Implementation
8.1 IMPLEMENTATION

Associated infrastructure, facilities, amenities
8. Implementation

8.1 INTRODUCTION

8.1.1 The implementation of local plan policies and proposals will be the responsibility of a variety of organisations and individuals operating in different areas and at different times. It is important that development is carried out in a co-ordinated manner and that required infrastructure, services, amenities and facilities are provided in accordance with the rate of development and the pressures arising.

8.1.2 Cumulatively, the policies and proposals in this Plan will have a significant impact on the need for new infrastructure, services and other facilities over the Plan period. In the past, such provision has not kept pace with development, with the result that much of the infrastructure and many services and facilities within the Borough are now at or above capacity and, in some areas, are inadequate. The fact that the area suffers considerable congestion and other adverse impacts arising from recent rates of development has been recognised by SERPLAN and in RPG9.

8.1.3 Much of the problem derives from a combination of falling public sector resources to fund essential services and community facilities and the fact that individual developments within the Borough have usually been relatively small scale. The limited scale has meant that, individually, developments have not been able to fund relatively expensive infrastructure and other requirements.

8.1.4 The Berkshire Structure Plan 1991 - 2006 recognises the need to allow time for infrastructure and services to catch up with recent major development within Berkshire. It also acknowledges that the need for infrastructure, services and amenities, directly related to development in Berkshire, should be a factor in considering planning applications. Policy LD5 of the Structure Plan requires that local authorities are satisfied that transport requirements directly related to the development proposed are provided, or will be provided, before planning permission is granted.

8.1.5 Department of the Environment Circular 1/97 sets out Central Government guidance on how

infrastructure, services and amenities can be provided in the absence of public sector provision. While conditions can be imposed on planning permissions to secure such provision by developers prior to the commencement or occupation of development, it will be more usual for developers to enter into an agreement, normally under Section 106 of the Town and Country Planning Act 1990 (there may also be agreements under the Highways Acts), to undertake the necessary/required provision or to make a financial contribution towards such provision.

8.1.6 The Local Plan identifies a number of infrastructure, services and other facilities that will be required over the Plan period as a result of the development proposed and anticipated by the Plan. In some cases, these items will be provided directly by individual developments where it is wholly required as a result of that development. In other cases, contributions will be sought from developers towards the provision of specified items which have been identified as required to serve development within the area of the application site.

POLICY IMPI

DEVELOPMENT WILL NOT BE PERMITTED UNLESS PROVISION IS MADE FOR INFRASTRUCTURE, SERVICES, FACILITIES AND AMENITIES, BOTH ON AND OFF SITE, WHICH ARE MADE NECESSARY BY THE DEVELOPMENT, AND DIRECTLY RELATED TO IT, AND TO THE USE OF THE LAND AFTER ITS COMPLETION.

IF THIS CANNOT BE ACHIEVED BY CONDITIONS, THE COUNCIL WILL SEEK TO ENTER INTO A PLANNING OBLIGATION WITH THE APPLICANT WHICH, WHERE APPROPRIATE, MAY INVOLVE A FINANCIAL CONTRIBUTION TOWARDS MEETING THE COST OF THE RELEVANT PROVISION.

8.1.7 Each development proposal will be considered in relation to the general standards set out in the Plan and in any appendices, any spare

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1 RPG9 'Regional Planning Guidance for the South East', DoE/HMSO, March 1994
capacity in the existing provision of facilities and services in the area and in the light of specific requirements and programmes set out in policy documents (such as the Structure Plan, development briefs, the Transport Policy and Programme document) or agreed by resolution of a Board of the Borough Council.

8.1.8 In most cases, contributions will be paid into an infrastructure/facilities/amenities fund for a particular area of the Borough, with developers being required to make pro-rata payments to the fund. The fund will be held in trust and will be administered by the Borough Council. More information on the operation of the fund can be obtained from the document, ‘Infrastructure, Service and Amenity Requirements for New Development in Berkshire’.

8.1.9 The items of infrastructure, services, facilities and amenities to which this policy refers and the means of their provision within an area are detailed below and in Appendix 8.

8.2 TRANSPORT PROVISION

8.2.1 Various highway schemes have been identified as required to service the traffic needs of the Borough, including new development, during the Plan period. In particular, the needs of both Maidenhead and Windsor have been identified by transportation studies. The Transport Policy Programme document also identifies a number of schemes and studies to be carried out to deal with traffic and other transport needs, including public transport, park-and-ride and provision for cyclists, in various parts of the Borough.

8.2.2 Contributions will be sought from new development towards the provision, or the bringing forward of provision, of relevant schemes or in relation to other works necessitated by the development. In some areas, such as the eastern and central areas of Maidenhead, transportation studies have revealed the need for a number of inter-related schemes to satisfy the needs of the area. No one development site within the area could fund these schemes. Contributions will therefore be sought from each development site towards the provision of the bringing forward of the identified works. In accordance with national guidance (PPG13), no contributions will be sought towards improvements to deal with existing deficiencies which would not be made worse by the development, or which are programmed to be carried out by the highway authority within the same timescale.

8.2.3 Further details on the schemes and/or areas which are subject to highway improvement proposals are listed in Appendix 8.

8.2.4 Within Maidenhead and Windsor town centres, contributions will be sought from developers to contribute to a programme of traffic management and pedestrianisation works designed to meet the needs of increasing use resulting from development. Elsewhere, in specified areas, developers will be requested to contribute to the carrying-out of improvements/traffic calming measures in respect of specified roads and routes within areas of the Borough where particular problems have been identified and where such problems will be exacerbated by additional traffic generated by new development in those areas.

8.2.5 As a result of traffic growth and associated problems, there is a need to reconsider the role of alternative forms of movement, particularly public transport. The importance of public transport is growing, and will continue to grow as part of the development of an Integrated Transport Strategy. In future years there will therefore be increased provision for investment in public transport facilities; a park and ride facility on the edge of Windsor; improvements to railway facilities in and around Maidenhead and other settlements in the Borough; greater provision for bus travel, public transport interchanges; etc. As policies and proposals are developed under the evolving Integrated Transport Strategy, there will be a need to obtain funding for new projects from a wide variety of services including contributions from developers of schemes benefiting from the improvements in public transport.

8.2.6 The Borough Council has also prepared a strategy for the specific provision for cyclists (including provisions for cycle parking) within the urban areas of Maidenhead and Windsor. Contributions will be sought from developers to provide stretches of cycle routes where these rim within or adjacent to their development sites or towards the provision of sections of the overall system as identified in the Plan.

8.3 CAR PARKING

8.3.1 The Borough Council’s adopted parking standards will be applied to all new development within the Borough, as detailed under Policy P4 of this Local Plan.

8.3.2 In seeking to secure specific parking provision for new development in town centre areas, the Borough Council will consider requests
for the commutation of car parking liability as opposed to car parking provision to the full standard on site. There is a set charge per commuted space. These charges are reviewed annually.

8.4 DRAINAGE

8.4.1 Various drainage improvements are proposed within the District. For the most part these will be funded by the relevant water companies. Connections to the drainage system by new development will be subject to the water companies standard connection charges.

8.4.2 Thames Water Utilities should be contacted regarding all drainage requirements.

8.5 HOUSING

8.5.1 The Borough Council views the provision of affordable housing to meet the needs for such housing within the Borough as a high priority. The Borough Council is developing its own programme for the provision of limited amounts of affordable housing in partnership with Housing Associations. To complement this, the Borough Council will expect the provision of affordable housing as part of private developments in accordance with the policies and development frameworks outlined in the Housing Section of the Local Plan.

8.6 OPEN SPACE PROVISION WITHIN HOUSING DEVELOPMENTS

8.6.1 Section 3 on Leisure and Recreation outlines the standards of open space provision to be applied in relation to all residential development. Due to the relatively small scale of development sites allocated under the Plan, it is accepted that it is not feasible or appropriate to expect all of the open space requirements to be provided within each site. It is therefore acceptable for such provision to be made off-site in appropriate locations in combination with provision being made by other developments. In order to fund such provision, developers will be expected to make a financial contribution, based on a formula related to the population expected to be accommodated within each development.

8.6.2 Provision for informal open space will include measures for the management and protection of areas of nature conservation interest.

8.7 LANDSCAPE

8.7.1 All new-built developments require landscape and boundary treatments to some extent or other. Detailed landscape/boundary treatment schemes should be submitted as part of the planning application and will be required by conditional planning consent. The cost of implementation of all landscape works will be borne by the developer.

8.8 ARCHAEOLOGY

8.8.1 The Borough contains a wealth of archaeological remains. Several sites are identified as Scheduled Ancient Monuments and enjoy specific legislative protection. Other areas are identified by the Borough’s own Sites and Monuments Record. These latter sites have no specific statutory protection. Such sites will be safeguarded through Local Plan proposals (see Section 2.3).

8.8.2 Where it has been established that the development of a site will affect archaeological remains, the Borough Council will expect developers to make adequate practical and financial provision for the investigation, recording and preservation (either on site or off site) of any artefacts that are discovered, in line with the Council’s policy.

8.9 COMMUNITY FACILITIES

8.9.1 At present there are few proposals for general community facilities (i.e. schools, health facilities, social/community meeting places, etc) in the programmes of any public body. However, developers may be expected to contribute to the provision of such facilities, as appropriate and where a need is identified within the Borough. For example, where development results in the rise in school catchment population necessitating additional classrooms and other facilities at a school, developers would be expected to contribute to the provision of such facilities.

8.9.2 There is also a need in Windsor for additional visitor facilities. In particular, the town would benefit from the provision of a museum/heritage centre. Again, such a facility could be provided by the private sector as part of a mixed use development within the town centre.
8.10 MAINTENANCE AND ENHANCEMENT WORKS

8.10.1 Schemes have been, and will continue to be, identified for the maintenance and enhancement of specific conservation areas. Contributions will be sought from developers towards specified programmes of maintenance or enhancement in the vicinity of application sites. For example in conservation areas or in the area of the 'Setting of the Thames'.

8.10.2 There are a number of policies within the Local Plan which seek landscape enhancement works, to improve the open countryside appearance and rural character of parts of the Green Belt and enhancement of degraded areas of landscape, particularly in Hythe End. Landowners, developers, farmers, operators and other agencies will be encouraged to carry out various landscape enhancement works and to instigate countryside management measures in an effort to maintain such enhancements.

8.11 PROVISION OF ACCESS AND FACILITIES FOR PEOPLE WITH DISABILITIES

8.11.1 Contributions will be sought from developers to meet the requirements of a number of policies within the Local Plan which require that new developments make provision for access to, and the use of, buildings by people with disabilities. However, many existing buildings, facilities and amenities are inaccessible and not suitable for use by people with disabilities. The Borough Council, in association with a number of other groups, have set up an Access Forum. One of the remits of this group is to identify existing locations and facilities which are inadequate in terms of access to people with disabilities and to detail the works required to improve them. Contributions will be sought from developers in the town centres of Maidenhead and Windsor or of commercial developments elsewhere in the Borough towards the carrying out of identified improvements.