7 Improvements expected to be delivered as part of the Grazeley development are as follows:
- Mere oak Park and Ride expansion
  - New Southern Park and Ride
  - High frequency bus services between Grazeley and Green Park Station and Mortimer Station

- Fast Track Routes across the site and into Reading
- New Bus services and bus infrastructure

## **9.5 Sources of Funding**

### **Rail**

- Department for Transport
- National Rail
- Developer Contributions.

### **Bus**

- Wokingham Borough Council (bus infrastructure)
- Service providers (operational costs) and minor bus infrastructure)

## **9.6 Infrastructure Costs**

- 9.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **9.7 Key issues & Rationale**

- 9.7.1 Improvements to Rail and bus services are expected to be delivered /contributed towards as part of the proposed development across the borough, including the sites proposed to be allocated. Enhancing and new services will bring more opportunities for new and existing residents to travel by rail and bus.

## **9.8 Conclusion and Action**

- 9.8.1 Infrastructure requirements have been identified which developers will be expected to contribute toward.

## 10 Walking and Cycling Infrastructure

### 10.1 Lead Organisations

- Wokingham Borough Council

### 10.2 Main Sources of Information

- Wokingham Borough Active Travel Plan 2011-2026
- Wokingham Borough Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) *Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*
- Wokingham Joint Health and Wellbeing Strategy 2018 -2021
- Wokingham Borough Public Rights of Way Improvement Plan 2020 -2030
- Local Cycling and Walking Plans

### 10.3 Existing Provision

#### Walking & Cycling Infrastructure

10.3.1 Wokingham Borough Council maintains c.1,640km of footways and c.43km of cycleways.

10.3.2 Footways and cycleways are managed in accordance with the Highway Maintenance Management Plan (HMMP) which is based on the code of practice, “Well Maintained Highways” (DfT, 2005). Approximately half of all primary and secondary footways are inspected annually with maintenance work undertaken as required. Primary walking routes are inspected monthly. Cycleways are surveyed in the same manner as footways. Where the cycleway is remote from the carriageway

#### Cycle Network

10.3.3 The existing cycle network in the Borough consists of ‘on’ and ‘off’ carriageway facilities. There are c.3km of on-carriageway and c.40km of off-carriageway cycleways. National Cycle Route 4 runs through the Borough connecting Reading to Maidenhead, following the A4 Bath Road. Continued investment in cycling has resulted in a positive overall trend in cycle growth since 2006.

#### Walking Infrastructure

10.3.4 Footpaths infrastructure is well developed in the urban areas. Footways are generally well surfaced, lit, and connected by a range of crossing points.

10.3.5 Walking in more rural parts of the Borough can often be more problematic as there is limited footway provision or the travel distances required to access a school are not conducive to walking. The rural walking network is documented in the Public Rights of Way Improvement Plan (RoWIP).

#### Schools

10.3.6 To encourage more pupils to walk to school and college, the Council has invested in engineering measures at schools across the Borough as part of a ‘Safer Routes to School Initiative’. These measures have made a direct contribution to improving the safety, comfort and convenience of walking journeys to school. In addition, at least 50% of schoolchildren in the Borough now receive cycle training before starting secondary school.

## 10.4 Planned Provision

### Borough Wide

10.4.1 The Council proposes the following schemes and initiatives during the plan period:

- Improvements to increase the use of bicycles, including cycle paths.
- Enhancements to footpath and cycle networks to improve access to services and facilities.
- Other footpath and cycleway infrastructure will be required to be provided as part of proposals (or contributions in lieu) for developments, including the proposed site allocations.

### Strategic Development Locations (SDLs)

10.4.2 Existing SDLs allocated under the previous Core Strategy should be completed using the principles set out in the previous IDP, ensuring cycle lanes and footpaths create a network of pedestrian and cycle routes within, and linking beyond, the SDL. Changing facilities, lighting and secure cycle parking should be provided at places of employment.

10.4.3 North and South Wokingham SDLs should, where possible, enhance the existing cycle network and connect to public rights of way to provide access beyond the SDL boundaries.

10.4.4 WBC aspire to provide Greenways (which are continuous generally traffic free multi user routes) linking major SDLs in the borough (Arborfield Garrison, Shinfield, North Wokingham, and South Wokingham) to each other and also the existing communities and places of interest/ employment. Greenways have been highlighted in the Public Rights of Way Improvement Plan 2020-2030 and LTP.

### Arborfield Garrison SDL

10.4.5 Greenway routes for cyclists and pedestrians connecting to existing settlements and linking sites of historic interest and recreational value at Wokingham, Finchampstead North, Barkham and Shinfield should be provided. Arborfield Road should have a pedestrian and cycle link between Arborfield village and Shinfield. Internal to the SDL, a circular bridleway connection to existing Greenways provides for horses, cyclists and pedestrian.

10.4.6 Improvements to increase the use of bicycles including cycle paths, signage and secure storage

10.4.7 Enhancements to footpath and cycle networks to improve access to services and facilities

### North Wokingham SDL

10.4.8 An internal network of Greenway routes to connect to existing routes within the town and the surrounding area and to provide safe pleasant routes for pedestrians and cyclists to existing and proposed community services and facilities, including neighbourhood centres and education facilities. Where possible, existing cul-de-sacs should be opened up to connect into this network for pedestrians and cyclists.

### South of M4 SDL

10.4.9 A strategy for all new development should prioritise and maximise opportunities for walking and cycling within and between settlements, including supporting an internal network of Greenways to extend beyond the site to public green space and existing settlements across the borough. This should facilitate access to Wokingham town centre, the SDLs at North Wokingham and South Wokingham, Arborfield Garrison and existing communities and local employment opportunities in the area, such as at Thames Valley Science Park.

- 10.4.10 Improvements to increase the use of bicycles, including cycle paths and enhancements to footpath and cycle networks to improve access to services and facilities

**South Wokingham SDL**

- 10.4.11 An internal network of Greenways to extend beyond the site to public green space, and footpaths leading to Gorrick Plantation and Queens Mere with associated wayfinding signage to be identifiably linked to the Wokingham Greenway network.

**Grazeley Garden Town**

- 10.4.12 A comprehensive network of footways and cycleways will be delivered throughout the development to link the different neighbourhoods and the schools, employment and community facilities across the development. The development will also deliver off-site improvements to the existing cycle and PROW network to enhance connections across the borough. This includes the provision of a new bridge over the A33 solely for the use of pedestrians and cyclists.
- 10.4.13 A series of greenways will be provided across the site, including primary connections from west to east and north to south.

**10.5 Sources of Funding**

- 10.5.1 Wokingham Borough Council direct provision
- 10.5.2 Developer direct provision and contributions

**10.6 Infrastructure Costs**

- 10.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

**10.7 Key issues & Rationale**

- 10.7.1 Footpaths and cycleways are expected to be provided / contributed toward as part of proposals for development, including the sites proposed to be allocated.

**10.8 Conclusion and Action**

- 10.8.1 Walking and cycling infrastructure requirements have been identified. Developers will be expected to provide and/or contribute towards this and additional infrastructure as may be required on a site-by-site basis.

# 11 Waste Management

## 11.1 Lead Organisations

- Wokingham Borough Council
- re3 & Waste Recycling Group

## 11.2 Main Sources of Information

- Government Review of Waste Policy in England 2011
- (DEFRA)
- Our Waste, Our Resources, a Strategy for England, 2018
- Re3 Strategy 2018-2020
- Waste Local Plan for Berkshire 1998

## 11.3 Existing Provision

### Waste collection and disposal services

- 11.3.1 Waste collection and disposal services for Wokingham Borough Council are provided through re3. Re3 is the joint working partnership between Wokingham Borough Council, Bracknell Forest Borough Council, Reading Borough Council and Waste Recycling Group for waste collection and disposal. To meet the Councils waste management responsibilities and national targets for waste management and recycling the Council has entered a 25-year waste Private Finance Initiative contract via re3 to provide and develop facilities for managing and disposing of the Borough's waste. Re3 will run the waste disposal services for the three councils until 2031.
- 11.3.2 In 2017/18, re3 managed nearly 200,000 tonnes of contract waste and diverted 88% of waste from landfill.
- 11.3.3 Domestic recycling was expanded in 2018 to include food waste in addition to the items previously covered which include; paper and cardboard, cans, tins and plastics.

### Waste Services

#### Domestic Waste

- 11.3.4 Domestic waste collection is provided by the Borough
- 11.3.5 Council through an external contractor, Veolia
- 11.3.6 Environmental Services. Composting and garden waste and bulky items are collected at an additional cost.

#### Commercial Waste

- 11.3.7 Commercial waste collection is the responsibility of individual businesses and should be transferred to a contractor authorised to receive it e.g. a licensed/permitted waste contractor or waste management site. A licensed waste management company must be used to dispose of commercial clinical waste. Other Clinical waste must be arranged to be collected separately.



#### Charities

- 11.3.8 Collection from charity banks is the responsibility of the individual charities.

#### Bring Banks

- 11.3.9 There are 38 Bring Banks / recycling sites in the Borough. Glass, paper, textiles, books, tinfoil and tetrapak are received.

#### Recycling Centres / Tips

- 11.3.10 There are no rubbish tips in the Borough. Materials including oil, paint, Asbestos and hazardous waste, Bulky waste and Business/trade waste can be recycled at Longshot Lane Household Waste Recycling Centre,
- 11.3.11 Longshot Lane in Bracknell and Smallmead Household Waste Recycling Centre, Island Road, in Reading.

### **11.4 Planned Provision**

#### **Waste disposal capacity & facilities**

- 11.4.1 The Waste and Recycling Collection contract for Wokingham Borough Council with Veolia Environmental Services has recently been extended for a further 7 years from April 2019. The new contract will deliver around 16 new waste vehicles to support the service.
- 11.4.2 In respect of increased demand on waste facilities over the plan period, there are no specific plans for new household waste recycling centres, but the LPU expects all new strategic developments to provide on-site recycling and composting waste management facilities. Existing facilities used by re3 to serve the Borough are expected to be able to cope with development in the borough, nonetheless a review of the impact of development at Grazeley will be undertaken.
- 11.4.3 Sites allocated for development in the Local Plan must provide for waste management collection and disposal. The emerging Joint Central and Eastern Berkshire Minerals and Waste Plan provides further information regarding waste capacity and policies, across the four authority areas.

### **11.5 Sources of Funding**

- 11.5.1 The Local Plan will seek development to incorporate waste minimisation facilities on a site by site basis.

#### Existing SDLs and Grazeley Garden Town

- 11.5.2 Waste minimisation – Developer to provide recycling facilities including signage and containers; these could be provided at the community centre. Possible provision of home composters for each property.
- 11.5.3 Services and infrastructure in the Borough are funded through direct provision from the Council, the WBC Waste Infrastructure Capital Programme, Central government funding and Council taxes.

#### Services:

- 11.5.4 The current Private Finance Initiative re3 contract is worth £610m. It is to provide new waste management facilities, minimise waste and fund the refurbishment of both Household Waste Recycling Centres (HWRCs) (which are in Bracknell Forest Council's



area). The partnership received a Private Finance Initiative (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.

## **11.6 Infrastructure Costs**

- 11.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **11.7 Key issues & Rationale**

- 11.7.1 There is capacity for population growth and additional waste in the Borough, although the impact of Strategic Development at Grazeley should be fully understood.

## **11.8 Conclusion and Action**

- 11.8.1 No capacity issues are expected for waste management facilities and services arising from the sites allocated in the Local Plan.
- 11.8.2 The Council will seek development to incorporate waste minimisation facilities in developments on a site by site basis and will undertake a review to understand the impact of development at Grazeley on existing provision.

## 12 Air Quality

### 12.1 Lead Organisations

- Wokingham Borough Council
- Environment Agency
- Department of Energy & Climate Change
- Department for Environment Food and Rural Affairs

### 12.2 Main Sources of Information

- Wokingham Borough Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) *Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*
- Sustainable Environment Strategy 2010-2020
- Clean Air Strategy 2019, DEFRA
- Air Quality Annual Status Report (ASR) May 2018
- Wokingham Borough Council Air Quality Action Plan, 2017
- Land-Use Planning & Development Control: Planning for Air Quality, 2017, IAQM

### 12.3 Existing Provision

#### Existing services & infrastructure

- 12.3.1 Wokingham Borough Council has a responsibility (part IV of the Environment Act 1995, Local Air Quality Management) to review and assess air quality within the Borough to determine public exposure to certain gases.
- 12.3.2 The Council has produced an Air Quality Action Plan (AQAP) as part of the statutory duties required by the Local Air Quality Management Framework to outline the action WBC will take to improve air quality between 2017-2026.
- 12.3.3 The Council has an Air Quality Monitoring Programme in place to deliver this work. It has found that air pollution in most areas of the Borough meets Government standards for all pollutants; however, annual mean nitrogen dioxide levels near the M4 motorway were exceeding recommended EU values. As such an Air Quality Management Area (AQMA) was designated in May 2004 which runs along 60m either side the length of the M4 in the Borough. In addition, two other AQMAs have been identified in 2015 for Twyford Crossroads and Wokingham Town Centre.
- 12.3.4 Wokingham Borough Council has declared a climate emergency (July 2019), taking its first steps towards becoming carbon neutral by 2030.

### 12.4 Planned Provision

- 12.4.1 WBC plans to continue monitoring air quality. The Council's annual review and assessment work has suggested the need to retain the existing AQMAs as the levels of nitrogen dioxide in this area continue to exceed recommended values. The AQAP outlines steps which are to be taken by WBC to address the nitrogen oxide air pollution up to 2026. Measures are included to increase public transport use, enhance the cycle network and promote the use of low emission transport and active travel via the My Journey platform.

- 12.4.2 Development is expected to incorporate best practice to ensure air quality is maintained as well as possible, including using appropriate energy sources, providing public transport and facilitating and encouraging pedestrian and cycle journeys.

## **12.5 Sources of Funding**

- 12.5.1 Developer Contributions
- 12.5.2 WBC and developer direct provision
- 12.5.3 Environmental Health

## **12.6 Infrastructure Costs**

- 12.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **12.7 Key issues & Rationale**

- 12.7.1 Likely costs to continue provision of service and likely cost to developers to incorporate good principles of design and mitigation to reduce impacts of local air quality issues.

## **12.8 Conclusion and Action**

- 12.8.1 Individual development proposals may be required to provide Air Quality Assessments, measures to mitigate pollution, and air quality infrastructure (e.g. incl. ventilation, changes to design & layout, extractor fans) in the design of schemes.
- 12.8.2 Further assessment to understand the cumulative impact of plans and projects on air quality are currently being undertaken.

## **13 Social and Community Infrastructure Requirements**

13.1.1 The following sections provides an overview of the social and community infrastructure requirements which will be needed to support development through the Local Plan.

13.1.2 The social and community infrastructure requirements are set out in under the following sections:

- Affordable Housing
- Primary Education
- Secondary Education
- Early Years Provision
- Adult and Community Learning
- Primary Care
- Community Facilities
- Libraries
- Emergency Services

## 14 Affordable Housing

### 14.1 Lead Organisations

- Wokingham Borough Council
- Registered Providers
- Wokingham Housing Limited
- Other private, voluntary and independent providers

### 14.2 Main Sources of Information

- Affordable Housing Supplementary Planning Document, 2013
- Berkshire Strategic Housing Market Assessment 2016.
- Housing Strategy 2015 – 2018
- ORS Report (Local Housing Needs Assessment) 2020

### 14.3 Existing Provision

#### 14.3.1 The NPPF definition of affordable housing is:

- **Affordable housing:** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:
  - a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
  - b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
  - c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
  - d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other

low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

- 14.3.2 The Council's greatest need is for social rented properties. As a guide to tenure, in most cases the council will seek a 70:30 split between social rent and shared ownership.

#### Provision

- 14.3.3 The majority of affordable housing in the Borough is generated as part of market housing developments. The affordable housing will normally be secured by a Registered Provider (RP) under a joint commissioning agreement with the Council, via a planning obligation on market housing development. This ensures that properties remain as affordable housing in perpetuity.
- 14.3.4 The level of affordable housing output in the Borough from 2013/14 to 2018/19 is set out below:

| Year    | Completions<br>(affordable housing)        |
|---------|--|
| 2013/14 | 108  |
| 2014/15 | 95   |
| 2015/16 | 123  |
| 2016/17 | 212  |
| 2017/18 | 482  |
| 2018/19 | 365  |
| 2019/20 | Predicted – 385 (204 completed Q1 and Q2). |

## 14.4 Planned Provision

- 14.4.1 The Council has established a local housing company, Wokingham Housing Limited, with the purpose of providing sustainable affordable housing.
- 14.4.2 LPU Policy H5 sets out the affordable housing requirement to be provided as part of market housing development. Current Core Strategy Policy CP5 delivers approximately 35% affordable housing across the borough.
- 14.4.3 All residential proposals of at least 5 units of accommodation (net) or covering a net site area of at least 0.16 ha will provide up to 50% of the net additional units of accommodation proposed as affordable housing, where viable. The Council will negotiate the tenure, size and type of affordable units on a site by site basis having regard to housing needs, site specifics and other factors. Subject to viability, the minimum percentages of affordable housing sought on site by land type and location are:

| Land types                | Location                  | Size trigger  | %  |
|---------------------------|---------------------------|---|----|
| Previously developed land | Within Development Limits | 5 to 14 units of accommodation (net) or between 0.16ha and 0.49ha (net) | 20 |
| Previously developed land | Within Major Development  | 15 units of accommodation or  | 30 |

|                           | Location  | more (net) or 0.5ha (net) and larger                               |    |
|---------------------------|---|--|----|
| Previously developed land | Within Modest or Limited Development Location           | 15 units of accommodation or more (net) or 0.5ha (net) and larger  | 40 |
| Greenfield                | Within Major Development Location                       | 5 units of accommodation (net) or more or 0.16 ha (net) and larger | 35 |
| Greenfield                | Within Modest or Limited Development Location           | 5 units of accommodation (net) or more or 0.16 ha (net) and larger | 40 |
| Any                       | Outside development location                            | 5 units of accommodation (net) or more or 0.16 ha (net) and larger | 40 |
| Any                       | Grazeley Garden Town and Strategic Development Location | 5 units of accommodation (net) or more or 0.16 ha (net) or larger  | 35 |

- 14.4.4 In line with the NPPF, the Council will take account of whether a commuted sum payment would enable the delivery of better housing outcomes than would have been provided on-site or to facilitate progression of strategic housing objectives, such as learning disability housing, dementia housing (or other vulnerable persons housing) and including regeneration projects. Paragraph 4.9 demonstrates the urgent need for this.
- 14.4.5 At 31 March 2019, there was extant planning permission for 6,933 dwellings which have yet to be completed, and an allocation for a further 1,840 dwellings existed. This totals 8,773 dwellings in total.
- 14.4.6 Of the bank of permissions at 31 March 2019, 1,706 are affordable dwellings. A further 576 affordable dwellings are anticipated from the area south of the railway line within the South Wokingham Strategic Development Location, which is the subject of a current planning application.
- 14.4.7 In addition to securing affordable homes as a proportion of developments, the council also continues to provide new affordable dwellings on Council-owned land through its fully owned housing company and the Council's own Housing Revenue Account. As at 1st November 2019, there were 204 affordable dwellings approved in principle by the Council's Executive to be built on council-owned land.
- 14.4.8 The council can therefore evidence a minimum future pipeline of 2,486 additional affordable homes through a combination of delivery through sites with planning permission, allocation and council approved schemes.

#### **Grazeley Garden Town**



- 14.4.9 A proportion of affordable dwellings will be required at the Grazeley development. The proportion is to be determined in discussion with West Berkshire Council and will be applicable to development at Grazeley across both authorities.

#### **14.5 Sources of Funding**

- 14.5.1 Direct provision and/or financial contributions (including commuted sums) will be sought from developers in the provision of affordable housing. Policy H5.
- 14.5.2 Homes England funding.
- 14.5.3 HRA.
- 14.5.4 WBC land.

#### **14.6 Infrastructure Costs**

- 14.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

#### **14.7 Key issues & Rationale**

- 14.7.1 The supply of affordable housing is largely drawn from market housing development. The Council has set up Housing Company to help deliver affordable housing in various forms of tenure to help meet residents' needs.

#### **14.8 Conclusion and Action**

- 14.8.1 Affordable housing is primarily provided (on-site and/or commuted sum) via market housing development in line with LPU policy H5 – Housing mix, density and affordability and continues to be viable despite depressed market circumstances. Sites allocated in the Local Plan will be required to provide affordable housing in line with Policy H5.

## 15 Primary Education

### 15.1 Lead Organisations

- Wokingham Borough Council
- Department for Education (DfE)
- Education Funding Agency (EFA)

### 15.2 Main Sources of Information

- Wokingham Borough Council Primary School Places Strategy 2018 to 2028
- Wokingham Borough Council Pupil Level Annual Census Data
- Department for Education (DfE) Building Bulletins

### 15.3 Existing Provision

#### Primary places - demand

- 15.3.1 The Council as the Local Authority has a statutory duty to secure sufficient school places for children of statutory school age requiring state-funded school places. It is the local authority's responsibility to identify the need for and commission additional school places or additional schools. Provision will be through a combination of Local Authority maintained schools, and other state-funded schools established through agreement with the Secretary of State (Academies and Free Schools).
- 15.3.2 A very small proportion of children will not require state-funded school places because they are in fee-paying independent sector, or their parents opt to educate them at home<sup>1</sup>. Although the duty is to secure a school place for every resident child requiring one, places may not be reserved to resident families. Parents are entitled to select schools in other borough areas, so there is a cross-border element to the supply of, and demand for, school places. For primary education, this only has a significant effect for schools that are relatively close to the borough boundary.
- 15.3.3 For primary school place planning purposes, the Borough is subdivided into 7 areas. Data about current children in schools is collected through the statutory Pupil Level Annual School Census (PLASC). Future demand for places is also projected, primarily from ward-level birth data taking account of patterns of school preference and admission.

#### Primary places - supply

- 15.3.4 The Council, as part of its strategic duty to ensure sufficiency of school places, monitors school capacity and provide annual returns to the DfE. A national methodology for measuring and assessing the net capacity of maintained schools is prescribed for this purpose.
- 15.3.5 Due to the statutory infant class size limit (30 pupils, ages 4-7), admissions to primary schools, and school capacities, must be planned in multiples of 30 (or 15, teaching in mixed-age classes), - the main exception to this being rural and other small schools operating on restricted sites.

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<sup>1</sup> For information only, background data on independent fee-paying schools and home education can be appended.

- 15.3.6 The Audit Commission has previously recommended that the aim should be for individual schools to operate at 90 to 105% capacity, with an action threshold at 25% surplus places. Where there is a projected shortfall in school places, data in the annual school capacity return is taken into account in the allocation of basic need capital grant to local authorities.
- 15.3.7 National oversight of the school estate, including the monitoring and distribution of school capital and revenue funding<sup>2</sup>, transferred to the Education and Skills Funding Agency (EFA, an executive agency of the DfE).

### **Current status of primary place provision in the Borough<sup>3</sup>**

- 15.3.8 Following a period of sustained rising rolls, demand for Reception places has declined since 2017. Consequently, although schools are effectively at capacity in Key Stage 2, there are a significant number of surplus places across the borough in Key Stage 1 classes.

### **Summary by area**

#### 15.3.9 Area 1 – Woodley

- There are eight primary phase schools within this area. In January 2019 there were 2,608 pupils on roll. When compared with the current net capacity of 2,812 this indicates a nominal surplus of 7%.

#### 15.3.10 Area 2 - Earley

- There are seven schools within the area of Earley. In January 2019 there were 3,197 pupils on roll. The combined capacity is 3,325 places; the area has 4% surplus capacity.

#### 15.3.11 Area 3 - Wokingham and Winnersh

- There are six schools serving the eastern part of Wokingham town. In January 2019 there were 1,870 pupils on roll. When compared with the current net capacity of 2,211 this indicates a nominal surplus of 15%.
- There are eight schools serving the western part of Wokingham town and the Winnersh area. In January 2019 there were 2,538 pupils on roll. The current capacity is 2,641, leaving a surplus of 4% of capacity.
- Overall there were 4,408 pupils on roll compared with a combined school capacity of 4,852, resulting in a surplus of 9%.

#### 15.3.12 Area 5 – North

- There are nine schools within this area. In January 2019 there were 1,691 pupils on roll. When compared with the net capacity of 1,799 this indicates a nominal surplus of 6%.

#### 15.3.13 Area 6 – South West

- There are six schools within the South West area. In January 2019 there were 1,641 pupils on roll. When compared with the net capacity of 1,817 this indicates a nominal surplus of 10%.

#### 15.3.14 Area 7 – South East

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<sup>2</sup> For maintained schools, capital and revenue funds are distributed via the local authority. Once established, academies and free schools receive their funding direct from the EFA.

- There are eight schools within the South East area. In January 2019 there were 1,598 pupils on roll. When compared with the net capacity of 1,682 this indicates the area as a whole is operating at close to full capacity (95%).

15.3.15 **Table 1:** Current data showing demand and supply of school places (2018-19 school year): This table lists school capacities and numbers of pupils currently enrolled. It shows the degree to which individual schools and areas have a shortfall or surplus of school places to serve the present school population. (*See Table 1 below*).

## 15.4 Planned Provision

15.4.1 At this stage, planned primary school provision comprises of the following, by area:

### 15.4.2 1 Woodley

- There is no requirement for sustained increase in school capacity in this area.

### 15.4.3 2 Earley

- There is no requirement for sustained increase in school capacity in this area.

### 15.4.4 3 South

- South of M4 SDL will provide at least two new primary schools, together with the likely expansion of those existing primary schools in the area (where site factors allow) to meet rising demand from the numbers of children in the existing community.
- Arborfield Garrison SDL is a long-term development of 3,500 dwellings, and includes a need for at least 2 two form entry primary schools.

### 15.4.5 4 Finchampstead and Wokingham Without

- There is no requirement for sustained increase in school capacity in this area.

### 15.4.6 5 Wokingham and Winnersh

- North Wokingham SDL and require the provision of one new primary school with potential for two-forms of entry.
- South Wokingham SDL will require the provision of at least 2 two-form entry primary schools.

### 15.4.7 6 North

- There is no requirement for sustained increase in school capacity in this area.

### 15.4.8 7 Grazeley Garden Town

- Based on existing pupil yields, it is anticipated that in the order of six or seven primary schools will be required to serve the Grazeley development. Over the course of the Local Plan period there is likely to be demand for two schools in the part of the development within Wokingham Borough.

## 15.5 Sources of Funding

15.5.1 WBC Capital programme. (WBC Capital Resources) include basic need capital grant. The Education and Skills Funding Agency (ESFA) will determine allocation of this grant informed by annual School Capacity Return (SCAP) returns from local authorities.

- Developer provision within the SDLs and developer contributions
- CIL

## 15.6 Infrastructure Costs

15.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## 15.7 Key issues & Rationale

- 15.7.1 The provision of future housing is set out in the Draft Local Plan
- 15.7.2 The impact of confirmed housing sites allocated has been assessed in the context of current and projected supply and demand of school places.
- 15.7.3 Existing capacity is able to meet demand originating from established residential areas
- 15.7.4 The new sites will be schools associated with SDLs and development at Grazeley. To provide flexibility to generate further supply of school places to meet growth in local demand from existing community, consideration of new school sites should include the potential for future expansion by an additional form of entry.

## 15.8 Conclusion and Action

15.8.1 Within the SDLs there will be direct provision of primary schools.

Table 1 Primary Schools – numbers on roll/net capacity (Jan 2019)

| Area                | School                         | Total       | Net capacity (NC) | Vacancy |
|---------------------|--------------------------------|-------------|-------------------|---------|
| Earley              | Aldryngton Primary             | 317         | 315               | -1%     |
| Earley              | Earley St Peter's              | 480         | 490               | 2%      |
| Earley              | Hawkedon Primary               | 627         | 630               | 0%      |
| Earley              | Hillside Primary               | 420         | 420               | 0%      |
| Earley              | Loddon Primary                 | 516         | 630               | 18%     |
| Earley              | Radstock Primary               | 420         | 420               | 0%      |
| Earley              | Whiteknights Primary           | 417         | 420               | 1%      |
| <b>Earley Total</b> |                                | <b>3197</b> | 3,325             | 4%      |
| North               | Charvil Piggott                | 173         | 210               | 18%     |
| North               | Colleton Primary               | 389         | 420               | 7%      |
| North               | Crazies Hill                   | 89          | 105               | 15%     |
| North               | Polehampton Infant & Junior    | 407         | 397               | -3%     |
| North               | Robert Piggott Infant & Junior | 287         | 317               | 9%      |
| North               | Sonning Primary                | 208         | 210               | 1%      |
| North               | St Nicholas Primary            | 138         | 140               | 1%      |
| <b>North Total</b>  |                                | <b>1691</b> | 1,799             | 6%      |
| SE                  | Finchampstead                  | 113         | 119               | 5%      |
| SE                  | Gorse Ride Infant & Junior     | 383         | 415               | 8%      |
| SE                  | Hatch Ride Primary             | 198         | 210               | 6%      |
| SE                  | Nine Mile Ride                 | 335         | 350               | 4%      |

|  |                                  |             |       |      |
|--|----------------------------------|-------------|-------|------|
| SE                                       | Oaklands Infant & Junior         | 422         | 420   | 0%   |
| SE                                       | St Sebastian's                   | 147         | 168   | 13%  |
| <b>SE Total</b>                          |                                  | <b>1598</b> | 1,682 | 5%   |
| SW                                       | Coombes Primary                  | 400         | 531   | 25%  |
| SW                                       | Farley Hill Primary              | 206         | 184   | -12% |
| SW                                       | Grazeley Primary                 | 190         | 210   | 10%  |
| SW                                       | Lamb's Lane                      | 223         | 262   | 15%  |
| SW                                       | Shinfield St Mary's              | 622         | 630   | 1%   |
| <b>SW Total</b>                          |                                  | <b>1641</b> | 1,817 | 10%  |
| East Wokingham                           | All Saints Primary               | 279         | 315   | 11%  |
| East Wokingham                           | Evendons                         | 346         | 350   | 1%   |
| East Wokingham                           | Keep Hatch Primary               | 396         | 420   | 6%   |
| East Wokingham                           | Montague Park                    | 143         | 420   | 66%  |
| East Wokingham                           | St Teresa's                      | 307         | 315   | 3%   |
| East Wokingham                           | Westende Junior & Wescott Infant | 399         | 391   | -2%  |
| <b>East Wokingham Total</b>              |                                  | <b>1870</b> | 2,211 | 15%  |
| West Wokingham and Winnersh              | Bearwood Primary                 | 266         | 255   | -4%  |
| West Wokingham and Winnersh              | Emmbrook Infant & Junior         | 420         | 420   | 0%   |
| West Wokingham and Winnersh              | Hawthorns Primary                | 427         | 428   | 0%   |
| West Wokingham and Winnersh              | St Paul's Junior & Walter Infant | 656         | 642   | -2%  |
| West Wokingham and Winnersh              | Wheatfield Primary               | 147         | 210   | 30%  |
| West Wokingham and Winnersh              | Windmill Primary                 | 178         | 210   | 15%  |
| West Wokingham and Winnersh              | Winnersh Primary                 | 444         | 476   | 7%   |
| <b>West Wokingham and Winnersh Total</b> |                                  | <b>2538</b> | 2,641 | 4%   |
| Woodley                                  | Beechwood Primary                | 356         | 420   | 15%  |
| Woodley                                  | Highwood Primary                 | 271         | 420   | 35%  |
| Woodley                                  | Rivermead Primary                | 412         | 372   | -11% |
| Woodley                                  | South Lake Primary               | 420         | 420   | 0%   |
| Woodley                                  | St Dominic Savio                 | 416         | 420   | 1%   |
| Woodley                                  | Willow Bank Infant & Junior      | 418         | 450   | 7%   |
| Woodley                                  | Woodley Primary                  | 315         | 310   | -2%  |
| <b>Woodley Total</b>                     |                                  | <b>2608</b> | 2,812 | 7%   |

## 16 Secondary Education

### 16.1 Lead Organisations

- Wokingham Borough Council
- Department for Education (DfE)
- Education Funding Agency (EFA)

### 16.2 Main Sources of Information

- Wokingham Borough Secondary Schools Strategy 2017 to 2020
- Wokingham Borough Council Pupil Level Annual Census Data
- Department for Education (DfE) Building Bulletins

### 16.3 Existing Provision

#### **Secondary places - demand**

- 16.3.1 The Council as the Local Authority has a statutory duty to secure sufficient school places for children of statutory school age requiring state-funded school places. It is the local authority's responsibility to identify the need for and commission additional school places or additional schools. Provision will be through a combination of Local Authority maintained schools, and other state-funded schools established through agreement with the Secretary of State (Academies and Free Schools).
- 16.3.2 A very small proportion of children will not require state-funded school places because they are in fee-paying independent sector, or their parents opt to educate them at home<sup>4</sup>. Although the duty is to secure a school place for every resident child requiring one, places may not be reserved to resident families. Parents are entitled to select schools in other borough areas, so there is a cross-border element to the supply of, and demand for, school places. For secondary education, there are significant flows of children in both directions across the Borough boundaries.
- 16.3.3 Data about current children in schools is collected through the statutory Pupil Level Annual School Census (PLASC). Future demand for places is also projected, primarily from information about children already registered in primary schools and patterns of admission through to secondary schools.

#### **Secondary places - supply**

- 16.3.4 The Council, as part of its strategic duty to ensure sufficiency of school places, monitors school capacity and provide annual returns to the DfE. A national methodology for measuring and assessing the net capacity of maintained schools is prescribed for this purpose.
- 16.3.5 National oversight of the school estate, including the monitoring and distribution of school capital and revenue funding<sup>5</sup>, is the responsibility of the Education and Skills Funding Agency (ESFA) established as an executive agency of the DfE.

<sup>4</sup> For information only, background data on independent fee-paying schools and home education can be appended.

<sup>5</sup> For maintained schools, capital and revenue funds are distributed via the local authority. Once established, academies and free schools receive their funding direct from the EFA.



- 16.3.6 The DfE has previously endorsed Audit Commission recommendations<sup>67</sup> that the aim should be for individual schools to operate at 90-105% capacity, with an action threshold at 25% surplus places.
- 16.3.7 Where there is a projected shortfall in school places, data in the annual school capacity return (SCAP) is taken into account in the allocation of basic need capital grant to local authorities.

### **Post 16 Education**

- 16.3.8 The school leaving age is 16, though many young people will stay on in secondary education. Most of Wokingham's maintained secondary schools and Academies have sixth forms. Other students will transfer to Sixth Form Colleges, Colleges of Further Education or other training providers.
- 16.3.9 The Council has a duty to secure sufficient suitable education and training opportunities to meet the reasonable needs of all young people in their area. "Young people" in this context means those who are over compulsory school age but under 19, or are aged 19 to 25 and subject to a learning difficulty assessment. This lead responsibility is discharged working in partnership with providers.
- 16.3.10 Government policy is that students must continue in education or training until they are 18 years old.

### **Current status of secondary place provision in the Borough<sup>9</sup>**

- 16.3.11 In January 2019, there were 10,963 pupils on roll across the ten schools, compared with an aggregate net capacity of 12,634, giving a nominal surplus of 9% across the Borough.
- 16.3.12 Maiden Erlegh School, the Piggott School, the Holt School, St Crispins School, Waingels College and the Forest School are Academies.
- 16.3.13 Oakbank and the Bohunt Wokingham Schools are Free Schools.
- 16.3.14 Emmbrook and Bulmersh Schools are maintained community schools.
- 16.3.15 Table 2: Current data showing demand and supply of school places (2018-19 school year): This table lists school capacities and numbers of pupils currently enrolled. It shows the degree to which individual schools have a shortfall or surplus of school places to serve the present school population. (See Table 2 below).

## **16.4 Planned Provision**

- 16.4.1 The Wokingham Borough Secondary Schools Strategy 2017 to 2020 was adopted by the Council's Executive on 27 July 2017.
- 16.4.2 An update is in preparation.
- 16.4.3 Based on our pupil projection model, and the expected impact of new housing, we estimate that Borough-wide the number of children on roll would stand at 12,808 in January 2025. This would represent a 1.4% shortfall in capacity. It is likely that there is sufficient capacity in schools to meet this apparent shortfall.
- 16.4.4 Notwithstanding the above, development at Grazeley will create demand for secondary school places which will only be accommodated by local capacity for a short time. It is

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<sup>6</sup> Audit Commission "

<sup>7</sup> Draft summary pending completion of latest summary to accompany the annual school capacity (SCAP) return to DfE (due to be submitted July 2012).

therefore anticipated that a secondary school will be delivered at Grazeley in the Local Plan period.

## 16.5 Sources of Funding

16.5.1 WBC Capital programme. (WBC Capital Resources include basic need capital grant. The Education Funding Agency (EFA) will determine allocation of this grant informed by annual School Capacity Return (SCAP) returns from local authorities. Funding sources will also include:

- Developer contributions (S106)
- CIL

## 16.6 Infrastructure Costs

16.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## 16.7 Key issues & Rationale

16.7.1 The number of new homes will be established through the Local Plan Update.

16.7.2 The Household Projections are based on the population projection, which shows an increased number of secondary age children. The second component (affordability) could lead to additional families moving to the borough, above the numbers expected from the household projections, so increasing the number of children set out in the population projection.

## 16.8 Conclusion and Action

16.8.1 Significant new capacity will be required at Grazeley where development proposals will lead to a large scale new community emerging to ensure the development is sustainable.

Table 2 Secondary Schools – numbers on roll/net capacity

| School           | Gender | Status     | Capacity | Roll | % surplus capacity |
|------------------|--------|------------|----------|------|--------------------|
| Bulmershe        | Co-ed  | Maintained | 1383     | 1167 | 16%                |
| Emmbrook         | Co-ed  | Maintained | 1219     | 872  | 28%                |
| Forest           | Boys   | Academy    | 1,208    | 876  | 27%                |
| Holt             | Girls  | Academy    | 1,315    | 1265 | 4%                 |
| Maiden Erlegh    | Co-ed  | Academy    | 1,788    | 1810 | -1%                |
| Piggott          | Co-ed  | Academy    | 1,338    | 1314 | 2%                 |
| St Crispin's     | Co-ed  | Academy    | 1,123    | 1165 | -4%                |
| Waingels College | Co-ed  | Academy    | 1,500    | 1296 | 14%                |

|              |       |             |               |              |            |
|--------------|-------|-------------|---------------|--------------|------------|
| Oakbank      | Co-ed | Free School | 560           | 531          | 5%         |
| Bohunt       | Co-ed | Free School | 1,200         | 677          | 44%        |
| <b>Total</b> |       |             | <b>12,634</b> | <b>10973</b> | <b>13%</b> |

## 17 Early Years Provision

### 17.1 Lead Organisations

- Wokingham Borough Council
- Department for Education (DfE)
- Office for Standards in Children's Services, Education and Skills (OfSTED)

### 17.2 Main Sources of Information

- Wokingham Borough Council, Children and Young
- People's Plan 2012-15
- Wokingham Borough Council Pupil Level Annual Census Data
- Department for Education (DfE) Building Bulletins
- DfE funding list
- Ofsted inspection outcome
- EYFSP attainment data
- Wokingham Community Strategy

### 17.3 Existing Provision

#### Early Years Sufficiency Duty

- 17.3.1 The Council has a duty to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).
- 17.3.2 If sufficient child care cannot be provided the Council has a duty to identify any gaps in childcare and how these will be addressed including the possibility of providing the childcare directly.

#### Early Years Demand

- 17.3.3 All eligible three and four year olds are entitled to between 15 to 25 hours free early years education provision per week, over a minimum of 38 weeks of the year. The entitlement must be offered within part of the National Framework for Delivery.

#### Early Years Provision

- 17.3.4 Early education provision is available through a number of providers. These are divided between the Local Education Authority (LEA) maintained and non-maintained sectors.

#### Maintained school sector:

- 17.3.5 There are 14 maintained primary or nursery schools providing early years education.

## **17.4 Planned Provision**

- 17.4.1 Through a number of providers across the private, voluntary and independent sectors
- 17.4.2 Within new primary schools, consideration will be given to the provision of early years provision, based on sufficiency and local demand.

## **17.5 Sources of Funding**

- 17.5.1 DfE early years education grant funding
- 17.5.2 Privately funded places (parents pay for provision)

## **17.6 Infrastructure Costs**

- 17.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **17.7 Key issues & Rationale**

- 17.7.1 The Council has a duty to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).
- 17.7.2 If sufficient child care cannot be provided the Council has a duty to identify any gaps in childcare and how these will be addressed including the possibility of providing the childcare directly.
- 17.7.3 The Council has a duty to administer free funding entitlement for eligible 2,3 and 4 year olds.
- 17.7.4 The Council has a duty to moderate EYFSP submission annually
- 17.7.5 The Council has a duty to provide information, support, advice and guidance to parents seeking childcare, and/or those wishing to register to provide childcare
- 17.7.6 The Council has a duty to support settings who are not yet graded 'Good' by Ofsted, including those who have not yet been inspected, to deliver high quality early years provision.
- 17.7.7 The Council has a duty to provide training to providers in order that they meet their statutory duties within the EYFS (safeguarding, the EYFS, SEND etc).

## **17.8 Conclusion and Action**

- 17.8.1 Within new primary schools, consideration will be given to the provision of early years provision, based on sufficiency and local demand.
- 17.8.2 With regard to sites allocated in the Local Plan the requirement for contributions to provision will be reviewed periodically within the Infrastructure Delivery Plan for the Local Plan and the future Community Infrastructure Levy.

## 18 Adult and Community Learning

### 18.1 Lead Organisations

- Wokingham Borough Council
- Department for Education (DfE)
- Education Funding Agency (EFA)

### 18.2 Main Sources of Information

- Wokingham Borough Council Adult Education Plan 2020-23

### 18.3 Existing Provision

- 18.3.1 The adult education team aims to deliver courses in the community from premises which are easy to access by public transport, and /or have good parking facilities for learners, most of whom are from target groups. The team is reliant on other services within the council providing premises, free of charge for courses, and we currently make significant user of Wokingham library and Ambleside Children's Centre
- 18.3.2 Courses are also delivered from schools, primarily, Loddon, Highwood and Hillside primary schools.
- 18.3.3 Church halls and community centres are used less frequently.

### 18.4 Planned Provision

- 18.4.1 The service plans to continue to deliver courses from community setting as listed above as well as expanding into other areas where there has been significant growth in housing but is restricted at the moment because of lack of suitable premises. It is hoped that the Service will be able to use libraries more as they become community hubs.

### 18.5 Sources of Funding

- 18.5.1 Education Skills Funding Agency Adult Education Budget

### 18.6 Infrastructure Costs

- 18.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### 18.7 Key issues & Rationale

- 18.7.1 The service targets residents who are unemployed or under-employed, those who have few or no formal qualifications, those who have health and wellbeing issues and parents of children entering education.
- 18.7.2 Courses need to be delivered from premises which are easy to access or have good parking facilities. The majority of learners are female and in surveys have indicated that they would be uncomfortable attending evening courses if this is not the case. Most also have caring responsibilities which makes it harder for them to travel long distances.
- 18.7.3 Libraries are popular venues with learners as they are local and easily accessible, but with the exception of Wokingham Library most do not have suitable spaces for classroom work. As these develop into hubs it would be helpful if classroom spaces could be incorporated.

## **18.8 Conclusion and Action**

- 18.8.1 Within the Grazeley Garden Town, the provision of multi-use community facilities will provide spaces where adult and community learning services can run courses.
- 18.8.2 With regard to sites allocated in the Local Plan the requirement for contributions to community facilities provision (for those not specifically covered in the Infrastructure Delivery Plan) will be reviewed periodically in the Community Infrastructure Levy.



## 19 Primary Care

### 19.1 Lead Organisations

- NHS Berkshire West Clinical Commissioning Group (CCG)

### 19.2 Main Sources of Information

- NHS Berkshire West Estates Strategy 2010-2017
- NHS Berkshire West Strategic Plan 2009-2014
- Wokingham's Older People's Strategy: Young At Hearth 2012
- Berkshire Healthcare Quality Strategy 2016 – 2020
- Berkshire Health Care 3 Year Strategy Plan 2018-2021
- NHS Digital
- Joint Strategic Needs Assessment
- NHS Long Term Plan 2019

### 19.3 Existing Provision

#### General

- 19.3.1 NHS Berkshire West CCG plans and commissions primary health care for the population of the eastern part of Berkshire. This covers the Newbury, Reading and Wokingham areas and is part of the South Central NHS Strategic Health Authority. At 2017, there were over 164,000 registered patients in the Borough.

#### Primary health care

- 19.3.2 Key services provided include GPs, community nurses, Associated Healthcare Professionals (AHPs), community health facilities, together with dentists, nursing services and opticians.

#### General Medical Practitioners (GP)

- 19.3.3 A key element in the delivery of primary healthcare is the network of general practitioner (GP) surgeries. All permanent residents are entitled to the services of a GP; doctors do not have an obligation to automatically accept patients. At 2017, there were over 164,000 registered patients and 13 GP practices in Wokingham Borough.
- 19.3.4 Nationally and locally the healthcare strategy seeks to devolve an increasing number of services and treatments from hospitals to local facilities. This means that primary healthcare is becoming more than simply GPs' surgeries, and there is an increasing need for larger premises.

#### Non-acute hospital services

- 19.3.5 A key element of community provision and non-acute services for people living in the Wokingham Area is the Wokingham Hospital. It provides step down care for patients discharged from the Royal Berkshire Hospital and for patients who need periods of hospital care as part of their reablement programme. The hospital also provides a number of outpatient services.

## **19.4 Planned Provision**

### ***Grazeley Garden Town***

- 19.4.1 The provision of a new Health Hub to provide health services to serve Grazeley Garden Town.
- 19.4.2 Further engagement is being undertaken with the CCG on the future provision and requirements. The IDP is a live document and will be updated as the LPU progresses.

### ***SDLs***

- 19.4.3 Across the SDLs the following healthcare provision will be delivered:
- Health provision through Arborfield Garrison local centre
  - Health provision through the improved local and neighbourhood centres in the South of M4 SDL
  - New health provision in the North Wokingham SDL area
  - Contributions to the provision of health provision in the area of South Wokingham SDL.

## **19.5 Sources of Funding**

- 19.5.1 Department of Health
- 19.5.2 Clinical Commissioning Group (CCG)
- 19.5.3 Funding sources for Grazeley strategic development including HIF funding and any other sources that arise.

## **19.6 Infrastructure Costs**

- 19.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **19.7 Key issues & Rationale**

### **Demographics**

- 19.7.1 The proportion of older people in the Borough is expected to rise, increasing the need for health and social care, with a notable increase in people affected by dementia. In Wokingham Borough the latest national estimates show that the population over 65 is set to rise from 21,900 in 2009 to 28,800 by 2020, and the predicted rise in this age group is 58% by 2030.
- 19.7.2 The NHS Berkshire West Strategic Plan identifies that there are areas of deprivation in Wokingham Borough. This will further increase demands for a range of health care services within the Borough.

## **19.8 Conclusion and Action**

- 19.8.1 The provision of primary health care to meet needs arising from new development will be primarily from provision within Grazeley and where possible through the SDLs. However, regard should be had to the remainder of the housing growth and the proposed allocation of sites.

- 19.8.2 Although potential requirements have been identified, further rational and justification is required for financial contributions from development of sites allocated in the LPU.

## 20 Community Facilities

### 20.1 Lead Organisations

- Wokingham Borough Council
- Parish Councils

### 20.2 Main Sources of Information

- Wokingham Borough Shaping Our New Communities Document (SONC) 2014-2026
- Community Safety Partnership (The Community Safety Partnership brings together representatives from the key organisations responsible for keeping the borough safe). The partnership includes key local organisations: Thames Valley Police, the Borough Council, Thames Valley Probation, Berkshire West Primary Care Trust, Thames Valley Police Authority and Royal Berkshire Fire and Rescue Service.

### 20.3 Existing Provision

- 20.3.1 Existing community facilities include village halls; leisure centres libraries and religious buildings.

### 20.4 Planned Provision

- 20.4.1 The SONC details the infrastructure requirement for community facilities within the four SDL's, including the specification of 0.117m<sup>2</sup>/capita.

#### **Strategic Development Location (SDLs)**

- 20.4.2 Each SDL will provide multi use community centres to meet the needs of community groups, Youth, voluntary sector, faith, parish council, library, cafe, retail/office appropriate leisure and recreation facilities i.e. indoor sports provision. The community centres may also provide for a Children's Centre.

- 20.4.3 The Indoor Sport Provision to be provided as part of the SDLs is as follows:

#### **Arborfield SDL**

- New district centre and two neighbourhood centres including community and leisure uses, a library, a community centre, and multi-purpose community buildings.
- Renovation of the former MOD Rugby Pitches and Tennis Courts
- ATP at new Arborfield Primary School
- Hogwood Farm Sports Facilities

#### **South of the M4 SDL**

- Improved neighbourhood and local centres, including children's and youth facilities and community buildings.
- High Copse Farm Sports Facilities
- The Manor Cricket Pitch and Pavilion
- Ryeish Green Extension

**South Wokingham SDL**

- Community centre
- Grays Fruit Farm Sports Hub

**North Wokingham SDL**

- Community buildings
- New ATP at Cantley Park

**Grazeley Garden Town**

20.4.4 Provision of community facilities will be required throughout the development in order to ensure the sustainability of the site by providing the facilities and services they need without having to go elsewhere in the Borough or outside.

20.4.5 A review will be undertaken to understand the facility types required, and the phasing of delivery of these facilities.

**20.5 Sources of Funding**

20.5.1 Developer direct provision and through developer contributions

20.5.2 Potential additional contributions from organisations operating the community facilities (parish councils, faith organisations, etc...)

**20.6 Infrastructure Costs**

20.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

**20.7 Key issues & Rationale**

20.7.1 The SONC established needs and set priorities for infrastructure requirements in the borough which can be used to inform future spending decisions

**20.8 Conclusion and Action**

20.8.1 Within the SDLs, the direct provision of multi-use community centres will help meet the needs of youth, voluntary sector, faith, parish council and leisure facilities.

20.8.2 With regard to sites allocated in the Local Plan the requirement for contributions to community facilities provision for those not specifically covered in the Infrastructure Delivery Plan) will be reviewed periodically in the Community Infrastructure Levy.

## 21 Libraries

### 21.1 Lead Organisations

- Wokingham Borough Council

### 21.2 Main Sources of Information

- Wokingham Borough Council Library Offer
- Wokingham Borough Council Adult Education Plan 2020 - 2023
- Sustainable Community Strategy for Wokingham 2010 – 2020
- Wokingham Borough Strategic Partnership Annual Report 2011
- Wokingham Borough Council Community Infrastructure
- Strategy Development Paper 2012
- Museums, Libraries & Archives Council
- Library Strategy
- Community Infrastructure Strategy

### 21.3 Existing Provision

21.3.1 Under the Public Libraries and Museums Act 1964, Wokingham Borough Council is a Public Library Authority and has a statutory duty to provide a comprehensive, efficient and modern library service (including provision for adult community learning) to those who live, work or study within the Borough. There are nine libraries in the Borough, plus the Berkshire Record Office:

- Arborfield Library
- Berkshire Record Office
- Finchampstead Library
- Lower Earley Library
- Spencers Wood Library
- Twyford Library
- Wargrave Library
- Winnersh Library
- Wokingham Library
- Woodley Library
- Twyford Library is less the government recommended size based upon population in catchment area

- Arborfield has a population catchment that justifies a small permanent library based on Government recommendations
- Spencers Wood Library – current building is not suitable for any expansion and is not centrally located

21.3.2 As well as offering books, Wokingham Borough libraries provide free internet access, events for adults and children, art displays, and a home library service.

21.3.3 Over 95% of population currently live within 2 miles of a library. All of the Council's existing library facilities and resources are utilised to full capacity.

## **21.4 Planned Provision**

### **Strategic Development Locations (SDLs)**

#### **Arborfield Garrison SDL**

- Library facilities are planned to be provided at Arborfield Garrison SDL as part of the multi-use community centre.

#### **South of M4 SDL**

- Library facilities are planned to be provided at South of M4 SDL, in the early- to mid-phases of the development.

#### **North Wokingham SDL**

- Developer contributions will be made toward library facilities for the North Wokingham SDL, to be delivered in the early- to mid- phases of the development.

#### **South Wokingham SDL**

- Developer contributions will be made toward library facilities for the South Wokingham SDL, to be delivered during development.

#### **Grazeley Garden Town**

- Given the size of the development, it is anticipated that there will be a library facility in Grazeley. This may be collocated with another community facility.

#### **Remainder of the Borough**

- Whilst no new library facilities are planned in the Borough outside of strategic developments, all of the Council's existing library facilities and resources are utilised to full capacity. Individual developments will as a minimum require an increase in overall stock and resources. All changes or additions (individual and/or cumulative) to housing and some changes in commercial, industrial or retail development may require the establishment, relocation, upgrading or enhancement of one or more existing library facilities
- The provision of Library facilities is developed in line with the Council's agreed strategy for library services as detailed in the Library Offer.

## **21.5 Sources of Funding**

21.5.1 Wokingham Borough Council Capital Programme

21.5.2 Developer direct provision or through contributions.



21.5.3 Contributions will be sought from development allocated in the Local Plan.

## **21.6 Infrastructure Costs**

21.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **21.7 Key issues & Rationale**

21.7.1 All of the Council's existing library facilities and resources are utilised to full capacity. Section 106 contributions are currently collected to fund existing and proposed provision

21.7.2 New library facilities are planned to be provided as part of the Arborfield Garrison and South of M4 SDLs. A new facility is likely to be provided at the strategic development in Grazeley.

## **21.8 Conclusion and Action**

21.8.1 Monitor emerging Library Strategy and emerging Community

21.8.2 Infrastructure Strategy to identify need in the Borough.

21.8.3 Contributions will be sought from developments allocated in the Local Plan.

## 22 Emergency Service (Police, Ambulance Fire Services)

### 22.1 Lead Organisations

- Thames Valley Police Authority (TVPA) and Thames Valley Police
- South Central Ambulance Service Royal Berkshire Fire and Rescue Service

### 22.2 Main Sources of Information

- Thames Valley Police Strategic Plan
- South Central Ambulance Annual Plan 2019-2020
- Wokingham Borough Local Safety Plan 2019 - 2020
- Wokingham Borough Council Community Safety Strategy

### 22.3 Existing Provision

#### Police

22.3.1 Thames Valley Police (TVP) is the largest non-metropolitan force in England and Wales, serving a population of 2.1 million, including Berkshire. Wokingham Borough is a Local Police Area in the West Berkshire Basic Command Unit, the boundary of which is coterminous with the Local Authority area.

#### 22.3.2 Police Stations & Police Information Points

22.3.3 There are two Police Stations in the Borough:

- Wokingham Police Station, The Courtyard, Denmark Street, Wokingham. This is a Tier 2 police station [Sector Station (small town)]
- Twyford Police Station, Station Road, Twyford. This is a Tier 1 Police Station (Neighbourhood police office)

#### Ambulance

22.3.4 The South Central Ambulance Service (SCAS) NHS Trust provides an emergency 999 or-hospital care service and a patient transport service across Berkshire, Hampshire, Oxfordshire and Buckinghamshire.

#### Fire and Rescue

22.3.5 There are two fire stations in the Borough:

#### Wokingham Fire Station

22.3.6 Easthampstead Road, Wokingham. A new fire station has recently been provided and is in service 24 hours a day. This is a state of the art building which incorporates many energy saving initiatives such as photovoltaic panels, regenerative heating systems and rainwater recycling, as well as being fitted with an emergency sprinkler system.

#### Wargrave Fire Station

22.3.7 Victoria Road, Wargrave, RG10 8BP. It has been decided to retain this station.

Wokingham Road, Reading

- 22.3.8 The Wokingham Road fire station in Reading is adjacent to the boundary with Wokingham Borough.

## **22.4 Planned Provision**

### **Police**

- 22.4.1 The majority of policing infrastructure provision for the Borough will be within the Strategic Development Locations (Arborfield Garrison SDL and South of M4 SDL Community Hubs and South Wokingham SDL are each planned to include a neighbourhood police office. North Wokingham SDL will include up to two drop in Neighbourhood Police/Management facilities.)
- 22.4.2 At present no other schemes are known to be planned in the Borough.

### **Ambulance**

- 22.4.3 The majority of improvements to the service will be gained from organisational changes and operational efficiencies.

### **Fire and Rescue**

- 22.4.4 The majority of improvements to the Fire & Rescue service will be derived from prevention services, operational changes and relocation of services.

## **22.5 Sources of Funding**

- 22.5.1 Thames Valley Police (TVP) Authority
- 22.5.2 Strategic health Authority
- 22.5.3 CCGs
- 22.5.4 Royal Berkshire Fire and Rescue service (RBFRS)

## **22.6 Infrastructure Costs**

- 22.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## **22.7 Key issues & Rationale**

### **Police**

- 22.7.1 As population increases, so does the number of incidents which adds pressure to the police service. To respond, TVP's preferred strategy for the provision of safe and secure places and policing related infrastructure is through improved design (in line with Secured by Design principles)

### **Ambulance**

- 22.7.2 Increases in population need to be taken into account. The SCAS has embarked on a programme of change in the way pre-hospital care is delivered, working to treat more patients in their homes This involves focussing on prevention and use of communications technology and service integration. This may lead to move demand away from the need for physical infrastructure.

### **Fire and Rescue**

#### **Building design**

- 22.7.3 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 reducing associated costs for any proposed provision, reducing the burden on society after a fire, save lives, reduce casualties and reduce damage from fire.

## **22.8 Conclusion and Action**

### **Police**

- 22.8.1 Need for police points is recognised, as such provision has been factored into the proposed multi-functional community facilities within the SDLs. Further information is required to justify contributions. This will be reviewed periodically in the Infrastructure Delivery Plan for the LPU and future Community Infrastructure Levy

### **Ambulance**

- 22.8.2 Infrastructure requirements will be reviewed periodically within the Infrastructure Delivery Plan for the LPU and future Community Infrastructure Levy.

### **Fire and Rescue**

- 22.8.3 The installation of domestic sprinklers is not an issue that planning can resolve.
- 22.8.4 Infrastructure requirements will be reviewed periodically within the Infrastructure Delivery Plan for the LPU and future Community Infrastructure Levy.

## **23 Green Infrastructure Requirements**

23.1.1 The following sections provides an overview of the green infrastructure requirements which will be needed to support development through the Local Plan.

23.1.2 The green infrastructure requirements are set out in under the following sections:

- Open Space and Sports and Recreation Facilities
- Public Rights of Ways (PROWs)
- Biodiversity

## 24 Open Space & Sport and Recreational Facilities

### 24.1 Lead Organisations

- Wokingham Borough Council
- Parish and Town Councils
- Fields in Trust
- Community Groups
- Private providers
- Sports England
- Play England

### 24.2 Main Sources of Information

- WBC Open Space, Recreational and Sport Facilities Strategy (2013)
- Knight Kavanagh & Page (KKP), PPG17 Open Space, Sport & Recreation Study, Final Amended Standards Paper, February 2012
- A Sustainable Community Strategy for Wokingham 2020 (including consultation findings), Wokingham Borough Strategic Partnership, 2010.
- Guidance for Outdoor Sports and Play, England National Playing Fields Association, 2015 (Fields in Trust)
- Sport England Strategy, 2016-2021
- Wokingham Borough Visitor Survey of Informal Areas of Open Space (October 2007)
- Sport, Leisure & Recreation for all in Wokingham, a Strategy for progress 2006 – 2016
- Wokingham Open Space and Sports Assessment Audits (April 2012)
- Burial Review update 2012

### 24.3 Existing Provision

#### Existing Open Space provision

24.3.1 The Council has produced an Open Space, Sport & Recreation Study Standards Paper, February 2012 which sets out existing provision in the borough. A significant amount of open space has been provided in the intervening period through new housing development. However, this is still the most up to date information recorded with an updated publication due for publication in 2022.

24.3.2 These include:

| Table 1         |     |                 |
|-----------------|-----|-----------------|
| Type            | No. | Total area (ha) |
| Parks & Gardens | 26  | 190             |

|  |     |       |
|--|-----|-------|
| Natural and semi-natural greenspace (including country parks and local nature reserves, SSSI and SANG) | 53  | 800   |
| Amenity greenspace   | 182 | 208   |
| Play areas for children and young people   | 134 | 8     |
| Allotments   | 26  | 52    |
| Cemeteries / Graveyards  | 22  | 26    |
| Civic Space  | 2   | 1     |
| Total  | 445 | 1,285 |

### Green corridors

- 24.3.3 In addition, the Borough's Public Right of Way (PROW) network consists of c.230 km. 151.9km of the network takes the form of footpaths. There is also the equivalent of 22.8km of bridleways, 38.5km of byways and 16.4km of restricted byways within the Borough.

### Existing sports facilities provision

| Table 2                                    |  |
|--|--|
| Type                                       | No. pitches / areas  |
| General Sports and recreational facilities |  |
| Sports pitches (football)                  | 166  |
| Cricket pitches                            | 19   |
| Rugby union                                | 14 (senior rugby union)  |
| Hockey                                     | 5 (full sized artificial grass)  |
| Bowls                                      | 10 (flat lawn bowling greens)  |
| Golf                                       | 9 (7 eighteen hole golf courses & 2 nine holes golf courses)   |
| Tennis Courts                              | 126 tennis courts  |
| Athletics                                  | There are no designated athletic tracks within the Borough. Palmer Park (located in the neighbouring authority of Reading) is the nearest EA recognised 400 metre track facility and is the home venue of Reading Athletic Club. |
| Netball                                    | 33 (netball courts across)   |
| Multi-use Games Areas                      | 56 MUGAs   |
| Indoor sports & recreation facilities      |  |



|  |   |
|--|---|
| Sports halls (including activity halls): | 18 sports hall sites and 39 sites with activity halls                   |
| Swimming pools                           | 21 indoor swimming pools. Of these, eight are full sized 25 metre pools |
| Indoor bowls centres                     | 1   |
| Health and fitness gyms                  | 20 sites, providing at least 1,098 fitness stations                     |

### Deficiencies

- 24.3.4 The IDP does not consider issues of quality, access, value, demand or deficiencies (aside from adopted standards). However, it should be noted that a significant proportion of this provision is at education sites and/or non-local authority owned sites. As such a significant proportion is not available to the general public.

### **Existing Open Space Standards**

#### Open Space Standards – Core Strategy

- 24.3.5 The Core Strategy open space requirements will be replaced by those in the MDD. Core Strategy policy CP3 – General Principles for development (as set out in Core Strategy Appendix 4) currently requires the provision of:
- 24.3.6 Public Parks: 4.65ha for 1,000 population. This is to be comprised of:
- Public Parks includes Country Parks (2.92ha per 1,000 population) and;
  - Other Parks (1.73ha per 1,000 population).
- 24.3.7 This is turn is to be comprised of:
- Playing Pitches (1.67ha per 1,000 population),
  - Children's Play as NPFA
  - Natural Greenspace (1ha per 1,000 population).
- 24.3.8 Amenity greenspace and civic hard surfaced spaces: to be provided within development areas on a site by site basis.
- 24.3.9 Allotments: 0.52ha per 1,000 population (principal settlements only: Earley, Shinfield (North of M4), Winnersh, Wokingham and Woodley)
- 24.3.10 Cemeteries/burial grounds: 24 burial plots per 1000 dwellings

## 24.4 Planned Provision

24.4.1 The KKP, PPG17 Open Space, Sport & Recreation Study, Final Amended Standards Paper, February 2012 provides the evidence base for the revised open space standards which will be set in the Local Plan and applied to all development in the borough as appropriate. The standards for cemeteries /burial grounds have been amended to reflect the borough's mortality rate. The standard for allotments will be applied borough wide to reflect existing demand and future needs.

24.4.2 The Local Plan Update will require Open Space provision of:

Table 3

| Open Space  | Standards (ha) per 1,000 population         |
|---|---|
| Parks and public gardens  | 1.1   |
| Natural/semi natural green space (excluding Country Parks)  | 2.84  |
| Amenity greenspace  | 0.98  |
| Provision for children and young people (Neighbourhood Equipped Areas of Play; Local Equipped Areas of Play; Local Areas of Play) | 0.25  |
| Civic space   | 0.01  |
| Outdoor sports facilities   | 1.66  |
| Cemeteries/Burial grounds*  | 14.4 grave plots per 1,000 population       |
| Allotments  | 0.52  |
| Type (Indoor Sports)  | Borough standard (sqm) per 1,000 population |
| Sports halls (4-bad court) including Indoor bowls (2 rinks) and Health & Fitness gyms (20 stations)                               | 65.43                                       |
| Swimming pool   | 8.26  |
| Activity halls  | 41.31                                       |
| *Assumes a grave plot can accommodate 2.5 burials on average  |   |

### Grazeley Garden Town

24.4.3 Open space standards for Grazeley will be bespoke and will be determined in consultation with West Berkshire Council. The standards will be applicable across the entire development.

## 24.5 Sources of Funding

24.5.1 Developer direct provision or through contributions

## 24.6 Infrastructure Costs

24.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

## 24.7 Key issues & Rationale

24.7.1 Management and taking in charge of spaces

24.7.2 Development will be expected to provide open space on site and/or make financial contributions, including for open space management

- 24.7.3 Mitigation for the impact of development on the Thames Basin Heaths Special Protection Area (SPA) will be sought for development proposals within 5 km or 7 km of the SPA. This will be in line with advice set out in LPU Policy NE8.

## **24.8 Conclusion and Action**

- 24.8.1 Open space provision (or contributions in lieu) are planned to be provided alongside proposal for development on a site by site basis for sites allocated in the Local Plan.
- 24.8.2 Development will be expected to provide open space on site and/or make financial contributions. It is recognised that the borough's country parks cater for a borough wide need. When there is no on-site provision of country parks the council will seek contributions to part fund the investment required to cater for increased demand. With regard to leisure contributions from commercial developments this will be based on floors pace/employee ration in line with advice set out in the Council's Planning

## 25 Public Rights of Way (PROWs)

### 25.1 Lead Organisations

- Wokingham Borough Council

### 25.2 Main Sources of Information

- KKP, PPG17 Open Space, Sport & Recreation Study, Final
- Amended Standards Paper, February 2012
- Wokingham Borough Local Transport Plan 3 (LTP3) (2011-2026) (April 2011) *Work is currently underway on LTP4, which will look to 2036 and replace LTP3.*
- Wokingham Borough Rights of Way Improvement Plan (ROWIP) 2020
- The Blackwater Valley Strategy 2011 – 2015
- Community Strategy Local Area Agreement 2010
- WBC Open Space, Recreational and Sport Facilities Strategy (2013)
- KKP, PPG17 Open Space, Sport & Recreation Study, Final
- Amended Standards Paper, February 2012

### 25.3 Existing Provision

- 25.3.1 The Borough's PROW network consists of just over 233km. Most of the network (153.6km) takes the form of footpaths. There is also the equivalent of 24.5km of bridleways, 38.5km of byways and 16.8km of restricted byways within the Borough.
- 25.3.2 Under the Countryside and Rights of Way Act 2000 (CROW Act 2000) WBC has powers to declare and protect public Rights of Way and a duty to prepare a Rights of Way Improvement Plan (ROWIP). The ROWIP must contain a statement of the action the local authority proposes to take:
- For the management of local rights of way, and
  - For securing an improved network of local rights of way.
- 25.3.3 A public right of way is a route or way, over which the public has a legal right to pass and re-pass. All public rights of way are public highways. The land over which the right of way runs is usually private land; the surface of the path being vested in the highway authority (Wokingham Borough Council) with the subsoil being the property of the landowner.
- 25.3.4 There are 233km of public rights of way in the borough, which are managed by Wokingham Borough Council. Most paths are in the south and north of the borough, with markedly less paths in Charvil, Twyford, Sonning and Woodley.
- 25.3.5 The 'Definitive Map and Statement' is a legal record of the existing public rights of way (footpaths, bridleways, byways open to all traffic and restricted byways) in an area and is kept by the Highway Authority. Sections 53 and 54 of the Wildlife and Countryside Act 1981 apply modification and reclassification orders to the definitive map and statement.

## 25.4 Planned Provision

- 25.4.1 The ROWIP sets out 84 separate actions for the improvement of the public rights of way network. In addition to this Appendix 4 of the ROWIP sets out a variety of proposed new and changed routes for the public rights of way network. Draft Local Plan policy C8: Green and Blue Infrastructure and Public Rights of Way, further supports the provision and enhancement of public rights of way.

### ROWIP Statements of Action

- 25.4.2 The ROWIP Statement of Actions sets out the actions that the Council aims to achieve as a result of the ROWIP. The Actions which are most relevant the PROW infrastructure provision are:

#### 25.4.3 SOA1:

- Deliver an up to date Definitive Map
- Enable the network to be included on modern navigation apps
- Improve rights of way information, including web based maps and new circular routes
- Provide tailored information for those with restricted mobility, elderly users, minority groups, cyclists and motor vehicle users
- Improved signage along the network.

#### 25.4.4 SOA2:

- Develop and implement the Greenways network and Loddon Long Distance Path
- Develop multi-use paths to link towns and villages
- Map, assess and prioritise proposed new paths and create new routes to join up gaps in the network.
- Assess fragmentation of network between local authority areas and liaise with neighbouring authorities to create new paths
- Identify and utilise opportunities to create new paths as part of new developments and also through liaising with landowners

#### 25.4.5 SOA3:

- Encourage use of the network for sustainable travel and to improve fitness
- Increase confidence in using the network by improving signage, road crossings, and guided walks.
- Reduce conflict between users

#### 25.4.6 SOA4:

- Develop a network of paths suitable for people of restricted mobility, visually impaired and other vulnerable groups
- Improve surfacing on high-use paths
- Upgrade or improve bridges to cater for users with restricted mobility
- Replace non-accessible structures on the network with more accessible options

#### 25.4.7 SOA5:

- Identify paths with recurring surface problems; investigate cause of the problem and most effective solution
- Seek to improve path surfaces in response to changes in demand.
- Improve surfaces of paths that link to schools, amenities and public transport
- Review standards for vegetation clearance and enforcement

- Reduce illegal use of paths
- Install street lighting where appropriate
- Manage byways effectively, including working with vehicle groups to repair byways, and use of voluntary restraint and/or seasonal traffic regulation orders.

#### 25.4.8 SOA6:

- Secure access improvements through appropriate development proposals.
- Secure funding from developments to improve countryside access, through Section 106 agreements and Community Infrastructure Levy.
- Secure a committed amount of funds per new household from developers towards countryside access improvements (Planning Advice Note 2)

#### **Grazeley Garden Town**

25.4.9 A number of PRoW are located within the Grazeley strategic development area. These will be improved as part of the development to improve active travel, or diverted if necessary, to ensure the development is delivered with a legible and coherent non-motorised user network.

### **25.5 Sources of Funding**

25.5.1 Wokingham Borough Council direct provision, Capital Programme and Community, Heritage, Green & Blue Infrastructure resources

25.5.2 Direct provision through development to improve accessibility of public rights of way or through contribution

### **25.6 Infrastructure Costs**

25.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### **25.7 Key issues & Rationale**

25.7.1 The ROWIP sets out 84 separate actions for the improvement of the public rights of way network. In addition to this Appendix 4 of the ROWIP sets out a variety of proposed new and changed routes for the public rights of way network.

### **25.8 Conclusion and Action**

25.8.1 Sites allocated in the Local Plan should through design and layout provide accessibility to PROW in line with the Rights of Way Improvement Plan. Contributions may be sought to improve the network where this cannot be achieved on site. These issues will be considered on a site by site basis

## **26 Biodiversity - Nature conservation and wildlife mitigation measures including Special Protection Area (SPA) Avoidance & Mitigation**

### **26.1 Lead Organisations**

- Wokingham Borough Council
- Natural England
- Environment Agency
- Voluntary organisations (Wildlife Trusts, National Trust, Community Groups, Woodland Trust)
- Developers & Landowners
- Forestry Commission
- Berkshire Local Nature Partnership

### **26.2 Main Sources of Information**

- Blackwater Valley Countryside Strategy 2011 - 2015
- Nottingham Declaration on Climate Change 2000
- Wokingham Reducing Environmental Impact Action Plan 2007- 2009
- Wokingham Borough Rights of Way Improvement Plan (ROWIP) 2020
- Wokingham Sustainable Environment Strategy 2010 – 2020
- Wokingham Borough Biodiversity Action Plan 2012-2024
- UK Biodiversity Action Plan
- Berkshire Biodiversity Action Plan

#### Making Space for Nature:

- A review of England's Wildlife Sites and Ecological Network 2010
- A Green Future: Our 25 Year Plan to Improve the Environment 2018
- DEFRA Net gain Summary of responses and government response July 2019
- European Habitats Directive 1992
- Natural England Guidelines for the creation of Suitable Accessible Natural Green Space (SANGS)
- Thames Basin Heaths Special Protection Area Delivery Framework - Thames Basin Heaths Joint Strategic Partnership Board



## 26.3 Existing Provision

26.3.1 There are a number of designations for nature conservation, wildlife mitigation and biodiversity preservation. These are categorised as being of national and international significance and local or regional significance:

### Sites of national or international importance:

- SSSI
- SPA

### Sites of Special Scientific Interest (SSSIs): The SSSIs in the Borough are;

- Heath Lake
- Longmoor Bog.
- Stanford End Mill and River Loddon
- Lodge Wood & Sandford Mill

### Local Nature Reserves (LNR):

26.3.2 The Local Nature Reserves in the Borough are:

- Longmoor Bog;
- Heathlake;
- Lavell's lake;
- Highwood;
- Aldermoor;
- Maiden Erlegh Park;
- Ali's pond;
- Holt Copse & Joel Park;
- Swallowfield Meadow; and
- Pearmans Copse.

### Local Wildlife Sites (LWS)

26.3.3 (previously Wildlife Heritage Sites): Local Wildlife Sites are non-statutory sites of significant value for the conservation of wildlife. These sites represent local character and distinctiveness and have an important role to play in meeting local and national targets for biodiversity conservation.

26.3.4 There are 117 Local Wildlife Sites in the Borough.

#### **Local Geological Sites**

26.3.5 Local Geological Sites are non-statutory sites of local geological importance that have been surveyed and assessed against a national set of qualifying criteria. The Borough currently has five sites:

- Wargrave Chalk Pit,
- Remenham Church Lane Quarry,
- The Coombes,
- Barkham Iron-Rich Streams and
- Longwater Road Gravel Pit.

#### **Special Protection Area (SPA):**

26.3.6 While there are no Special Areas of Conservation or Special Protection Areas in the Borough, c.30% of the Borough lies within the 5km protection area for the Thames Basin Heath SPA.

26.3.7 Development within 5km and 7 km of the SPA which is likely to generate significant effects upon the SPA requires measures to ensure that the significant impacts are mitigated. This is by the provision of or contribution to suitable alternative natural Greenspace (SANG).

26.3.8 The Council opened its 18.5ha SANG at Rooks Nest woods off Barkham Ride on 22nd March 2011. The SANG has been designed to provide SANG mitigation for small scale development (outside of the Strategic development location) up until 2026.

26.3.9 The Countryside Service manages the SANG.

26.3.10 A resolution to grant planning permission has recently been granted for the provision of SANG at Stanbury Park in Spencers Wood and Hyde End Road in Shinfield.

### **26.4 Planned Provision**

#### **SANG Requirement**

26.4.1 Strategic development will provide on-site SANG mitigation for the SPA in line with Natural England advice and in line with Policy NE2, SS4-SS7 of the LPU. There is also a requirement for appropriate contribution towards maintenance of the SANG and to strategic monitoring of the effectiveness of the SANG. The Council will only accept SANG which is delivered in line with Natural England's advice and is provided in perpetuity.

26.4.2 Sites for residential development allocated in the Local Plan will need to provide direct provision or to contribute to SANG in line with the advice set out in the Council's Planning Advice Note on Infrastructure Impact Mitigation- Contributions for New Development (Revised October 2010) There is also a requirement for appropriate contribution towards maintenance of the SANG and to strategic monitoring of the effectiveness of the SANG. The Council will only accept SANG which is delivered in line with Natural England's advice and is provided in perpetuity

26.4.3 Non-residential development will be individually assessed for their likely significant effects. Where avoidance and mitigation measures are required, monitoring of their effectiveness will be necessary

26.4.4 The Local Plan proposes to allocate 11 sites as SANG:

- Rooks Nest Woods, Barkham Ride, Barkham (18.3ha)
- Land south-west of junction of Old Wokingham Road and Nine Mile Ride, Crowthorne (5.12ha)
- Land north of Waterloo Road (near Lock's Farm), Wokingham (15.04ha)
- Land south of Waterloo Road (near Lock's Farm), Wokingham (8.21ha)
- Land opposite Holme Green, Heathlands Road, Wokingham (2.13 ha)
- Land east of Lucas Hospital, Chapel Green, Wokingham (6.21 ha)
- Land west of Lucas Hospital, Chapel Green, Wokingham (8.19ha)
- Land opposite Holme Green, Heathlands Road, Wokingham (16.11ha)
- Land North of Ludgrove School, Wokingham (8.95ha)
- Land South-East of St Anne's Manor Hotel, London Road, Wokingham (4.44ha)
- Land west of Lucas Hospital, Chapel Green, Wokingham (5.39ha).

#### **Grazeley Garden Town**

26.4.5 The development at Grazeley will provide an appropriate level of SANG as required on a cumulative basis. It may be that the SANG is concentrated in certain areas to ensure that the maximum developable area is achieved.

### **26.5 Sources of Funding**

- 26.5.1 Direct provision by developers or through contributions
- 26.5.2 Countryside Grants Budget
- 26.5.3 External Funding

### **26.6 Infrastructure Costs**

26.6.1 The costs associated with the planned infrastructure for the SDLs are included at **Appendix A** and for Grazeley Garden Town included at **Appendix B**.

### **26.7 Key issues & Rationale**

26.7.1 Development within 5km and 7 km of the SPA which is likely to generate significant effects upon the SPA requires measures to ensure that the significant impacts are mitigated. This is by the provision of or contribution to Suitable Alternative Natural Greenspace (SANG). Policies within the Local Plan seek the promotion of biodiversity in new development.

### **26.8 Conclusion and Action**

26.8.1 Specific on and off-site measures may be required to mitigate the impact on biodiversity including Local Nature Reserves and Local Wildlife Sites. If there are no significant biodiversity improvements delivered as a result of the development the Council will seek a contribution per dwelling which will be used to improve the borough's biodiversity in line with the Borough's Biodiversity Action Plan

- 26.8.2 Sites for residential development allocated in the Local Plan will need to provide direct provision or to contribute to SANG in line with the advice set out in the Council's Planning Advice Note on Infrastructure Impact Mitigation- Contributions for New Development (Revised October 2010) There is also a requirement for appropriate contribution towards maintenance of the SANG and to strategic monitoring of the effectiveness of the SANG.

## 27 Next Steps

- 27.1.1 Wokingham Borough Council will deliver new homes and infrastructure across the local plan period to 2036 in a sustainable and timely manner. The council seeks to deliver infrastructure through new developments as documented in this IDP which will be secured through the funding sources identified. Infrastructure will be delivered to meet the needs of the local communities across the borough.
- 27.1.2 This IDP is a 'living document' and to respond to the evolving infrastructure challenges and timescales, the information provided in this document will need to be updated over time to reflect these changes. Ongoing monitoring of infrastructure requirements will be carried out throughout the plan period and updated when necessary to reflect any significant changes and priorities of new schemes.

## **Appendix A - Provisional IDP Costings (Excluding Grazeley Garden Town)**

Wokingham Borough Council IDP Costings - February 2020

Physical Infrastructure

| Infrastructure Item   | Arborfield Garrison SDL     | North Wokingham SDL         | South of M4  | South Wokingham SDL         | Borough Wide   |
|---|-----------------------------|-----------------------------|--|-----------------------------|--|
| Water and Wastewater  |                             |                             |  |                             |  |
| Improvements to the Sewerage Network Capacity ahead of 200th dwelling   | TBD                         |                             |  |                             |  |
| Improvements to utility network to secure capacity and connections  |                             | TBD                         | Provided £34 Million   | TBD                         |  |
| Strategic Highways  |                             |                             |  |                             |  |
| Third Thames Crossing   |                             |                             |  |                             | £110-165 Million   |
| Phase 2 Winnersh Relief Road  |                             | £4.2 million                |  |                             |  |
| Improvement to transport capacity along the A327 - Arborfield   | Developer Funded            |                             |  |                             |  |
| Arborfield Cross Relief Road - Arborfield   | £12-28 Million              |                             |  |                             |  |
| Improvements to transport capacity along the A321 and A329 and provision of North Wokingham Distributor Road        |                             | £8.2 million                |  |                             |  |
| Improvements to strategic network including transport capacity along the A33  |                             |                             | HIF Bid / Developer / Regional funding   |                             |  |
| Bridge over railway   |                             |                             |  | Included within Southern DR |  |
| Southern Distributor Road (SDR)   |                             |                             |  | £8 million                  |  |
| Twyford Eastern Relief Road   |                             |                             |  |                             | Approx. £10-20 Million                                       |
| Measures to maintain the operation of the road and rail network during times of flooding                            |                             |                             |  |                             | TBD  |
| Improvements to M4 Junction 10.   |                             |                             |  |                             | TBD  |
| Great Western Mainline Improvements   |                             |                             | National / Regional Funding  |                             |  |
| Extension to South Distributor Road   |                             |                             |  |                             | TBD  |
| Capacity improvements to roundabout at Reading Road, B3270, and A3290 (Winnersh)                                    |                             |                             |  |                             | £1.5 to 2 Million  |
| Improvements to the Thames Path cycle route   |                             |                             |  |                             | TBD  |
| Improvements to pedestrian access from Wokingham town centre south of the railway                                   |                             |                             |  |                             | Approx. £5-8 Million (including £3-4 million for bridge)     |
| Potential for widening of A329M and A3290   |                             |                             |  |                             | TBD  |
| A33 bus crossing  |                             |                             |  |                             | TBD  |
| Lower Earley Way improvements   |                             |                             |  |                             | TBD  |
| Delivery of Greenways to link the SDL to the existing settlements and points of interest                            |                             |                             |  |                             | Approx. £7.5 million   |
| Pedestrian and cycle linkages between Arborfield Cross Relief Road and Eastern Relief Road                          |                             |                             |  |                             | TBD as linked to ACRR scheme                                 |
| Longer term highway capacity improvements to the A33 corridor   |                             |                             | £15 Million  |                             | TBD - Additional Improvements subject to wider A33 study     |
| Improvements to highway capacity along A327 (including Eversley Bypass, subject to review by HCC as lead authority) |                             |                             |  |                             | Dependent on working with Hampshire CC as the lead authority |
| Local Road Network  |                             |                             |  |                             |  |
| New Primary Route linking Nine Mile Ride to the A327  | Developer Funded            |                             |  |                             |  |
| Further Route to continue Nine Mile Ride westwards to a new junction with A327                                      | 1.3 Million                 |                             |  |                             |  |
| Measures to improve non car travel along the B3349  | Developer Funded            |                             |  |                             |  |
| Public Transport  |                             |                             |  |                             |  |
| Support for western rail access to Heathrow   |                             |                             |  |                             | National / Regional Funding                                  |
| Great Western Mainline Improvements   |                             |                             |  |                             | National / Regional Funding                                  |
| Elizabeth Line infrastructure   |                             |                             |  |                             | National / Regional Funding                                  |
| Contribution towards Park and Ride Coppid Beech   |                             | 1.4 million                 |  |                             |  |
| Park and Ride Thames Valley Park  |                             |                             |  |                             | Approx. £2.7 million   |
| MRT along A4 and A329 Corridors   |                             |                             |  |                             | TBD  |
| Bus routes between Green Park and Twyford Station   |                             |                             |  |                             | TBD  |
| MereOak Expansion and New Park and Ride   |                             |                             |  |                             | £6 Million   |
| Improvements to quality and frequency of public transport   |                             |                             | £4 Million   |                             | Subject to negotiation on specific schemes                   |
| Public Transport, Pedestrian and Cycling facilities within and beyond SDL   |                             |                             | Costings included for Greenways - Local Cycling and Walking Infrastructure Plans to be developed |                             |  |
| Easy and safe access to current and future park and rides   |                             | TBD                         |  |                             |  |
| Facilities and associated infrastructure for local bus services to link to Wokingham and mainline train stations    |                             | TBD                         |  |                             |  |
| High Quality Express bus services between rail stations and park and rides  |                             |                             | TBD  |                             |  |
| Walking and Cycling Infrastructure  |                             |                             |  |                             |  |
| Greenway Routes for cyclists and pedestrians  | Covered in greenways figure | Covered in greenways figure |  | Covered in greenways figure |  |
| Improvements to increase use of cycle   | Covered in greenways figure | Covered in greenways figure |  |                             |  |
| Enhancements to footpath and cycle networks to improve access to services and facilities.                           | Covered in greenways figure | Covered in greenways figure |  |                             |  |
| Waste   |                             |                             |  |                             |  |
| On site recycling and composting waste management facilities  | Approx. £250- 500K          | Approx. £250- 500K          | Approx. £500- 1 Million (2 sites)  | Approx. £250-500K           |  |



Wokingham Borough Council IDP Costings - February 2020

Community and Green Infrastructure

| Infrastructure Item                                     | Arborfield Garrison SDL        | North Wokingham SDL                 | South of M4                    | South Wokingham SDL                 | Borough wide |
|---|--------------------------------|-------------------------------------|--------------------------------|-------------------------------------|--------------|
| Primary Education                                       |                                |                                     |                                |                                     |              |
| Primary Schools   |                                |                                     |                                |                                     |              |
| 2 Form Entry Primary School X1                          |                                | £8.5-10 million each estimated      |                                |                                     |              |
| 2 Form Entry Primary School X2                          | £8.5-10 million each estimated |                                     | £8.5-10 million each estimated | £8.5-10 million each estimated      |              |
| Community Facilities                                    |                                |                                     |                                |                                     |              |
| Local / District Centre                                 | Developer funded               | Developer funded                    | Developer funded               | Developer funded                    |              |
| Neighbourhood Centres                                   | Developer funded               | Developer funded                    | Developer funded               | Developer funded                    |              |
| Renovation of former MOD Rugby Pitches and Tennis Court | TBD                            |                                     |                                |                                     |              |
| Hogwood Farm Sports Facilities                          | TBD                            |                                     |                                |                                     |              |
| High Copse Farm Sports Facilities                       |                                |                                     | TBD                            |                                     |              |
| The Manor Cricket Pitch and Pavilion                    |                                |                                     | TBD                            |                                     |              |
| Ryeish Green Extension                                  |                                |                                     | £4 million - completed         |                                     |              |
| Grays Farm Sports Hub                                   |                                |                                     |                                | TBD                                 |              |
| New ATP at Cantley Park                                 |                                | £1.6 million                        |                                |                                     |              |
| Libraries   |                                |                                     |                                |                                     |              |
| Library Facilities                                      | Approx. £3-5 Million           | Contributions to existing libraries | Approx. £2-9 Million           | Contributions to existing libraries |              |
| Biodiversity  |                                |                                     |                                |                                     |              |
| SANG provision  | TBD                            | TBD                                 | TBD                            | TBD                                 |              |

## **Appendix B - Provisional IDP Costings for Grazeley Garden Town**

# Infrastructure Summary

| Ref | Infrastructure Category     | Estimated Cost | HIF 10,000 dwl  | HIF 15,000      |
|-----|-----------------------------|----------------|-----------------|-----------------|
| I.1 | Highways and Transportation | £310,125,000   | £161,750,000.00 | £198,500,000.00 |
| I.2 | Utilities                   | £63,160,600    | £24,220,200     | £33,955,300     |
| I.3 | Facilities                  | £193,500,000   | £20,000,000     | £20,000,000     |
| I.4 | Public Space                | £29,450,000    | £0              | £0              |
|     | TOTALS                      | £596,235,600   | £205,970,200    | £252,455,300    |

## Infrastructure Packages

| Ref | Description  | Total HIF Cost |
|-----|--|----------------|
| P1  | Upgrades to access to Green Park and Mortimer Stations | £10,000,000    |
| P2  | New Railway Bridges                                    | £24,000,000    |
| P3  | M4 Works   | £26,000,000    |
| P4  | Park and Rides   | £6,000,000     |
| P5  | Fast Track Routes                                      | £33,000,000    |
| P6  | New Bus Services                                       | £4,000,000     |
| P7  | Key Roads + Ped/Cycle Infrastructure (Wokingham)       | £58,166,667    |
| P8  | Key Roads + Ped/Cycle Infrastructure (West Berks)      | £13,833,333    |
| P9  | Travel Planning  | £1,000,000     |
| P10 | Car Park   | £4,000,000     |
| P11 | A33 Works  | £15,000,000    |
| P12 | Planning   | £3,500,000     |
| P13 | Utilities (to be managed with suppliers)               | £33,955,300    |
| P14 | Education  | £10,000,000    |
| P15 | Health   | £10,000,000    |
|     | TOTAL  | £252,455,300   |