

# West Berkshire Development Plan

## Infrastructure Delivery Plan

Published for Regulation 19 Consultation: West Berkshire Local Plan Review  
2022-2039: Proposed Submission

This is a living document which will be updated consistently in line with the requirements of infrastructure providers. As infrastructure projects are completed, new projects will be included.

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# 1. Purpose

1.1 The Infrastructure Delivery Plan (IDP) sets out the infrastructure necessary to support and underpin West Berkshire's growth through to 2039. It forms part of the evidence base for the Local Plan and the Council's Community Infrastructure Levy (CIL). This Infrastructure Delivery Plan (IDP) is the third draft of this document: it is a 'living document' that will be updated regularly and consistently. This IDP is based on the wording contained in the Regulation 19 Local Plan Review (LPR) document (published in December 2022).

1.2 The purpose of the IDP is to help deliver West Berkshire's future growth sustainably. It describes what infrastructure is needed and how, when and by whom it will be delivered and, where known, the location. It is accompanied by a schedule that prioritises infrastructure by need (as identified by the infrastructure providers), and provides an indication of likely costs, and other funding sources. This will help to ensure the timely provision of infrastructure.

1.3 The IDP provides a snapshot at the time of publication. However the need for infrastructure and the ways of delivering it are constantly being reviewed by infrastructure providers. Details of infrastructure deficits, standards, and investment programmes are therefore likely to change over time, and the IDP will be updated periodically.

1.4 The IDP was originally produced in 2010 to support the Council's adopted Core Strategy. The supporting infrastructure delivery schedules to this document were then updated in February 2011. In 2013 the IDP was updated to support work on the Council's Community Infrastructure Levy (CIL). These can all be viewed at: <http://westberks.gov.uk/idp..>

1.5 The 2016 update of the IDP supported the Housing Site Allocations Development Plan Document. This IDP therefore draws upon previous versions of the IDP where, in particular, proposals or site allocations have been carried through from the Core Strategy or the Housing Site Allocations DPD into the LPR..

## ***What the IDP does not do?***

1.6 This IDP has been prepared within the context of the COVID19 crisis and as such the phasing and implementation of infrastructure, may in some cases, be uncertain.

1.7 It is also worth noting that the timescales set out for the delivery of infrastructure are not definitive, and keeping the IDP regularly updated will therefore be essential – as a 'living document'.

1.8 The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered.

1.9 Infrastructure schemes that are to be funded through developer contributions via the Council's Capital Programme, from December 2020, have been included in the West Berkshire Infrastructure Funding Statement (IFS).

## ***Structure of the IDP***

1.10 Chapter 2 of this IDP defines terms and provides the context for the 'study'. Chapter 3 includes the national and local policy context for infrastructure planning, focussing on the West Berkshire Local

Plan Review, whilst Chapter 4 details the funding and implementation considerations. Chapters 5 and 6 are the key element of this IDP and set out the strategic physical, social, health & community and green infrastructure requirements and local infrastructure requirements. Chapter 7 summaries the infrastructure costs.

## 2. Introduction

### **Background to the IDP Review**

2.1 Infrastructure Planning in West Berkshire, is an essential element in ensuring that its new local plan, 'Local Plan Review' (LPR), is robust and deliverable. Improvements to infrastructure will therefore be fundamental to achieving ambitions for shaping the District to 2039 – to cover the period within the LPR. In addition they are considered necessary to deal with existing deficiencies and to cater for a growing and changing population. It is recognised that any proposed growth within West Berkshire must be supported by improvements to physical, social and green infrastructure, and where necessary, be delivered in advance of development. This infrastructure will include facilities needed for development to function and to ensure the integration and creation of sustainable communities.

2.2 It is recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public, private and voluntary sector agencies. Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. This is covered in Chapter 4: Funding and Delivery.

2.3 The LPR sets out in broad strategic terms where development will be located until 2039. It is a 'spatial' plan, meaning that it will help to deliver a vision for the area which takes account of the District's needs, ambitions and challenges. The LPR will be supported by a number of documents ('evidence base') and this Infrastructure Delivery Plan is one of these 'supporting documents' that in turn links to a number of other West Berkshire Council Strategies and Plans (see Chapter 3).

2.4 The LPR must be capable of being delivered to agreed timescales in a way which addresses the vision, meets the needs and aspirations of the local community as well as providing for more strategic needs. In order to do this, developments must be supported by the appropriate infrastructure, which can range from improvements to road networks to the provision of a new school or community centre.

### **Living Document**

2.5 As indicated above, the IDP is a 'living' document which is subject to ongoing change and revision as matters progress. Its impact will be tracked annually for its effectiveness through the Authority Monitoring Report (AMR) and updated accordingly.

2.6 It will be important to ensure that there is liaison with the service providers as part of the monitoring process each year.

2.7 AMR's are published on the Council's website, ensuring that the information on progress on infrastructure delivery is publicly available (<http://westberks.gov.uk/amr>).

2.8 Capital schemes being undertaken by West Berkshire Council are detailed in the Council's Capital Strategy and Programme. As schemes in the IDP receive approval to be delivered, they will be included on the Capital Programme together with the funding being used to deliver them. The exception to this will be projects carried out by Parish and Town Councils using CIL funding passed to them. Since December 2020, infrastructure schemes that are to be funded through developer contributions, will be reported in the West Berkshire Council's Infrastructure Funding Statement.

<https://info.westberks.gov.uk/article/36382/Delivery-of-Community-Infrastructure-Levy-Projects-and-Annual-Reports>)

## Engagement

2.9 The engagement process for infrastructure requirements within West Berkshire, for the LPR commenced in 2020 following a 'Call for Sites' consultation for the Local Plan Review in December 2018 and the publication of the HEELA (Housing and Economic Land Availability Assessment) in February 2020 following consultation with service providers, including infrastructure service providers within West Berkshire Council with a wide range of external stakeholders.

2.10 This was followed up during March 2021 when the Emerging Draft IDP was circulated to internal and external infrastructure providers and through April-May, there was a short series of individual stakeholder follow-up meetings. The Emerging Draft IDP was published on 8 October 2021. In March 2022, internal and external infrastructure providers were consulted again. This IDP is therefore as a result of this engagement as a whole, and it is recognised that this engagement will be on-going.

## Definitions

### What is infrastructure?

2.11 The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

**Physical:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, housing, energy supplies, water, drainage and waste provision, ICT networks, public realm and historic legacy.

**Social, Health & Community:** the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of community facilities (education, healthcare, community centres, places of worship, sports and leisure facilities), local networks, community groups, small scale funding to assist local projects, skills development and volunteering.

**Green:** the physical environment within and between our cities, towns and villages. A network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, street trees and open countryside including rights of way and bridleways.

2.12 It is worth noting that the definition for infrastructure for the purposes of CIL, is also a little different<sup>1</sup> whilst the Planning Act 2008<sup>2</sup>, amended by the Localism Act 2011, defines infrastructure as including road and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces. Because this list is not exhaustive, it can include other elements of infrastructure, such as those listed in Table 1 below. These service areas have been used as the basis for the detailed infrastructure delivery schedule referred to in this IDP. .

**Table 1: Infrastructure definitions**

Transport	Bus network
	Cycling and walking infrastructure (including Public Rights of Way)
	Rail network
	Road network
Education	Early Years
	Primary and secondary education
	Further and higher education
Health	Acute care and general hospitals
	Ambulance services
	Health centres / Primary Care Trusts
	Mental healthcare
Social & Health infrastructure	Culture and heritage
	Social and community facilities
	Sports centres
	Supported accommodation

<sup>1</sup> **Definition of infrastructure<sup>1</sup> for the purpose of CIL** “The levy can be used to fund a wide range of infrastructure, including transport, flood defenses, schools, hospitals, and other health and social care facilities (for further details, see [section 216\(2\) of the Planning Act 2008](#), and [regulation 59](#), as amended by the [2012](#) and [2013 Regulations](#)). This definition allows the levy to be used to fund a very broad range of facilities such as:

- play areas,
- open spaces,
- parks and green spaces,
- cultural and sports facilities,
- healthcare facilities,
- academies and free schools,
- district heating schemes and
- Police stations and other community safety facilities.

*This flexibility gives local areas the opportunity to choose what infrastructure they need to deliver their relevant plan (the Development Plan and the London Plan in London). Charging authorities may not use the levy to fund affordable housing.*

*Local authorities must spend the levy on infrastructure needed to support the development of their area, and they will decide what infrastructure is needed.*

*The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development”*

DHCLG Paragraph: 144 Reference ID: 25-144-20190901 <https://www.gov.uk/guidance/community-infrastructure-levy#spending-the-levy>

<sup>2</sup> 2008 Planning Act: [http://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga\\_20080029\\_en.pdf](http://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf)

Green infrastructure	Allotments, community gardens and city (urban) farms
	Amenity greenspace
	Biodiversity
	Cemeteries and churchyards
	Green corridors (including river and canal banks, cycleways and rights of way including bridleways)
	Green roofs and walls
	Natural and semi-natural greenspaces
	Outdoor sports facilities
	Parks and gardens
	Provision for children and teenagers (including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas)
	River and canal corridors
Public services	Cemeteries
	Drug treatment services
	Emergency services (police and fire)
	Libraries
	Places of worship
	Prisons
	Waste management and disposal
Utility services	Electricity supply
	Gas supply
	Heat supply
	Renewable energy
	Telecommunications infrastructure (including Broadband)
	Water supply and waste water treatment
Flood defences	
Air Quality Management	

2.13 In general, infrastructure requirements can also be divided into strategic and local and this is how this IDP is structured:

**Strategic infrastructure** refers to facilities or services serving a wide area that may relate to part of the District, the whole District or beyond - for example improvements to trunk roads or investment in water, sewerage, gas and electricity networks. It may be needed where broader strategies are



required to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular town or village.

***Local infrastructure*** is about facilities or services that are essential in meeting day-to-day needs of the population - for example schools, affordable housing, community facilities and local green spaces or measures to mitigate the impact of development at the site or neighbourhood level.

## 3 Policy Context

### National Policy

3.1 The production of an Infrastructure Delivery Plan (IDP) is an essential part of the evidence base in developing and delivering a sound Local Plan Review Development Plan Document for West Berkshire.

3.2 The National Planning Policy Framework (NPPF) (2021) sets out strategic issues where co-operation might be appropriate, and this includes the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and the provision of minerals and energy (including heat).

3.3 The NPPF also places considerable emphasis upon viability and the importance of ensuring that the cumulative impact of proposals and policies are taken into account carefully. Viability assessment is a key element of evidence relating to the delivery of infrastructure to support the delivery of the Local Plan Review.

3.4 From 6 August – 1 October 2020, the Government consulted on a document called “*Changes to the current planning system*” which proposed to change the current standard method for assessing housing need. There is no certainty as to whether this proposal will be taken forward however, like the Local Plan Review, the associated programme for infrastructure provision will need to reflect the infrastructure requirements falling out of the Review in line with published government policy. The implications for funding infrastructure under the proposals are enormous and significantly involve a national infrastructure levy as opposed to the existing developer contributions package of funding via s106 agreements and the Community Infrastructure Levy.

### Local Policy

3.5 The West Berkshire Local Plan Review (LPR), will replace the Core Strategy Development Plan Document (2006-2026), Housing Site Allocations Development Plan Document (2016-2026) and saved policies in the West Berkshire District Local Plan 1991-2006. It will align with, and deliver, relevant other strategy elements in West Berkshire including the Council Strategy; the Environment Strategy; the Economic Development Strategy and; the Housing Strategy.

3.6 The 6 key themes in the Council Strategy are:

- Ensure our vulnerable children and adults achieve better outcomes
- Support everyone to reach their full potential
- Support businesses to start, develop and thrive in West Berkshire
- Develop local infrastructure, including housing, to support and grow the local economy
- Maintain a green district
- Ensure sustainable services through innovation and partnerships

3.7 In terms of this EDIDP, the following studies are examples of what has been reviewed:

- Council Strategy (2019-2023)
- West Berkshire COVID-19 Recovery Plan
- Local Transport Plan 2011-2026

- Environment Strategy 2020-2030
- The Natural Environment in Berkshire Biodiversity Strategy (2014-2020)
- Draft Leisure and Cultural Strategy (2021-2031)
- West Berkshire Planning Pitch Strategy (November 2019)
- Economic Development Strategy for West Berkshire (2020-2023)
- Berkshire Strategic Housing Market Assessment (SHMA) (2016)
- The West Berkshire Health and Wellbeing Strategy 2017-2020
- Building Communities Together (BCT) Partnership Action Plan
- West Berkshire Cultural Heritage Strategy 2020-2030 (Consultation Draft)
- Water Cycle Study (Phase 1)
- West Berkshire Housing Strategy 2020 to 2036

3.8 The LPR, Council Strategy, Economic Development Strategy and others were drafted and consulted upon with key input from Councillors, officers, stakeholders (including business, community and voluntary sector) and local residents. There is therefore a cross over with partners involved in developing these strategies and plans and those previously involved in the formulation of the previous Infrastructure Development Plan documents for the Core Strategy (adopted 2012), Housing and Site Allocations DPD (adopted 2017) and the Community Infrastructure Levy (CIL) Charging Schedule (adopted in 2014). This is key to ensuring coordination between evidenced specific key priorities and capital infrastructure needs.

#### **Local Plan Review: Strategic Priorities**

3.9 The LPR has 11 plan objectives. Whilst the IDP is relevant to delivering of all 11 Local Plan Review objectives (copied below), but Objective 11 is of greatest and widest relevance to the IDP -

1. **Climate Change** - To mitigate and adapt to the effects of climate change and minimise demand for energy and other resources.
2. **Housing** - To provide a range of sites to ensure that the District's housing needs and aspirations are met by providing a range of market, affordable and specialist housing types, tenures and sizes in appropriate and sustainable locations.
3. **Sustainable and Quality Development** - To ensure provision of sustainable developments of high quality design, construction and efficiency (including land use) which contribute to an attractive, safe and accessible environment for all.
4. **Economy** - To facilitate and support a strong, diverse and sustainable economic base across the District, including the provision of employment land which provides for a range of local job opportunities.
5. **Town Centres** - To enhance the vitality and viability of town and district centres in West Berkshire as places for shopping, leisure and community activities.
6. **Culture** - Together with partners, to develop and promote the cultural distinctiveness of the area, recognising it is fundamental to the improved future wellbeing and sustainability of West Berkshire's economy and communities.
7. **Heritage** - To conserve and enhance the local distinctive character, identity, significance and special interest of the built, historic and natural environment in West Berkshire's towns, villages and countryside.
8. **North Wessex Downs AONB (Area of Outstanding Natural Beauty)** - Together with partners, to continue to conserve and enhance the North Wessex Downs AONB, with appropriate landscape-led development delivering wider environmental, economic and social benefits.
9. **Green Infrastructure and Healthy Living** - To ensure that West Berkshire contains a strong network of multi-functional green infrastructure which provides health and environmental benefits and enhances the overall quality of life of sustainable communities.

10. **Transport** - To make provision for transport networks that support sustainable growth in West Berkshire and to promote low emission transport choices.
11. **Infrastructure** - To ensure that infrastructure needs (physical and social) arising from the growth in West Berkshire are provided to support and keep pace with development in accordance with the detail set out in the Infrastructure Delivery Plan (IDP).

### **Local Plan Strategy: The Spatial Strategy**

3.10 The Spatial Strategy of the LPR, sets out the overall approach for the distribution of development in the West Berkshire to 2039. The Spatial Strategy is set out in Policy SP1 of the LPR. The key principles of the strategy are to

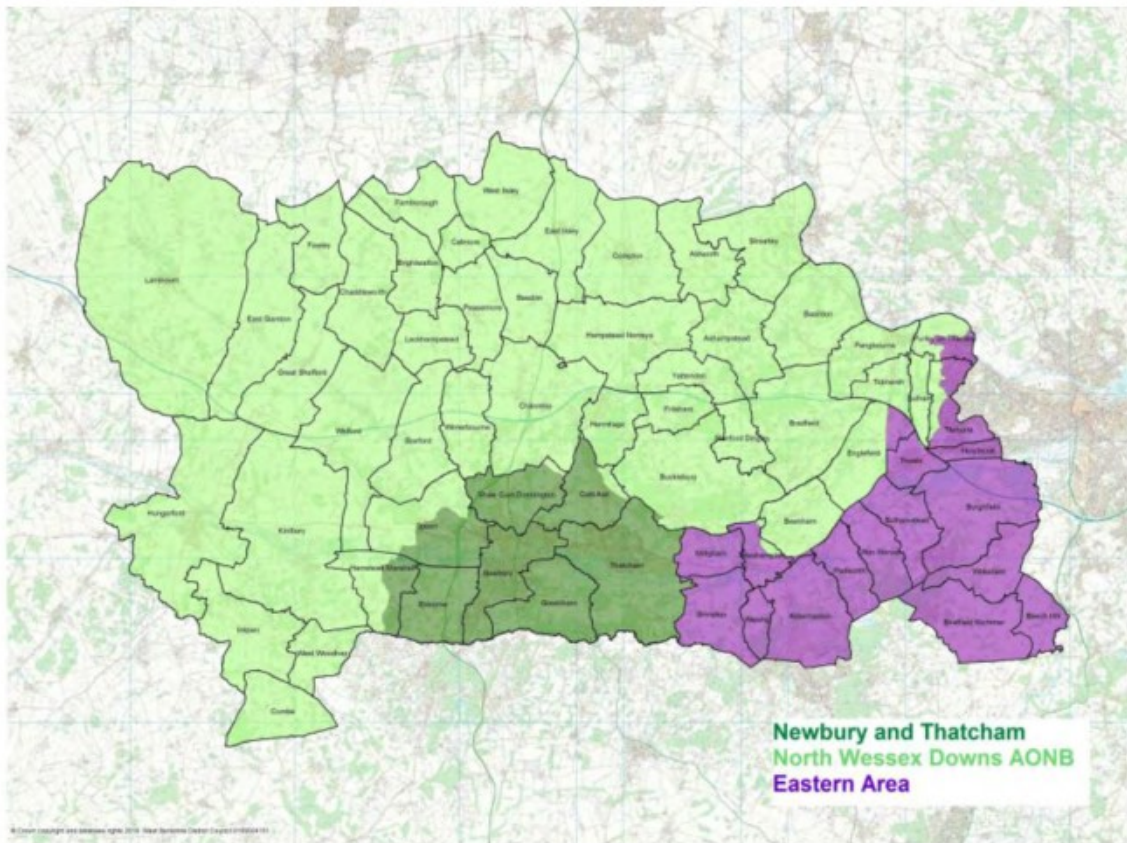
- direct development to areas of lower environmental value
- optimise the use of previously developed land and
- optimise the density of development to make the best use of land whilst conserving and enhancing the distinctive character and identity of the built, historic and natural environment

3.11 In infrastructure terms, in order to achieve this Strategy, there will be a need to maximise the use of existing infrastructure and facilities to make the best use of what is already in place, upgrading where this is required by the impacts of development, and investing in new facilities where necessary.

3.12 The Strategy focusses development based on three spatial areas and as indicated below:

- Newbury and Thatcham
- Eastern Area
- North Wessex Downs AONB

**Figure 2 The Spatial Areas 2022**



3.13 Within LPR Policy SP1, new development will be directed via a District-wide settlement hierarchy, reflecting settlement function and sustainability objectives. Policy SP1 is indicated below:

## Policy SP1

### Spatial Strategy

The overarching spatial strategy for West Berkshire will deliver the spatial vision and strategic objectives for the District over the plan period and inform the preparation of neighbourhood plans (NDPs). The strategy:

- a. directs development to areas of lower environmental value
- b. optimises the use of previously developed land
- c. optimises the density of development to make the best use of land whilst conserving and enhancing the distinctive character and identity of the built, historic and natural environment

The development approach will be based on three spatial areas:

- Newbury and Thatcham
- Eastern Area
- North Wessex Downs AONB

The focus of development, in each spatial area will be required to follow the District-wide settlement hierarchy set out in Policy SP3 which takes account of the function and sustainability of settlements and promotes sustainable communities.

Development and redevelopment within the settlement boundaries of those settlements identified in Appendix 2 and outlined on the Policies Map will be supported. Outside of settlement boundaries land will be treated as open countryside where development will be more restricted, as set out in Policy DCM1 and DM35.

In each spatial area, opportunities should be taken to make the best use of previously developed land with higher densities of development in locations such as town centres, where the extent and capacity of supporting infrastructure, services and facilities is the greatest.

Density on individual sites will vary according to their location and context, size of developable area and site specific issues such as shape and access:

- Within Newbury, Thatcham, Tilehurst, Purley on Thames and Calcot, developments are expected to secure a net density of at least 35 dwellings per hectare with densities of at least 70 dwellings per hectare in town centres and for flatted developments along main transport routes and close to transport nodes.
- Within other defined settlements developments are expected to secure a net density of at least 30 dwellings per hectare with higher densities achievable in the centres of Hungerford, Pangbourne and Theale.
- Developments on the edge of defined settlements are generally expected to secure a net density of 30 dwellings. However, lower density developments will be appropriate in certain areas of the District that are particularly sensitive to the impact of intensification and redevelopment. This may be because of the prevailing character of the area, the sensitive nature of the surrounding countryside or built form, and/or the relative remoteness from public transport.

The strategy will deliver a range of site sizes for residential development. There are already significant existing commitments throughout the District. Additional development will come forward on both large strategic sites and smaller non-strategic sites allocated in the LPR and in some neighbourhood plans, together with infill development, including that on windfall sites within settlement boundaries. Allocations will be related to the role and function of settlements and the development opportunities identified through the HELAA.

Town centres will be expected to continue to play a vital role for communities and will need to adapt to meet the changing needs of communities. Main town centre uses will be located in accordance with Policy SP22. Within town centres, schemes will be of an appropriate scale and character to respond to the role and function of the centre and to support sustainable communities.



Employment development to meet the existing and future economic demands of businesses will be directed to sites allocated for employment land, to sites within settlement boundaries, to Designated Employment Areas (DEA) and to existing suitably located employment sites, to help promote sustainable patterns of development, prioritise the use of previously developed land and support the retention of these areas for employment uses. In accordance with Policy SP20 and Policy SP22, proposals for office development will be directed to town and district centres and DEAs.

Proposals to strengthen and diversify the rural economy will be encouraged, particularly where they are located in or adjacent to Rural Service Centres and Service Villages identified in the settlement hierarchy. Existing small and medium sized enterprises within the countryside will be supported in order to provide local job opportunities and maintain the vitality of smaller rural settlements and their communities.

Demand for travel will be managed, and accessibility to sustainable transport opportunities increased through improving choice in transport modes. Existing community infrastructure will be protected and, where appropriate, enhanced. Infrastructure requirements will be set out in the Infrastructure Delivery Plan (IDP).

The District's historic environment and environmental assets will continue to be protected and enhanced and used positively in development to establish a distinctive sense of place that nurtures human health and wellbeing.

### **Newbury and Thatcham**

Newbury will retain its traditional market town heritage and continue to fulfil its key role as the administrative centre and major town centre for the District. Opportunities will continue to be taken to regenerate and enhance the townscape of the town centre and its periphery.

Newbury will be a focus for housing development. An urban extension on greenfield land to the south of Newbury, at Sandleford Park will provide a new residential neighbourhood with supporting facilities and green infrastructure in accordance with Policy SP16. Smaller scale developments will include redevelopment of previously developed land.

Thatcham will be a focus for regeneration, for new housing and for improved provision of services and facilities. A new urban extension to the north east of the town will provide a new residential neighbourhood with supporting facilities and green infrastructure in accordance with Policy SP17. Opportunities will be taken to maintain and enhance the identity of Thatcham separate to that of Newbury and its surrounding rural settlements in accordance with Policy DM2.

Newbury and Thatcham will remain the focus for business development, with Newbury the main focus for office development. DEAs in this spatial area will play a vital role in meeting the existing and future economic needs of the District.

The villages in the surrounding area will retain their existing role and separate identity, with settlement boundaries and Policies SP8, DM1 and DM2 ensuring that physical separation is maintained.

### **Eastern Area**

The individual identities of the separate settlements within this area will be maintained and the high quality landscape and environmental assets in this part of West Berkshire will be conserved and enhanced.

Theale will be a focus for additional housing through existing commitments and new allocations.

The area will continue to be an important area for business development with the retention of DEAs.

### **North Wessex Downs AONB**

The North Wessex Downs AONB will have appropriate and sustainable growth that conserves and enhances its special landscape qualities as set out in Policy SP2.

3.14 In terms of infrastructure requirements, this approach aims to manage the demand for travel and accessibility via sustainable transport opportunities which are proposed to be increased through improving choice in transport modes. Existing community infrastructure is proposed to be protected, and, where appropriate, enhanced and infrastructure requirements set out clearly in the emerging and supporting Infrastructure Delivery Plan (this document and its iterations).

3.15 LPR Policy SP24 sets out the need to ensure that new development is supported by the required infrastructure at an appropriate stage linked to the phasing of development, and also relates to the protection and enhancement of key services and facilities as well as coordinating and funding delivery in partnership with a range of key stakeholders and partners.

#### Policy SP24

##### **Infrastructure Requirements and Delivery**

New development will be supported where it contributes to the delivery of infrastructure to support the overall spatial strategy of West Berkshire. This includes making contributions to the delivery of all relevant infrastructure projects included in the IDP in the form of financial contributions or on site provision. Infrastructure, facilities and services both on and off site, that are necessary to make the development acceptable, will be supported if provided at the appropriate stage.

The Council will collaborate with other strategic policy making authorities to ensure that administrative boundaries do not restrict the delivery of the most appropriate infrastructure response.

To ensure that communities and business are able to function and grow in a sustainable and effective manner, within the context of the Council's declared local climate emergency, the Council will work with infrastructure providers and stakeholders, agencies and organisations and funding providers, to identify requirements for and enable the delivery of infrastructure and services for new development and infrastructure development in its own right.

The Council will seek to protect, co-ordinate and where appropriate, improve services and facilities that provide a key function in the operation of existing communities and protecting environmental quality. The loss of existing infrastructure will only be supported if a suitable alternative can be provided or it can be demonstrated that the infrastructure is no longer required to meet the needs of the community.

The key strategic and local infrastructure schemes required to facilitate new development and secure the delivery of development within this plan will be linked to the phasing of new development. Phasing and specific infrastructure requirements are set out within the Infrastructure Delivery Plan (IDP).

3.16 Of key importance in the LPR, is the emphasis on the response to climate change and flood risk and Policies SP5 and SP6, recognises the key role that will need to be played by supporting and implementing blue and green infrastructure in the District to help support and mitigate the impact of new development.



## Policy SP5

### Responding to Climate Change

The principles of climate change mitigation and adaptation will be required to be embedded into new development, improving the resilience of land, buildings and existing and future communities to the opportunities and impacts arising from climate change. All development should contribute to West Berkshire becoming and staying carbon neutral by 2030. Depending on the nature and scale of proposals, development will be expected to satisfy the following criteria:

- a. To withstand predictable effects from climate change for its expected lifetime;
- b. To take advantage of the latest low and zero carbon technologies and innovations, including digital;
- c. To achieve net zero operational carbon development by applying the energy hierarchy, achieving the highest viable levels of energy efficiency, generating and supplying renewable, low and zero carbon energy, and as a last resort carbon offsetting in accordance with Policy DM4;
- d. To achieve the highest viable levels of energy efficiency;
- e. To generate and supply renewable, low and zero carbon energy for its own use and/or local distribution networks in accordance with Policy DM4;
- f. To provide for sustainable forms of vehicular and personal transport to and from the site and reduce car use in accordance with Policies SP23, DM44 and DM45;
- g. To enable recycling and waste reduction both during construction and occupation;
- h. To manage and conserve adequate water resources and avoid harming water quality and improve it where possible in accordance with Policies DM7 and DM6;
- i. To demonstrate that flood risk from all sources can be avoided or managed in accordance with Policy SP6;
- j. To use sustainable urban drainage systems in accordance with Policy SP6;
- k. To provide for green/blue infrastructure and open spaces within the layout for shading and cooling, to detain surface water run-off and absorb carbon dioxide emissions in accordance with Policy SP10;
- l. To improve wildlife habitat and species conservation and connectivity to allow for movement in response to climate change in accordance with Policy SP11; and
- m. To maintain the integrity of the historic environment and to respect the character and improve the environmental performance of heritage assets without compromising their significance, by adopting principles of reversibility and minimum intervention in accordance with Policy SP9.

Proposals should be accompanied by a Sustainability Statement which demonstrates how these principles have been embedded into the development. The level of information provided should be proportionate to the scale and nature of the development proposed.

## Policy SP6

### Flood Risk

Flood zones are defined in Planning Practice Guidance (PPG) and the Council's Level 1 Strategic Flood Risk Assessment (SFRA) <sup>(18)</sup>. Within Flood Zones 2 and 3 (and also on sites of 1 hectare or more in size, and in other circumstances as set out in the National Planning Policy Framework(NPPF)), the sequential approach will be strictly applied across the District. Development within areas of flood risk from any source of flooding, including areas with a history of fluvial, groundwater or surface water flooding will only be supported if it is demonstrated that it is located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms, and there are no suitable and available sites at a lower flood risk.

A sequential test is needed for all development in all areas of flooding unless:

- a. the site is allocated for development and subject to the test at the plan-making stage (provided the proposed development is consistent with the use for which the site was allocated and provided there have been no significant changes to the known level of flood risk to the site, either now or in the future which would have affected the outcome of the test);
- b. the site is an area at low risk from all sources of flooding, unless the SFRA, or other information, indicates there may be a risk of flooding in the future; and
- c. The application is for a development type that is exempt from the test, as specified in the NPPF.

However applications for the above exceptions should still demonstrate all the requirements for site specific flood risk assessments.

The sequential approach should be followed for all development so that the most vulnerable development is located at the lowest risk flood areas within a site, taking account of all sources of flood risk. Development proposals should also include an assessment of the impact of climate change using appropriate climate change allowances over the lifetime of the development so that future flood risk is taken into account.

Only water compatible uses and essential infrastructure development will be supported in the area defined as functional floodplain (Flood Zone 3b). The exception test will still apply.

In applying the Sequential Test, where development has to be located in flood risk areas, it should be demonstrated that:

- d. It will be safe and not increase flood risk elsewhere;
- e. It will reduce the risk where possible and take into account climate change;
- f. Safe access and egress from the development will be provided during the 100-year plus climate change event, from any source of flooding;
- g. A sequential approach to development layout will be undertaken with the highest vulnerability development located in areas at lowest risk within the site; and
- h. Flood mitigation measures will be as set out in the Level 1 SFRA, or any future SFRA.

Evidence provided within the Level 1 SFRA should be used to apply the sequential test as well as provide evidence to show that other reasonably available sites appropriate for the proposed development have been adequately considered.

Where an Exception Test is required, in accordance with national policy and guidance, this should demonstrate how flood risk would be managed on site, including that the sustainability benefits of the site outweigh the flood risk and that the development will be safe for its lifetime, taking into account the vulnerability of its users and that it will not increase flood risk elsewhere.

Development will only be permitted in areas at risk of flooding if either of itself or cumulatively it can be demonstrated :

- i. Through the sequential and exception test (where required), that the benefits of the development to the community outweigh the risk of flooding.;
- j. It would not have a detrimental impact or impede on the flow of fluvial flood water, surface water or obstruct the run-off of water due to high levels of groundwater.;
- k. It would not increase the number of people, property or infrastructure at risk of flooding;
- l. It would not reduce the capacity of the floodplain to store water and includes or contributes to compensation, flood mitigation and/or protection measures, where necessary, to manage flood risk associated with or caused by the development.;
- m. It would not cause new or exacerbate existing flooding problems, either on the proposal site or elsewhere and would increase the flood storage capacity of the floodplain where possible;
- n. Provision is made for the long term maintenance and management of any flood protection and or mitigation measures for the lifetime of the development.;
- o. Safe access and exit from the site can be provided for routine and emergency access under both frequent and extreme flood conditions.;
- p. Natural flood management measures can be implemented.

Mitigation measures should be considered as a last resort to address flood risk issues where the sequential and exception tests have demonstrated that development is necessary for wider sustainability benefits.

Proposed development will require a site specific flood risk assessment (FRA) if it meets any of the following criteria:

- q. All developments greater than 1ha in size located in Flood Zone 1.
- r. All developments located within Flood Zone 2 or 3, or 1 in 100-year flood extent plus climate change. This includes standing advice for minor developments such as non-residential extensions, alterations which do not increase the size of the building or household developments. It also includes changes of use of an existing development.
- s. All developments where proposed development or a change of use in development type could be subject to other sources of flooding. This applies to those less than 1ha in Flood Zone 1.
- t. All developments located in an area which has been highlighted as having critical drainage problems by the lead local flood authority or the Environment Agency.

Development proposals will be required to incorporate appropriate comprehensive flood risk management measures as agreed with the Environment Agency or the Council as Lead Local Flood Authority. FRAs should be proportionate to the proposal and follow the latest government guidance on development and flood risk, complying with the approach recommended in national planning policy and guidance as well as the West Berkshire SFRA in appraising, managing and reducing the consequences of flooding both to and from a development site. Information on FRAs is also set out within the Level 1 SFRA.

All new development close to rivers and culverts should take advantage of the opportunity presented to improve and enhance the river environment, water quality, and contribute to biodiversity targets. To enable this, an undeveloped 10 metre buffer zone alongside main rivers and, where practicable and appropriate, ordinary watercourses should be provided. This buffer zone should be on both sides of the watercourse and be measured from the top of the river bank at the point at which the bank meets the level of the surrounding land.

On all development sites, in order to restrict or reduce runoff, surface water will be managed in a sustainable manner through the implementation of Sustainable Drainage Methods (SuDS) in accordance with the SuDS Supplementary Planning Document, best practice, and the Non-statutory Technical Standards for Sustainable Drainage<sup>(19)</sup>.

Restriction to greenfield run-off rates and volumes, for all new development on undeveloped sites should be provided, unless it can be demonstrated that this is not achievable, for all rainfall events up to and including the 1 in 100 year, including an allowance for climate change. For pre-developed sites a restriction to greenfield run-off rates and volumes, should be provided, unless it can be demonstrated that this is not achievable. For

pre-developed sites, a maximum discharge rate equivalent to 50% of the existing 1 in 100 year runoff rate would be accepted. SuDS should also provide other benefits where possible such as water quality, biodiversity and amenity.

3.17 Policy SP7 (Design Principles) picks up many of the infrastructure policy threads including GI (Green Infrastructure) and health and wellbeing. In terms of Green Infrastructure specifically, LPR Policy SP10 on Green Infrastructure is a key consideration for the IDP:



## Policy SP10

### Green Infrastructure

The Council will strengthen both local and strategic green infrastructure (GI) assets across the District. This will be achieved by protecting and enhancing existing GI assets and linkages and adding to the local network for the benefit of both the natural environment and the health and wellbeing of the community. This policy will be considered in conjunction with other policies in the LPR affecting the status and provision of GI in the District.

Depending on their location, nature and scale, development proposals should:

- a. Protect and/or enhance existing GI and the functions this performs,
- b. Create additional GI which is integrated into the overall development design from the outset; and
- c. Take opportunities to achieve multi-functionality by bringing GI functions together.

Proposals for GI will be supported where they:

- d. Help to mitigate and adapt to the impacts of climate change and boost resilience through sustainable drainage measures which minimise urban heating, flood risk and maximising GI habitats to sequester carbon and provide environmental cooling and insulation functions;
- e. Generate high quality GI which creates an attractive and distinctive setting to new development, enhancing any existing asset that may be present. This should be planned and designed from the outset as a network of multifunctional green and blue spaces and other natural features which identify and respond to the site's local context. Proposals for GI will be expected to be designed in accordance with the most up to date recognised GI standards;
- f. Can provide pleasant and safe 'green routes' to commute or travel on foot, cycle and horseback which help to link parts of urban areas and to the surrounding countryside along blue (water) and green corridors;
- g. Enhance the natural environment and natural processes to improve biodiversity and increase natural capital whilst and seeking opportunities to use green infrastructure to extend wildlife corridors and provide habitat connectivity, particularly in urban areas and where it contributes to nature recovery networks;
- h. Use the GI network to help improve health and wellbeing and promote local social interaction and community networks;
- i. Increase its attractiveness as a recreation opportunity and support accessibility to public open spaces which are adaptable and capable of accommodating multiple uses of varying ability;
- j. Restore and open up historic routeways such as hollow ways and drovers roads, avenues and access to historic parks;
- k. Does not involve the culverting of watercourses, except where essential to allow highways and / or other infrastructure to cross;
- l. Protect, enhance and support the creation of integrated constructed wetlands, 'wet woodland' habitats, ponds, lakes, reed beds, raingardens, and floodplain meadows;
- m. Make appropriate provision to protect, enhance, improve and maintain accessible networks of blue corridors, including the restoration of chalk streams and their catchments, de-culverting, back water creation, de-silting, naturalising the channel through in-channel habitat enhancements and removal of structures where appropriate;
- n. Maintain and enhance natural drainage features; and
- o. Provide 'buffer strips' of vegetation along the banks of water courses.

Development proposals will be required to take account of existing access networks within and around the site. Opportunities should be sought to protect and enhance the Public Rights of Way network within and adjacent to development proposals in line with the NPPF, having particular regard to ensuring the needs of all users have been provided throughout the year. The addition of new connections and status upgrades to the existing rights of way network will be supported.

Proposals involving the loss of green or blue spaces and other natural features will not be supported unless there is no longer a need for the existing infrastructure or an alternative is provided to meet the local needs that is both accessible and of equal or greater quality and benefit to the community.

Proposals for major development will be required to consider the long-term management and maintenance of GI infrastructure and should clearly demonstrate how these considerations have informed site proposals. Details of maintenance requirements and arrangements will be required to be set out, including who is responsible for these requirements. Appropriate funding arrangements for delivery of the long-term maintenance requirements should be clearly demonstrated to the Council before construction starts, including measures to secure biodiversity net gain through all phases and stages of the development.

The amount, type and design of GI will be informed by the appropriate national and local standards, guidance and best practice current at the time of the application.

3.18 The development requirements included in the LPR centre around Chapter 7: Delivering Housing, which includes strategic housing site allocations; Chapter 8: Fostering economic growth and supporting local communities and Chapter 9 Non-strategic site allocations: our place based approach.

### Strategic and Local Site Allocations Policies

3.19 The LPR provides detail in relation to both strategic and local site allocations.

3.20 Development identified through the LPR process will need to be supported by the required infrastructure at the appropriate phase of delivery. Amendments to previously identified infrastructure requirements and additional infrastructure need have been included within this IDP, where known but will be firmed up through the LPR process and separate engagement with key stakeholders and strategic and local infrastructure providers.

3.21 The LPR is proposing the following residential and mixed-use development allocations:

**Policy SP13**

**Sites allocated for residential and mixed-use development in Newbury and Thatcham**

Development in the Newbury and Thatcham spatial area will be allocated as follows:

**Large sites (1ha or larger)**

LPR Policy	Current Policy Ref	Site name	Approx no's
SP16	CS3	Sandleford Park, Newbury	1500
SP17		North East Thatcham	1,500
RSA2	HSA2	Land at Bath Road, Speen, Newbury	100
RSA3	HSA3	Land at Coley Farm, Stoney Lane, Newbury	75
RSA4	HSA4	Land off Greenham Road, South East Newbury	160
RSA5	HSA5	Land at Lower Way, Thatcham	85
RSA25	TS2	Long Copse Farm, Enborne	24 plots

**Small and Medium sites (less than 1ha)**

LPR Policy	Current Policy Ref	Site name	Approx no's
RSA1	HSA1	Land north of Newbury College, Monks Lane, Newbury	15

**Total Dwellings by Designated Neighbourhood Area**

Designated Neighbourhood Area	Total
Cold Ash	0
Newbury	0

## Policy SP14

### Sites allocated for residential development in the Eastern Area

Development in the Eastern Area will be allocated as follows:

#### Large sites (1ha or larger)

LPR Policy	Current Policy Ref	Site name	Approx no's
RSA7	HSA11	72 Purley Rise, Purley on Thames	35
RSA13	HSA13	Land adjacent to Bath Road and Dorking Way, Calcot	35
RSA9	HSA14	Land between A340 and The Green, Theale	100
RSA10		Whitehart Meadow, Theale	40
RSA11		Former sewage treatment works, Theale	60
RSA12	HSA15	Land adjoining Pondhouse Farm, Clayhill Road, Burghfield Common	100
RSA13		Land north of A4 at junction of New Hill Road, Woolhampton	16

#### Small and Medium sites (less than 1ha)

LPR Policy	Current Policy Ref	Site name	Approx no's
RSA11	HSA9	Stonehams Farm, Tilehurst (EUA003)	65 bedspace care home
RSA32	TS1	New Stocks Farm, Paices Hill	8 pitches

#### Total by Designated Neighbourhood Area

Designated Neighbourhood Area	Total
Burghfield	0
Stratfield Mortimer	110 already allocated up to 2026
Tilehurst	0

## Policy SP15

### Sites allocated for residential development in North Wessex Downs AONB

Development in the North Wessex Downs will be allocated as follows:

#### Large sites (1ha or larger)

LPR Policy	Current Policy Ref	Site name	Approx no's
RSA14	HSA19	Land adjoining Lynch Lane, Lambourn	60
RSA17		Land at Chieveley Glebe	15
RSA18	HSA23	Pirbright Institute site, High Street, Compton	140
RSA20	HSA24	Land off Charlotte Close, Hermitage	15
RSA22		Land adjacent Station Road, Hermitage	34
RSA23		Land adjacent to The Haven, Kintbury	20

#### Small and Medium sites (less than 1ha)

LPR Policy	Current Policy Ref.	Site Name	Approx no's
RSA15	HSA20	Land at Newbury Road, Lambourn	5
RSA16		Land north of South End Road, Bradfield Southend	20
RSA19		Land west of Spring Meadows, Great Shefford	15
RSA21	HSA25	Land to the south east of the Old Farmhouse	10

#### Total by Designated Neighbourhood Area

Designated Neighbourhood Area	Total
Compton	0
Hermitage	0
Hungerford	55
Lambourn	25

3.22 From a detailed policy context point of view, the LPR includes a suite of 'development management' policies in Chapter 10. Of these, the most relevant to this IDP are:

Policy DM3 – Health and Wellbeing - though links with the West Berkshire Vision 2036 and the emerging Cultural and Leisure Strategies

Policy DM4 - Building Sustainable Homes and Businesses

Policy DM6 – Water Quality

Policy DM7 – Water Courses and Waste Water

Policy DM8 – Air Quality

Policy DM11 - Non-designated Heritage Assets

Policy DMC39 – Local Community Facilities

Policy DM40 - Public Open Space

Policy DM41 – Digital Infrastructure

Policy DM42 – Transport Infrastructure

Policy DM44 – Parking

## 4 Funding & Delivery

### Funding

4.1 Infrastructure requirements will be funded by a variety of different mechanisms which will vary over the plan period. The current and key sources of funding over which the planning system can have a direct influence are as follows:

#### Community Infrastructure Levy (CIL)

4.2 The Community infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the sustainable development of an area.

#### Section 106 Agreements

4.3 Following the introduction of CIL, planning obligations made under Section 106 of the Town and Country Planning Act 1990 were limited to those matters that were directly related to a specific site. The obligation must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. This may include requirements which are not capable of being funded through CIL such as affordable housing. Since 2019, with the abolition of Regulation 123 of the CIL Regulations (2010) (as amended), means that the spending restriction on infrastructure sourced from five S106 agreements no longer applies.

#### Proposed Changes to CIL and Section 106 Agreements

4.4 The government's *Planning for the Future* white paper, published in August 2020, proposed bringing to an end the current system of locally set CIL and S106 agreements negotiated on a site by site basis, to both be replaced by a new nationally set "Infrastructure Levy".

The new levy would be calculated on the uplift in land value created by the granting of planning permission and could be between 25-50% of this increased value. The rate would be set centrally by government and would either be universal or differential in some way, i.e. different rates for different areas or uses as we see in the current CIL system. As the time of writing, the infrastructure levy proposals are included in the Levelling Up and Regeneration Bill was passing through the report stage in the House of Commons.

#### Planning Conditions

4.5 These are the main mechanisms for the provision of essential on-site design requirements and critical infrastructure. These could include highway infrastructure agreements, mainly those covered by Section 38 and Section 278 of the Highways Act 1980 which provide discretionary powers for the highway authority to enter into an agreement with a development to adopt a new highway or improve the existing highway.

#### Other Sources of Funding

4.6 Funding could also come from direct Government Funding – e.g. Department for Transport, Department for Education, or indirect other agencies such as Homes England or Thames Valley Berkshire LEP.



## **Funding Administration**

4.7 In West Berkshire, the CIL charge was set following a Public Examination into the shortfall for infrastructure provision caused by new development and was directly linked to the West Berkshire Core Strategy 2012 – 2036. This examination showed a significant shortfall in the amount of council income, grant availability and infrastructure requirement – £163M in order to provide the infrastructure needed to support the Adopted Local Plan.

4.8 CIL income from new development (after allowing for Local Council meaningful proportion and administration) can be spent on items that constitute "infrastructure" as defined by Regulation 216 of the 2008 Planning Act and the CIL Regulations 2010 (as amended). To date, income from CIL receipts has totalled £22.9M (as at 31 March 2022). Therefore an extensive funding gap for infrastructure to support the needs of the Adopted Local Plan, still exists.

## **Developer Contributions Supplementary Planning Document**

4.9 The Planning Obligations Supplementary Planning Document (2014) continues to set out the Council's approach for securing contributions and requiring obligations from development, alongside the Community Infrastructure Levy.

## **Other funding**

4.10 Not all infrastructure will be able to be funded via the aforementioned mechanisms. There will be other sources of funding available over the plan the range of options will depend upon on the infrastructure requirements and could include public and private sector investment, grant funding (e.g. Lottery funding) and economic growth funding.

4.11 West Berkshire is a member of the Thames Valley Berkshire Local Enterprise Partnership. Local enterprise partnerships are partnerships between local authorities and businesses. They decide what the priorities should be for investment in road, buildings and facilities in an area. With the support of the Homes England and Local Enterprise Partnerships, were in the past, able to access investment to support infrastructure developments through the Regional Growth Fund and the Growing Places Fund. Specifically the Growing Places Fund supports infrastructure projects that are designed to unlock wider economic growth, create jobs and build houses in England.

4.12 Throughout the plan period sources and levels of funding will vary and could relate to different themes and these will have to be match with locally raised revenues to the best effect. It is therefore one of the key roles of the IDP to set out clear requirements as to delivery timescale in relation to development phases, and details regarding funding based on the best available evidence. This reflects one of the key roles identified for the IDP - to set out clear requirements as to infrastructure need, delivery timescales in relation to development trajectories, and details regarding funding based on the best available evidence.

## 5 Strategic Infrastructure

5.1 In order to deliver the LPR, infrastructure will need to be provided which serves more than one community or development site, and which can address the cumulative impacts of development across the District or beyond.

5.2 This chapter will progressively, set out the strategic infrastructure needs as identified through the LPR, evidence base with consultation with stakeholders, infrastructure providers and local communities to date.. The Chapter aims to deal with strategic infrastructure in two ways: by including specific pieces of infrastructure which can be costed in line with appropriate available evidence such as a leisure centre or improvements to a road junction and with more generic strategic needs such as the principle of investing in Green Infrastructure to improve connections and linkages across the District.

5.3 Strategic physical, green, social and community infrastructure details are set out in the following paragraphs.

### A) Strategic Physical Infrastructure

#### Transport

5.4 Improvements to transport infrastructure are classed as physical infrastructure, although there will be elements which link with Green Infrastructure such as walkways, canals and cycle routes.

5.5 Improvements to transport infrastructure are fundamental to achieving our ambitions for shaping West Berkshire to 2037 and in achieving our target of being carbon neutral by 2030. Policy SP23 'Transport' of the LPR sets out details for determining the strategic priorities in relation to supporting sustainable development across the District in transport terms. In support of this strategic policy there are further transport policies within the LPR (DM42 and DM44) focussing on detailed aspects as referred to above in 3.22.

5.6 The West Berkshire Local Transport Plan 2011 – 2026 also considers more specific details covering the full range of transport aspects relevant to the District. The Local Transport Plan is soon to be reviewed and refreshed in order for it to fully support the direction of the LPR and cover the period up to 2039.

5.7 West Berkshire is always seeking to support the sustainable development of the District through its investment via the capital programme and through bids submitted for external funding. Some examples of significant investment in infrastructure over recent years are:

- New Wharf Bus Station, Newbury
- National Cycle Network Route 422 from Newbury through to the boundary with Reading
- New access to London Road Industrial Estate from the A339, Newbury
- A339 Bear Lane junction improvements linked with A339 / Cheap Street / Market Street changes to road layouts and addition of new access point to Newbury town from the north.
- A4 Thatcham Intelligent Transport System (ITS)

5.8 There are a number of elements of transport strategy work in place or emerging that will have an impact on and help to deliver the key transport infrastructure needs of West Berkshire into the future. These range from regionally significant infrastructure beyond our District boundaries through to strategically important infrastructure at a District level. All are key to working together to help

support sustainable growth and reduce carbon emissions and the environmental impact of travel activities. This IDP should therefore be read within the context of a number of other strategies and plans. Key elements to highlight in terms of guiding and establishing transport infrastructure needs are set out below and cover the areas of:

- strategy,
- specific transport packages to support strategic sites,
- walking, cycling and parking to address strategic / cumulative impacts
- road improvements to address strategic / cumulative impacts
- public transport – bus and rail
- smarter choices and emerging technology

## Strategy

### ***Transport for the South East (TfSE)***

5.9 TfSE is the sub-national transport body for the South East of England. It is a partnership that brings together 16 local transport authorities, five local enterprise partnerships, 46 district and borough authorities and a range of wider stakeholders from the worlds of transport, business and the environment. West Berkshire Council is a member of TfSE and, along with the wider membership, has been engaged with the development of the 30-year transport strategy.

5.10 The TfSE Transport Strategy was published in the summer of 2020 and sets out the partnership's shared vision for a better connected, more prosperous and more sustainable South East. It is an important waypoint on a longer journey, culminating in the publication of the strategic investment plan for the South East in 2022. This strategic investment plan will set out, for the very first time, a prioritised programme of investment for the South East area, created by those who know it best.

5.11 The building blocks of the strategic investment plan will come from a series of area studies. There are 5 area studies that will see TfSE working with partners at a local level to understand the specific schemes and initiatives which will help to deliver the vision. The two area studies that West Berkshire will be involved with are the **Inner orbital Study** and the **South West Radial Study**. The outcomes of these studies and those covering the other 3 areas will form the basis of the strategic investment plan.

5.12 The Strategic Investment Plan will set out the critical infrastructure necessary to support people living in the south east into a sustainable, zero carbon future. It will be an important way in which West Berkshire can work with its neighbours and partners to see those larger infrastructure schemes and joint projects included in a plan which will progress to seek funding for delivery. This could, for example, involve the joined up consideration of the role of the A4 through Berkshire and the strategic investment that is needed along this corridor.

### ***National Highways – Road Investment Strategy 2: 2020-2025***

5.13 The second of the Road Investment Strategies (RIS2) was published in March 2020. It included the completion of the Smart Motorway Project affecting the M4 from junction 3 westwards to junction 12 in West Berkshire at Theale. The western section of the upgrade between junctions 8/9 and 12 was completed and opened before Christmas. Work continues on the eastern section between junctions 3 and 8/9, but is expected to be finished in Spring 2022 or soon after.

5.14 A series of 18 route strategies fed into the RIS2 along with 6 strategic studies identified to address complex problems on the road network. One of these strategic studies was the Oxford to Cambridge expressway. This would connect with the A34 to the north of the District, with the study

area covering the A34 down as far as the junction with the M4 at Chieveley. West Berkshire Council has therefore been involved in this study and maintains an interest due to the impact on the A34 and also the potential increased links to key economic areas and improved connectivity for the District. However, in March 2021 the Transport Secretary cancelled the project as analysis showed that the benefits the road would deliver are outweighed by the costs associated with the project. The Transport Secretary has said that there remains a commitment to boosting transport links in the area, helping to create jobs and build back better following the impact of coronavirus. West Berkshire will continue to watch what plans are made for this area given the potential benefits and challenges it could bring.

5.15 The Route Strategy most relevant for West Berkshire that feeds into the RIS2 is the Solent to Midlands Route Strategy. This examines this route which includes the A34 going north south through West Berkshire connecting the District with the Midlands and the South Coast.

#### ***Thames Valley Berkshire LEP***

5.16 The TVB LEP focuses on a range of strategic initiatives designed to enhance connectivity across the sub-region and adjacent areas. The Council works closely with the TVB LEP through the **Berkshire Local Transport Body and Berkshire Strategic Transport Forum**.

5.17 The LEP's top infrastructure priority remains the **Western Rail Link to Heathrow (WRLtH)**. This would see a rail link between the Great Western Mainline and London Heathrow Airport. It is a Nationally Significant Infrastructure Project and would bring benefits to the residents and businesses in West Berkshire needing to access Heathrow. It will also bring relief to the road network in the Heathrow area and address issues of congestion.

5.18 The Berkshire Local Transport Forum determines the investment of £135m Local Growth Fund (LGF) in **local transport improvements** throughout the Thames Valley area and in accordance with the TVB LEP's Strategic Economic Plan. West Berkshire has received investment from the LGF for key infrastructure to support economic growth and the delivery of housing. These infrastructure projects are:

- Kings Road Link Road in Newbury – under construction
- London Road Industrial Estate Access – complete
- Sandleford Park Access – under construction
- Newbury Railway Station and Transport Interchange upgrade – under construction
- Theale Railway Station upgrade – delivery to commence in 2021

#### ***West Berkshire Local Transport Plan 2011-2026***

5.19 The West Berkshire Local Transport Plan (LTP) sets the details for transport locally and is soon to be reviewed. This review will enable the LTP to reflect:

- the rapidly changing times in transport developments,
- the declared climate emergency and target of zero carbon by 2030 and
- the strategy for development in West Berkshire set out in the Local Plan Review.

5.20 The review will also be influenced by the Transport Strategy for the South East and the work of TVB LEP. It will put in place the framework for delivering key infrastructure for West Berkshire to improve travel choices and to support the delivery of a zero carbon District. Improvements to infrastructure will need to include:

- infrastructure to support the decarbonisation of transport
- walking and cycling for everyday journeys and leisure
- bus travel

- rail travel and station facilities
- road and junction improvements

5.21 All of the above will need to be targeted to support the development that will take place across the District as set out in the LPR.

### **Specific transport packages to support strategic sites**

5.22 There are packages of transport infrastructure improvements that will be required to support the delivery of strategic housing development sites (including their associated facilities of schools, local centres, care homes, etc.). The two sites where this is relevant are briefly outlined below.

- ***Sandleford Park***

The strategic housing site for the delivery of up to 1,500 homes is required to be supported by a package of transport infrastructure. The details of this can be seen in a background document to the IDP and cover such things as improvements to walking and cycling routes, bus services and connections with rail, junction improvements and a car club.

- ***North East Thatcham package***

The proposed strategic housing allocation for North East Thatcham will require specific transport infrastructure to ensure the site is well integrated into existing networks and can be delivered to support sustainable access to services and facilities for its residents. Of particular interest and importance is ensuring a good route and access to the rail station and appropriate facilities at the station to support the growing population in Thatcham. A background document to the IDP provides an indicative list of necessary transport infrastructure requirements. With more detailed analysis and consideration some of these schemes and improvements may not be suitable and further work will identify the most appropriate overall package. Transport modelling work is being undertaken to test some of the proposed highway improvements. The modelling will be an iterative process of designing infrastructure improvements and interventions, testing them and then returning to change designs or improve them as appropriate with further testing.

Infrastructure to support the full range of modes will be required to support this strategic site.

### **Walking, cycling and parking to address strategic / cumulative impacts**

#### ***Local Cycling and Walking Infrastructure Plan***

5.23 In 2017 the Government published its first Cycling and Walking Investment Strategy. The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The Government recognises that this will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment. The strategy introduces Local Cycling and Walking Infrastructure Plans (LCWIPs) to help provide the framework for investment.

5.24 West Berkshire Council's first LCWIP was published in 2021. It has also been involved in the development of the Reading LCWIP as this covers areas of West Berkshire and was delivered in partnership with Reading Borough Council and Wokingham Borough Council. The West Berkshire LCWIP will be used to guide the delivery of the walking and cycling infrastructure necessary to support future development and cumulative impacts of growing active travel.

### **Wayfinding**

5.25 Walking and cycling routes particularly in, around and to urban areas are most effective when they are supported by wayfinding signage. This can be done in a combination of ways through monolith type signs providing maps and fingerpost signs. Fingerposts can usefully communicate not just directions but time to reach somewhere on foot / by bike and also can pick up on key health messages relevant to active travel.

5.26 The Council will seek wayfinding signage to be included as supporting infrastructure for appropriate developments. The key routes to be signed will link with the LCWIP as outlined above. Furthermore, the town centre regeneration programme identifies the need for improvements in wayfinding in town centres, with the aim of increasing walkability and make the most of existing spaces, buildings and other town centre assets for both local residents and visitors.

### **Parking strategy**

5.27 The Council had just started work on the development of a Parking Strategy when the coronavirus pandemic spread. The work was therefore paused but commenced again in 2021. The proposed development included in the LPR along with options for how the pandemic may affect travel and parking demand long term will all be considered through this work.

### **Road improvements to address strategic / cumulative impacts**

5.28 There are a number of improvements required to the highway network that have already been identified. There are also studies underway and possibly more to consider in the future with the aim of developing plans for further infrastructure improvements linked to specific issues. This section talks briefly about the transport modelling capabilities for West Berkshire and how these are used, the identified road improvements and then covers the current studies.

### **Transport modelling**

5.29 West Berkshire has three main transport models. These are:

- **West Berkshire Strategic Transport Model (WBSTM) 2017** – a district-wide transport model using the PTV VISUM software platform with separate models for AM peak hour, inter-peak and PM peak hour.
- **Newbury 2017 VISSIM model** – Local model focussing on the highway network in central Newbury for the AM and PM peaks.
- **Thatcham 2018 VISSIM** – Local model cordoned around the Thatcham urban area for the AM and PM peaks.

5.30 The WBSTM and the Newbury and Thatcham VISSIM models have each been developed in accordance with Department for Transport (DfT) Transport Analysis Guidance (TAG) current at the time of development. All three models have also been calibrated and validated against observed traffic flow and journey time data in accordance with DfT guidance to ensure that they are sufficiently robust for the purposes of assessment. A Local Model Validation Report (LMVR) has been produced for each of the three models.

5.31 The models are used in various ways but have a key part to play in planning transport infrastructure. They will all be used in assessing the impacts of the development proposed in the Local Plan Review and in testing and planning the infrastructure that will be necessary to support sustainable development through to 2039.

5.32 All three models are available to private developers to test the impact of developments on the transport network (subject to payment of an appropriate access fee). However, it should be noted that for the WBSTM in particular (being a strategic model), additional local junction validation may be required if model outputs are to be used for detailed junction assessments. Private developers are encouraged to discuss their individual requirements with the Council.

5.33 Some of the key road network improvements that are planned or anticipated to be necessary as a result of new development and cumulative impacts are as follows. The models above (or the previous versions) have been used to assess impacts and help plan for these infrastructure improvements. Further details are provided in Table 1 in Appendix 1.

- Kings Road Link Road (Sterling Industrial Estate) in Newbury
- Improvements to Robin Hood gyratory and A4 Faraday Road junction in Newbury
- Sandleford Park access improvements and link road to the A339 in south Newbury
- Package of infrastructure improvements to be delivered to support Sandleford Park, south Newbury
- Package of infrastructure improvements to be delivered to support North East Thatcham housing development
- Other key new links or transport packages to assist with future proposals in line with the LPR.

#### ***A339 Corridor Study***

5.34 A study is underway looking at the A339 corridor between Basingstoke and Newbury. This is a joint commission between West Berkshire Council and Hampshire County Council. Other partners involved are Basingstoke and Deane Borough Council. The authorities are keen to identify the long-term transport issues associated with the corridor, particularly as it is part of the Major Road Network (new national designation).

5.35 One of the drivers for the study is to ensure there is an evidence base that documents the issues along the corridor. It is also important that potential improvements can be assessed against this evidence base and then be available for relevant bid submissions dependent on available funding streams to support travel along the corridor.

5.36 The issues that will be taken into account along the corridor, are provided below but are not listed in any order of priority:

- Perceived issues of access onto the route from communities/access roads that feed into it
- Impact of current development proposals along length of the corridor
- A339 will need to accommodate potential growth post Local Plan (2029)
- Severance and delays are issues that have been raised by local parishes
- Potential safety issues along the route
- Perceived high level of HGV use
- Want to make sure that business along the route have a good level of access maintained to support their viability
- The level of cycle route connectivity for communities along the corridor.A339 corridor study

5.37 There has been an increase in residential development in Newbury and Basingstoke which will have an impact on this corridor. There are also specific proposed sites of a strategic nature at both ends of the corridor - Manydown development in Basingstoke and the Sandleford Park development in Newbury. It is therefore important for the study to identify any schemes that could support the improvement of this route bearing in mind the above bullet points. Identified schemes will be included as specific infrastructure where appropriate within updates of this IDP.

### ***Basingstoke to Reading Multimodal Transport Corridor study***

5.38 West Berkshire, along with neighbouring authorities of Reading, Wokingham, Hampshire County Council, Basingstoke & Deane District Council, plus Bracknell Forest are partners in a multi modal study of the A33 corridor between Reading and Basingstoke. The study is examining the current and future role and function of the A33 corridor between Reading and Basingstoke.

5.39 The vision for the study is *“To improve connectivity for those living and working in the Study Area to achieve sustainable economic growth whilst future proofing emerging transport systems.”*

5.40 The A33 is a strategically important route and forms part of the Major Road Network, catering for longer distance traffic between the M3 and M4, as well as more local inter-urban traffic. The Reading-Basingstoke railway line runs almost parallel to the A33 and includes the station at Mortimer. The corridor has been identified as one of the most congested corridors in the Transport for the South East area. The A33 corridor will have an important role in linking major growth areas and the cumulative impact of this growth is expected to place significant additional demands on the corridor. One of the purposes of the study is to adopt a joined-up approach to consider the future role and function of the corridor.

5.41 The study will help inform strategic infrastructure planning at a cross boundary, sub-regional level. This will feed into infrastructure schedules to support major growth areas and local / sub-regional transport policy and strategies.

5.42 Whilst West Berkshire is very much on the edge of the study area, it is still important that there is engagement in this study. The authority needs to be aware of any improvements that will particularly benefit West Berkshire and any infrastructure that needs to be planned for in the District’s area.

### **Public transport – bus and rail**

#### ***Bus travel***

5.43 The role of public transport is important for supporting sustainable growth in West Berkshire. For bus travel to be meeting the needs of residents into the future there will need to be additional routes and maybe a different pattern of providing these services to deliver greater responsiveness, efficiency and flexibility. Specific development proposals will trigger the need for adjustments to be made to the services in that area or for new services to be introduced. The cumulative impact of development across an area also needs to be recognised and adjustments made to services where necessary.

5.44 The infrastructure to support bus travel across West Berkshire is also important and large developments will be expected to provide good quality on-site (and where relevant off-site) facilities that meet the latest standards.

#### ***Rail Travel***

5.45 Prior to the impacts of the pandemic rail travel in West Berkshire was growing and was expected to grow at a significant rate into the future. In order to cater for this growth and for the current use of the railway there have been some significant improvements to rail travel with other improvements underway and planned for the future.

5.46 The national investment in the electrification of rail has seen the route from London Paddington to Newbury electrified. This has increased the capacity of the line as well as being a



significant step to reducing the impact of rail travel on the environment. Considerable timetable changes were brought in following electrification to maximise the use of the line.

5.47 To further support rail travel in West Berkshire various improvements have been made to facilities at rail stations. West Berkshire Council has an excellent history of working with the Train Operating Company (GWR) to bring about improvements and these infrastructure improvement projects at stations will need to continue. These may range from small changes to support access through to significant upgrades of stations.

5.48 This investment in facilities at rail stations must continue if the use of rail is to remain popular and grow to support sustainable development in West Berkshire. Development will therefore be expected to contribute to improved facilities where appropriate. Two of the larger rail facilities projects planned relate to station upgrades at Newbury and Theale. These are mentioned above in the TVB LEP section and full details are available on the Council's website.

### ***Transport Interchange and Integration***

5.49 Improvements to the way in which transport modes can interchange are key and specific projects (such as those at rail stations) need to particularly focus on ways to make integration more supported and easy. The rail station upgrades, for example, seek to integrate and provide for the full range of modes with particular attention being given to interchange facilities at Newbury station.

### **Smarter choices and emerging technology**

5.50 The world of transport and travel is changing rapidly and there are new ways of travelling and new approaches being developed in line with emerging technologies. Some smarter ways of traveling have been around for a while such as car clubs. There is a car club in Newbury Town centre and where opportunities arise they will be taken to increase such provision in West Berkshire.

5.51 The decarbonisation of transport has seen a growth in electric vehicles which comes with the need for charging points. Electric Vehicle Charging Points (EVCP) have been installed in some areas of the District and this will be an area of growth for infrastructure provision throughout this plan period.

5.52 Emerging technology will also shape the way in which we travel and may provide the need for specific infrastructure provision. These developments will be monitored as we progress through the delivery of the plan.

## **Energy**

5.53 In line with the Council's target of net-zero carbon emissions from the district by 2030, there is a focus on the decarbonisation of heating and travel and an increase the use of renewable energy. The Council also wants to support the provision of affordable energy and efficient, warmer homes for our residents.

5.54 This will require a complete shift away from using fossil fuels to provide heating, increasing decentralized low carbon and renewable energy generation, taking forward planned and targeted energy efficiency programs and engaging advanced home, building, and network energy management systems. It will require working with a wide range of technologies at different scales, delivered through a programme of projects. This smart transition will require major changes and will put a strain on the existing local energy network. In order to better understand the limitations of the local energy grid, the impacts of future growth, the feasibility of the long term strategic goal of carbon neutrality, and identify potential projects that would support this aim, the Council will undertake a Local Area Energy Plan (LAEP).

5.55 Local area energy planning (LAEP) is a process which has the potential to inform, shape and enable key aspects of the transition to a net zero carbon energy system. The resulting plan can potentially underpin specific proposals to upgrade local energy networks to enable decarbonisation in line with local objectives.

5.56 WBC will collaborate with local residents, community groups and business and with strategic partners such as energy companies, home heating manufacturers, electricity, and gas network operators to take forward the development of a Local Area Energy Plan (LAEP).

5.57 The projects coming out of the LAEP will be aimed at improving the availability of more decentralized energy and include examples such as energy storage, better deployment of heat networks, electrification of heating and vehicles. The projects will need to consider upgraded electricity networks which are smart and better-integrated and improving the efficiency of homes and commercial buildings. This will all work together to achieve the advancement in technology and domestic energy services and avoid the future use of gas and LPG.

### **Gas and electricity**

5.58 In terms of infrastructure improvements needed for gas and electricity, the utility companies have a statutory ability to directly charge developers and customers to fund improvements required and this will take place during development. Local energy mapping will identify the key strategic issues and the Council can work with utility companies to address the issues and help to deliver the Local Area Energy Plan.

5.59 Further discussions on Strategic Infrastructure, and Local Infrastructure requirement associated with the proposed site allocations and waste water collection and treatment will continue as part of the IDP Consultation. This will include an invitation to the responsible bodies for energy supplies in the area including, National Grid, Scotia Gas Networks, Southern Electric Power Distribution, Scottish and Southern Energy and Wales and West Utilities.

### **Renewable energy**

5.60 In terms of renewable or low carbon energy / wind power and other technologies, developers will need to work with West Berkshire Council, Ofgem and individual suppliers to meet the sustainable energy targets set out in the LPR.

5.61 The use of renewable energy for development is critical for the decarbonisation agenda and for the achievement of carbon neutrality by 2030. Developers will be encouraged to go beyond the standards set out in local policies wherever possible and to create exemplar developments in terms of sustainability.

### **Water and Drainage**

5.62 As part of the LPR, a Water Cycle Study (WCS) has been commissioned and the report on Phase 1 was published in December 2020. This study assesses the potential issues relating to future development across West Berkshire and the impacts on water supply, wastewater collection and treatment, and water quality. The Water Cycle Study is required to assess the constraints and requirements that will arise from potential growth on the water infrastructure.

5.63 The Study indicates that *“new homes require the provision of clean water, safe disposal of wastewater and protection from flooding. The allocation of large numbers of new homes in certain*

*locations may result in the capacity of existing available infrastructure being exceeded, a situation that could potentially cause service failures to water and wastewater customers, adverse impacts to the environment, or high costs for the upgrade of water and wastewater assets being passed on to the bill payers.”*

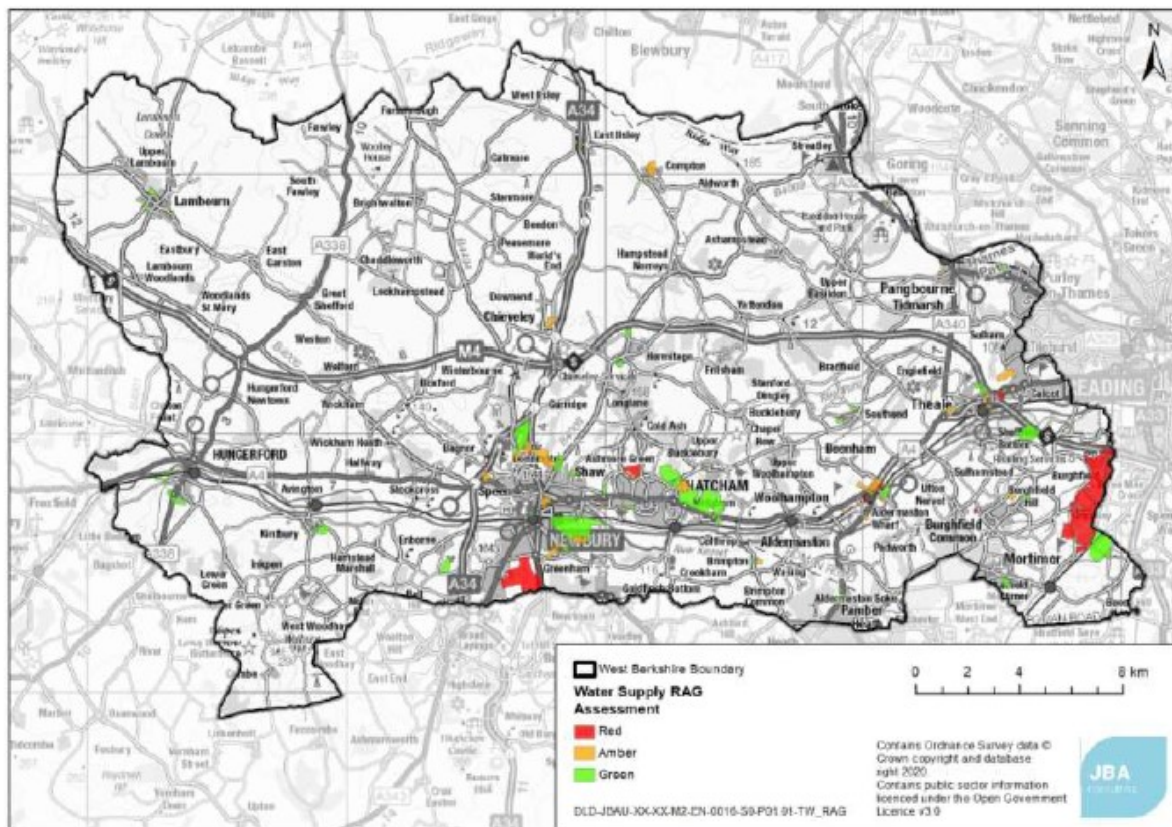
5.64 Whilst further details are indicated below, as with other key infrastructure providers, over the coming months, further discussions on Strategic Infrastructure, and Local Infrastructure requirement associated with the proposed site allocations and water resources and supply, waste water collection and treatment will continue as part of the IDP Consultation. This will include the water companies and the Environment Agency.

### **Water resources and water supply infrastructure**

5.65 Thames Water (TW) are responsible for supplying the West Berkshire with water. The WCS identifies West Berkshire as an area of serious water stress, in common with the rest of the South East. It comments that the more stringent water efficiency target for new development of 110 l/p/d allowed under Building Regulations is justified, however West Berkshire Council may want to consider going further than the 110l/p/d target, particularly in larger strategic developments.

5.66 The WCS states that growth plans defined in Water Resource Management Plans (WRMPs) are broadly in line with the growth projections of West Berkshire Council. *“The WRMP does not predict a supply-demand deficit, except in peak week or drought conditions, and proposes actions over the WRMP planning period to improve resilience”.*

5.67 In terms of water supply infrastructure, the WCS confirmed that as part of the Study, allocations and potential allocations across the study area were reviewed by Thames Water and given a relative scoring based on the impact upon the water supply network. As a result, Thames Water identified a number of development sites where further modelling and/or upgrades to the network would be required in order to serve those sites. The WCS recommended that should these sites be allocated, delivery must be aligned with provision of these upgrades and West Berkshire Council should engage with TW early to enable infrastructure upgrades to be constructed prior to occupation of new developments. Through the LPR Consultation, Thames Water will now be able to identify which sites will be allocated for development to enable Thames Water to carry out further modelling of impacts, if necessary. (Reference: West Berkshire Water Cycle Study Phase 1 – Scoping: <https://info.westberks.gov.uk/CHttpHandler.ashx?id=49803&p=0>. The following plan identifies where water supply infrastructure issues have been identified by Thames Water:

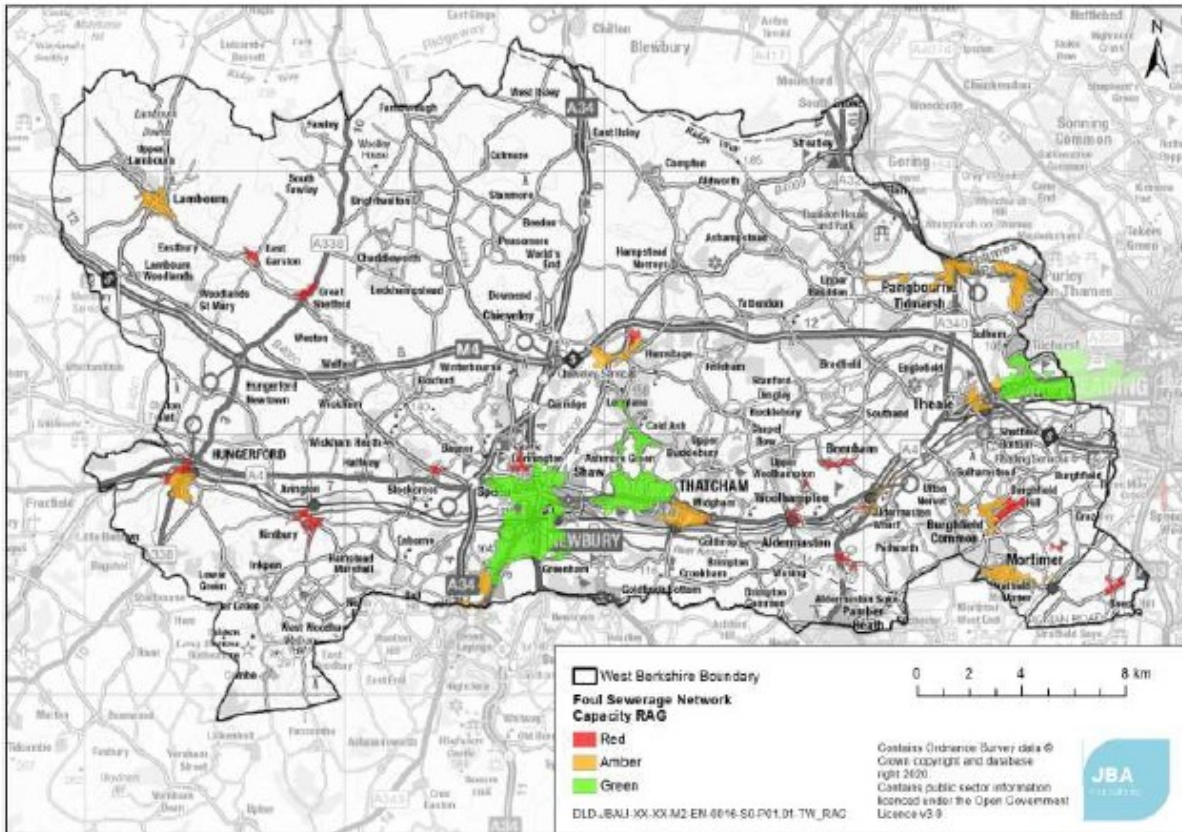


## Waste Water Collection and Treatment

5.68 New development will need to take account of the need to plan for the disposal of waste water and sewage as this may have a cumulative impact across the District. Thames Water (TW) provides wastewater services to West Berkshire. Sewerage Undertakers have a duty under Section 94 of the Water Industry Act 1991 to provide sewerage and treat wastewater arising from new domestic development. Except where strategic upgrades are required to serve very large or multiple developments, infrastructure upgrades are usually only implemented following an application for a connection, adoption, or requisition from a developer.

5.69 Further discussions on Strategic Infrastructure, and Local Infrastructure requirement associated with the proposed site allocations and waste water collection and treatment will continue as part of the IDP Consultation. This will include an invitation to Thames Water.

5.70 The WCS indicates that in order to serve the proposed growth in a number of settlements across West Berkshire, wastewater infrastructure and/or treatment upgrades would be required by Thames Water. Early engagement between developers, the Council and Thames Water is recommended to allow time to plan the strategic infrastructure required to serve these developments. The WCS identifies the areas below in an assessment of waste water infrastructure capacity.



## Water Management and Flooding

5.71 Issues need to be addressed on a district/sub-district basis as well at the local level where the Environment Agency and Lead Local Flood Authority (LLFA) have advised that there is flood risk or a potential impact upon areas of flood risk. The infrastructure required to address issues raised will need to be in place prior to development taking place and will be agreed between the developer, the Environment Agency and LLFA.

5.72 West Berkshire Council is a Lead Local Flood Authority (LLFA) with a number of statutory duties to address local flood risk under the Flood and Water Management Act 2010 and Land Drainage Act 1991. These duties involve helping to develop a strategic understanding of flood risk from all sources, promote the effective management of drainage and flood defence systems and to manage local flood risk and new development in a sustainable manner.

5.73 Sustainable Drainage Systems (SuDS) also need to be provided by the developer, in line with national legislation and in accordance with LLFA requirements which should include an agreed management plan. It is not possible to provide an indicative overall costing for SuDS as this will depend upon the individual circumstances relating to each site, however national guidance, research and emerging codes of practice are available and this will assist with evaluating viability assessments in relation to individual developments.

5.74 A significant number of properties in West Berkshire are at risk of flooding from various sources (river, surface water and groundwater) and this is a major concern for residents.

5.75 The West Berkshire Preliminary Flood Risk Assessment (2017) is a requirement of the Flood Risk Regulations 2009. This report provides a high level overview of flood risk across West Berkshire

from all local sources of flooding, including rivers. The report concluded that both Newbury and Thatcham are locally significant flood risk areas. Newbury remains vulnerable to flooding from the River Kennet and Thatcham from surface water run-off from the rural catchments north of the town.

5.76 The West Berkshire Flood Risk Management Strategy (2020) is a requirement of the Flood and water management Act 2010. It sets out how local flood risk will be managed and how flood the flood risk management measures will be delivered and how they will be funded. The strategy identifies future flood defence scheme in Thatcham, Lambourn, Hampstead Norreys and Stanford Dingley.

5.77 Thatcham Surface Water Management Plan outlines the preferred surface water management strategy for Thatcham and was undertaken in consultation with local partners who are responsible for surface water management and drainage. The option of constructing a network of reservoirs and detention basins in and around Thatcham is the main engineering intervention recommended in the plan. These are designed to store surface water run-off from the rural catchments above Thatcham and then release it at a controlled rates into the underground sewer that outfall into the River Kennet to the south of the town.

5.78 Flood defence schemes that have already completed in Thatcham include Cold Ash Hill reservoir, Tull Way reservoir, Floral Way reservoir, Dunstan Green and Siege Cross detention areas.

5.79 Further schemes are planned in North Thatcham (Bowling Green Road and Heath lane), East Thatcham (Siege Cross) and West Thatcham (Turnpike Road).

5.80 The National Planning Policy Framework (NPPF) and its associated technical guidance states that priority should be given to sustainable drainage measures (SuDS) for all major new development. The multiple benefits of SuDs techniques also contribute to the requirements of the Local Plan and SuDS Supplementary Planning Document in relation to flooding, biodiversity, green infrastructure and good quality design.

## **Waste**

5.81 Waste Services are currently delivered through an outsourced long-term PFI contract. The costs attached to this service will mainly be met through Council Tax, with a small element being covered by government PFI grants.

5.82 In terms of waste management and disposal, West Berkshire Council has identified via the Local Waste Assessment 2020 that the level of operational, permanently consented waste management capacity in West Berkshire is currently above the estimated levels of waste arisings for all waste streams (in 2018). The level of consented capacity currently also exceeds the projected level of waste arisings at the end of the Plan period, and there is sufficient capacity to achieve waste management targets. Therefore, based on this evidence, no additional waste management capacity infrastructure is required to be delivered through the emerging Minerals and Waste Local Plan (MWLP).

5.83 The Local Waste Assessment (2020) has, however, identified a specific lack of waste disposal and recovery capacity in West Berkshire. In addition it should be noted that the targets for recycling and landfill diversion are a minimum amount of capacity provision. Therefore the emerging MWLP includes provision for waste management sites to come forward should they be found necessary. This prioritises provision for waste management capacity at existing waste sites and industrial/employment sites, and sites prioritised by the National Planning Policy for Waste. Some of the strategic infrastructure needs identified by the Waste Service include:



- Hydrogen storage and refuelling facility for Waste collection and street cleansing trucks:** Hydrogen is becoming an increasingly important fuel as many governments and companies across the world seek to decarbonise their fuel mix and meet various net zero carbon ambitions. Apart from buses and trains, some car manufacturers are beginning to adopt hydrogen fuel cell technology in the UK. It is anticipated that this trend will grow exponentially in the coming decades. It will be beneficial if future local infrastructure can support the adoption of hydrogen technology for our waste trucks. The preferred location would be near the Council's Integrated Waste Management Facility (IWMF) at Padworth, RG7 4JF.
- Reuse shops or cafes:** The Council would like to increase reuse opportunities in the District going forward. Apart from waste avoidance, reuse is at the top of the "waste hierarchy", which sets out the priority order for how waste and resources can be managed sustainably. Whilst many councils have focussed on improving recycling in recent years, not enough progress has been made when it comes to supporting reuse. The Council has been supporting a local charity in recent years to promote the repair, refurbishment and reuse of various household items e.g. sofas, cabinets, bicycles etc. As part of the long-term infrastructure needs, it is intended to develop at least one new reuse facility within the District over the next decade. The reuse facility will include a shop and could also have an integrated café. A potential location could be on the premises of the IWMF at Padworth.
- Household bin storage or waste collection infrastructure:** it will be beneficial if future household and building developments consider and provide suitable facilities for waste presentation and storage. This is particularly relevant to houses of multiple-occupancy (HMOs) e.g. flats. HMOs which are associated with low levels of recycling and one of the main barriers to improving recycling is that there is often not enough waste storage space provision. It would be of strategic advantage if developments explore alternative facilities such as underground community waste storage bins or vacuum suction waste storage such as this <https://www.letsrecycle.com/news/latest-news/uks-first-underground-vacuum-waste-system-unveiled/> . This could encourage more residents to recycle and reduce the amount of vehicle movements required to service the bins. Developers of new dwellings and offices should also continue to be required to contribute effectively to the costs of providing waste receptacles, waste collections, treatment and disposal. The relevant planning authorities should ensure that the provision of suitable waste management collection infrastructure by developers is encouraged at the early stages of a project e.g. planning and design.
- On-the-go bin-frastructure:** strategic investment in suitable bin-frastructure on-the-go (i.e. away from homes and work locations) will encourage residents and visitors to the District to recycle more and reduce littering. The lack of suitable bins at reasonable intervals is one of the reasons why people drop litter. It is hoped that more investment will be put into suitable bin provision around our town centres, amenities and open spaces. The deployment of "smart" bins, for example, models that have in-built sensors and can alert service providers when they are nearly full, and those with waste compaction features would be particularly beneficial for reducing the required vehicle movement to service these bins and help avoid carbon emissions. Adoption of these technologies could also help prevent over-filling of bins and spilling of bin contents, which can lead to disamenity and generation of wind-blown litter.
- Shared sub-regional anaerobic digestion (AD) facility:** a local AD facility developed-jointly with neighbouring local authorities could be advantageous for the future treatment of food waste. Currently, food waste generated in the Council area is collected with garden waste and sent to our in-vessel composting facility at Padworth for treatment. In future, separate food waste collections are anticipated. The Council's food waste generation levels means that there is currently not enough economies of scale to make such an investment viable. However, working in partnership with other councils, such a facility may be deliverable in the long term.

## Communications

5.84 The Centre for Cities report 'Talk of the Town' singles out Newbury, West Berkshire's biggest town, as a rare example of a town with a strong and self-sufficient economy which does not rely on links to a neighbouring larger town. The aim is to make sure West Berkshire's businesses have the opportunity to build on this. Factors such as emerging technology, including 5G connectivity, electric and autonomous vehicles and the Internet of Things will play a huge part in this and the facilitation of delivery of the infrastructure is needed to support this.

5.85 Through LPR Policy DM41 (Digital Infrastructure) the Council will expect all new residential and commercial properties to be served by high speed reliable broadband, wherever possible in the form of fibre to the premises (FTTP), or any new or alternative technologies that may come forward during the lifetime of the Local Plan. Where it is not currently viable to deliver FTTP broadband, the fastest viable alternative connection should be provided, together with adequate ducting to allow FTTP connections to be made easily at a later date, without the additional costs of retrofitting.

5.86 The Council will work with the telecommunications industry to maximise access to super-fast broadband, wireless hotspots and improved mobile signals for all residents and businesses, assisting them in delivering their investment plans and securing funding to address any infrastructure deficiencies or barriers, including through the Superfast Berkshire project.

5.87 The Council will also work with partners to develop and expand the LORAWAN<sup>3</sup> network, ensuring that residents and businesses across the district are able to take advantage of emerging IoT<sup>4</sup> technology.

## Employment

5.88 West Berkshire's local economy is strong, resilient and diverse. Part of the Thames Valley Turbo Economy, the strongest regional economy outside of London, the district has an incredible amount to offer businesses and residents with excellent digital connectivity, key strategic transport links, world class training opportunities and representation from a wide range of industries.

5.89 Through work on the education and training agenda in West Berkshire, the aim is to give the next generation the skills they need to thrive whilst ensuring they have a great environment in which to live.

5.90 LPR Policy SP20, sets out the strategic approach to economic development and a hierarchy of centres. It seeks to facilitate the growth and forecasted change of business development over the plan period.:

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<sup>3</sup> Long Range Wide Area Network

<sup>4</sup> Internet of Things



## Policy SP20

### Strategic approach to employment land

Through the LPR the Council will seek to facilitate the growth and forecasted change of business development over the plan period by promoting the supply of office and industrial space across the District to meet the identified shortfall.

Appropriate proposals for business development (offices, industrial, and storage and distribution) will be supported where they are located:

- a. On sites allocated for business development as set out Policy SP21 and in accordance with the individual site specific policy; or
- b. On a suitable site within a settlement boundary; or
- c. Within a Designated Employment Areas (DEA) in accordance with Policy DM32 and as defined on the Policies Map; or
- d. On previously developed land within existing suitably located employment sites; or
- e. Within the countryside provided the proposal is in accordance with other relevant policies within the Plan, in particular Policy DM35.

Proposals for new office development that are not within a town or district centre as set out in Policy SP22 or within a DEA will be required to satisfy the sequential test.

Development proposals that would result in the loss of business development outside of a DEA, will be required to justify the loss of floorspace and/or land. As a minimum, this will require marketing evidence and demonstrating that the proposal will:

- f. Not substantially prejudice the overall supply of employment land over the plan period; and
- g. Not conflict with or undermine the function of existing neighbouring uses; and
- h. If offices within a town or district centre, maintain the vitality of that centre;
- i. If in the countryside, the proposal would also need to demonstrate that it does not have a significant negative impact on the vitality and viability of the local economy of the surrounding rural area in accordance with Policy DM35.

The redevelopment and regeneration of existing employment sites for business uses will be supported.

A range of types and sizes of employment sites and premises will be encouraged throughout the District to meet the needs of the local economy. Proposals for business development should be of a high quality design and in keeping with the surrounding environment.

Where feasible and appropriate, the Council will encourage an Employment and Skills Plan as part of major business development proposals.

5.91 Policy SP21 allocates sites for economic development. These sites are extensions to Designated Employment Areas for industrial, storage and distribution uses. They include:

## Policy SP21

### Sites Allocated for Employment Land

The following sites will be allocated to facilitate the growth and forecasted change of industrial land over the plan period to 2039:

**Table 4**

Policy Ref	Site Name	Approximate Floorspace (sqm)	Use
ESA1	Land east of Colthrop Industrial Estate, Thatcham	20,400	B2/B8
ESA2	Land west of Ramsbury Road, Membury Industrial Estate, Lambourn Woodlands	10,381	B2/B8
ESA3	Land to the south of Trinity Grain, Membury Industrial Estate, Lambourn Woodlands	5,200	Egiii/B2
ESA4	Beenham Landfill, Pips Lane, Beenham	8,800	B2/B8
ESA5	Northway Porsche, Grange Lane, Beenham	6,400	Egiii/B2
ESA6	Land adjacent to Padworth IWMF, Padworth Lane, Padworth	12,400	B2/B8

Each of the above allocations are subject to a site allocation policy (Policy ESA1 - Policy ESA6), providing criteria by which planning applications will be assessed against. Each policy is accompanied by an indicative map.

Policy SP21 also identifies a new Designated Employment Area:

### New Designated Employment Areas

The following locations are currently well established employment areas within West Berkshire. Their importance to the local economy is recognised by identifying them as Designated Employment Areas (DEA).

Site Name
Greenham Business Park, Greenham, Thatcham
The Vodafone Campus, Newbury
Langley Business Court, Worlds End, Beedon

5.92 Whilst employment sites are to be delivered by the private sector, it is important that employers are encouraged to recruit local people in order to boost the local economy and reduce the need to commute long distances by car.

5.93 The Economic Development Strategy for West Berkshire (2020-2023) states that through work on the education and training agenda in West Berkshire, the aim is to give the next generation the skills they need to thrive whilst ensuring they have a great environment in which to live.

## Town and District Centres

5.94 The LPR also aims to maintain and enhance the vitality and viability of its town and district centres to ensure that they are places where people want to live, work, shop and spend leisure time. This is the focus for LPR Policy SP22:

## Policy SP22

### Town and District Centres

The Council will seek to maintain and enhance the vitality and viability of West Berkshire's town and district centres. The scale, character and role of each centre defines its position within the District's hierarchy of centres:

- i. Major town centre: Newbury
- ii. Town centres: Thatcham and Hungerford
- iii. District centres: Lambourn, Pangbourne and Theale.

The extent of the town centre commercial area boundary for each of the above designated town and district centres within the hierarchy is defined on the Policies Map.

Development proposals for main town centre uses will be directed to the town and district centres defined in this policy in line with the sequential test set out in the NPPF. New office developments within Designated Employment areas (DEA) will be exempt from the sequential test in accordance with Policy SP20.

Development proposals within a town or district centre will be supported where they:

- a. Are of an appropriate scale and character that reflect and respond to the role and function of that centre;
- b. Create a high quality, well designed environment and public realm that promotes the individuality of the centre and responds to its historic built heritage;
- c. Contribute to the vitality or viability of that centre;
- d. Do not have an adverse impact on the safety and capacity of the local highway network; and
- e. Do not have an adverse impact on local amenity.

Retail uses will be encouraged within the primary shopping area as defined on the Policies Map. Changes of use within the primary shopping area from Class E to other uses will be permitted where they do not result in a disproportionate concentration of non-Class E units that would be harmful to the vitality of that centre.

The Council will support redevelopment/regeneration proposals within town and district centres that provide a net additional contribution to office space to assist in meeting identified needs.

To contribute to the diversity and vitality of the District's centres, the Council will seek to retain and enhance existing town centre markets, where appropriate.

5.95 In relation to town and district centres, the Town Centre Regeneration Program study identifies infrastructure improvement opportunities with the aim of promoting town centres unique cultural history, heritage and historic environment. Broadening and interlinking leisure, community and cultural experience in the town centre will contribute towards the protection of local cultural heritage, increase tourism potential and simultaneously generate income, investment and increase economic resilience.

## B) Strategic Social, Health and Community Infrastructure

### Housing mix

5.96 The LPR seeks to achieve a balanced housing market which serves the needs of the District's communities.

5.97 The Berkshire Strategic Housing Market Assessment (SHMA) and the subsequent Updated Housing Needs Evidence identified the mix of new homes required and the need for specialist housing. This evidence supports:

- maximising affordable housing on new development sites and requirements for affordable housing are set out in Policy SP19 'Affordable Housing'.
- Policy DM19 for Specialist Housing
- Policy DM18 for Self and Custom-build Housing.
- Policy DM30: Residential space standards sets out the requirement for residential development to meet nationally described space standards in order to ensure that new homes provide sufficient space for basic daily activities and needs.

5.98 The SHMA also shows that the following broad mix of future dwelling sizes is required for market and affordable housing:

#### Housing size by number of bedrooms 1-bed 2-bed 3-bed 4+bed

	1-bed	2-bed	3-bed	4+bed
Market	5 -10%	25 – 30%	40 – 45%	20 – 25%
Affordable	20 – 25%	35 - 40%	30 - 35%	5 -10%

5.99 To ensure mixed and balanced communities, a mix of dwelling sizes, in line with the table above, will be sought from developments delivering new homes through Policy SP18.

5.100 Strategic Policy SP19 'Affordable Housing' is designed to ensure sufficient and relevant provision of affordable homes. As a starting point, the Council will be seeking a tenure split of the affordable housing on each development site of 70% social rented and 30% affordable home ownership.

5.101 The Council supports the development of housing schemes that are initiated by local communities. The Council will expect that the proposal has been initiated by a legitimate local community group which is able to demonstrate that it has a democratic structure, is not for profit, is controlled by the local community and has appropriate policies and procedures in place. Community groups may wish to consider partnering with organisations such as housing associations, landowners and agents in bringing forward sites for development.

5.102 West Berkshire Council, as the Local Planning Authority, is required to identify sites to meet the needs of Gypsies, Travellers, and Travelling Showpeople. Policy DM20 of the LPR sets out the requirements for Gypsy, Traveller and Travelling Showpeople needs. There is a corporate commitment to supporting sustainable communities, and a good supply of affordable housing including social rented housing to address housing needs. This applies to the Travelling communities as well as settled communities. Policy DM20 therefore includes national requirements to set pitch and plot targets which address the likely permanent and transit accommodation needs in the area, working

collaboratively with neighbouring authorities. Policy DM20 therefore reflects this through the West Berkshire District Gypsy and Traveller Accommodation Assessment (GTAA) .

## **Education and Skills**

### **Early Years, Primary, Secondary Education and Special Education Needs (SEN)**

5.103 The district had experienced a period of demographic growth in the primary phase, which was most significant in the period 2012 - 2016. These numbers have declined since the peak years but have now stabilised overall. This is not an even picture, however. Some of our rural communities are seeing much lower numbers, whilst schools in the Newbury area remain relatively full. Thatcham however, has seen quite a significant decline in pupil numbers, driven by a much lower birth rate in the area.

5.104 Demographic growth has now moved into the secondary phase. As with primary growth, the focus is on Newbury and north Newbury in particular. The impact will be mitigated with a mix of temporary and permanent expansion of existing schools. The scale of growth doesn't warrant new provision and as we have seen with primary numbers, the period of growth is finite. That said, Newbury numbers remain buoyant in the primary phase and whilst we anticipate we will have sufficient places, there is unlikely to be a surplus if this continues.

5.105 Over the last decade the majority of our schools have seen an increase in roll. The expansion of existing provision has been the solution to mitigating the increase in pupil numbers. This has now led to the vast majority of school sites being unable to expand any further. This is the case in both phases of education, although with primary numbers having dropped this will depend on the scale of the mitigation required and there may be more scope to utilise existing provision although this will vary from area to area. This could result in any additional places needing to be provided through new provision. This could make the cost of those additional places more expensive than previous on-site solutions.

5.106 In order to mitigate the impact of the strategic sites on-site primary provision would be required. There is also the need for additional secondary provision. These sites are subject to detailed discussions and master planning which will identify the accommodation required. It is anticipated that new provision would be secured through Section 106 agreements.

5.107 Across Newbury and Thatcham around a further form of entry of primary provision (210 places) will be required for the non-strategic sites. This is predominantly required in Newbury. It is anticipated that any expansion required would need to be funded by CIL receipts.

5.108 The secondary schools in this area are generally quite large and have constrained sites. There is little capacity to expand the schools further. The impact of the strategic and non-strategic sites when taken together would need to be carefully considered to establish whether new secondary provision is required.

5.109 The scale of development proposed for the AONB and East Kennet Valley is likely to be mitigated within existing provision. Some of these rural settlements would benefit from the additional development and inward movement of families to offset declining numbers in the area. This picture could change beyond the current forecast horizon (2020-2025) and so it is possible that CIL receipts could be required to provide additional accommodation, depending on the situation at that time.

5.110 The impact in the Eastern Urban Area is likely to be met from within existing provision at secondary phase. The primary impact across much of this area is spread across a number of schools.

Existing provision should therefore be able to accommodate the planned numbers. The exception being Theale. The development proposed is in addition to the Lakeside development which does have permission but has yet to start. The new school in Theale was planned to be able to expand and this will be used to mitigate the Lakeside development. Further development in Theale is therefore likely to require further expansion, which will require land and build costs.

5.111 Early Years and Special Educational Needs provision is likely to need to be expanded as housing numbers increase across the district. Sites will need to be considered on a case by case basis. Reference will need to be made to the Early Years Sufficiency survey and the SEND Strategy document or similar at that time. It is anticipated that CIL receipts will need to fund any provision required.

### **Further/Higher Education**

5.112 Over the coming months, further discussions on Strategic Infrastructure, and Local Infrastructure requirement associated with the proposed site allocations and further/higher education requirements will continue as part of the IDP Consultation. This will include an invitation to Newbury College to comment.

### **Community Provision & Arts & Cultural Services**

5.113 The Council has published ‘The West Berkshire Cultural Heritage Strategy 2020-30’ which sets out the ambition and vision of the council and key stakeholders for a strong cultural offer and sector in West Berkshire for the next ten years. By 2030 the Council and other stakeholders will have delivered actions to achieve the objectives of 6 strategic themes:

<b>Strategic themes</b>	<b>Objectives</b>
Sustainability	Ensure our cultural and heritage organisations are sustainable and thrive.
Economic Development	Increase domestic and international tourism to generate income, investment and increase economic resilience. This is linked to Sustainability.
Health and Wellbeing	Contribute to the improvement in the health and wellbeing of all our residents.
Education, Training and Employment	Improve access to cultural education, training and employment opportunities.
Access	Improve access to cultural heritage and activities for all.
Historic Environment	Protect and promote our unique cultural history, heritage and historic environment.

5.114 No broad strategic infrastructure needs have been identified yet and the Cultural Heritage Strategy Delivery Board, which started in March 2021, will develop and deliver actions including infrastructure needs. The development quantum contained in the LPR will have a significant impact on community services which will need to be improved or expanded, such as library services (see below).

5.115 Strategically it is important that the IDP recognises the need to be flexible over the plan period, as the needs of the community will change over time. Therefore the IDP will need to pick these issues

up as they arise - it is a 'living' document which will be regularly updated. It is particularly important that the needs of the voluntary sector and organisations supporting and developing communities are recognised and addressed.

5.116 Access to a community facility is a vital part of any residential development. Community facilities need to be provided as part of any strategic site allocation. Space should be flexible and able to accommodate a range of uses. There are no national or local standards for the provision of community facilities and there is scope for innovation, and details will need to be worked up which address the particular needs and issues of each development.

5.117 The West Berkshire Libraries Service is one area where additional need has been identified arising from the proposed site allocations in the Local Plan Review. The library service operates a hub library in Newbury and branch libraries in Hungerford, Lambourn, Thatcham, Theale, Pangbourne, Stratfield Mortimer and Burghfield, and a mobile library service across the district. Libraries also put on a range of cultural events including talks by famous authors, theatre performances, pop-up exhibitions provided by the museum and the popular Summer Reading Challenge for young people. New facilities have been identified for Thatcham and this will be detailed in a review of the libraries services.

### **Arts and Cultural Facilities**

5.118 Cultural heritage is integral to people's health and wellbeing, it increases academic attainment, provides a sense of place and identity, and has a positive impact on the local economy. The COVID-19 pandemic has had a significant negative impact on the cultural heritage sector with many organisations struggling or unable to survive. The economic downturn caused by the pandemic has been considerable and presents challenges on a scale not encountered for decades. The pandemic has led to many residents re-engaging in arts activities and there is increased recognition of the role cultural heritage in people's health and wellbeing and the local economy. As indicated above, the West Berkshire Cultural Heritage Strategy 2020-30, under the Cultural Heritage Delivery Board has identified partners to manage the delivery of the Strategy.

5.119 Whilst the Strategy does not identify the need for new cultural facilities, it is recognised that support should also be given to a range of facilities and amenities as the plan period progresses which help to support the delivery of arts and culture, and other recreational activity across West Berkshire. Such assets and facilities could range from school and village halls and places of worship, parks and gardens, to more purpose built community centres arts studios and workshops and more informal meeting places.

5.120 In a recent public consultation associated with the Newbury Town Centre Masterplan study, a lack of shared, flexible public space in the town centre was identified as a key issue by respondents and new provision of such public space was subsequently identified as a key priority action and included in the final Masterplan as flexible public space on Newbury Wharf.

5.121 Place-Making Strategies are also being developed for Thatcham and Hungerford town centres, in which early visioning workshops with local stakeholders have begun to identify a similar issue – that there is a lack of open and flexible public space, particularly in Thatcham. If this emerges as a priority from the public consultation process then it may form part of the Strategy going forward.

## Community Safety

5.122 Building Communities Together (BCT) Partnership aims to communities to better harness local resources, help each other and build resilience whilst protecting the most vulnerable.

5.123 This Partnership was established as a sub group of the Council's Health and Wellbeing Board bringing together the Brilliant West Berkshire Programme Board and the Safer Communities Partnership. The Building Communities Together Partnership will oversee and guide multi-agency partnership work contributing to achieving the Health and Wellbeing Strategy Aim to '*build a thriving and sustainable environment in which communities can flourish*'

5.124 The Building Communities Together Partnership's Strategic Aims are to:

- *Build community resilience*
- *Help reduce inequalities in health and wellbeing*
- *Reduce and prevent crime*
- *Safeguard children and vulnerable adults*

5.125 The Partnership's Strategic Action Plan identifies 4 objectives:

- Community Engagement - Develop and sustain effective and appropriate ways of working *with* communities, groups, networks and individuals
- Early Intervention and Prevention - Protect those who are vulnerable and work in partnership to reduce risk
- Empowering Communities and Individuals - Identify opportunities for communities and individuals to 'take the lead'
- Integrated Working - Strengthen the Building Communities Together Partnership

5.126 In addition to the above, the Newbury Town Centre Masterplan as part of Town Centre Regeneration Programme, identifies opportunities to address safety concerns of all users of urban space in town centres at night, such as additional outdoor lighting that will enhance community safety, bring character and help define urban spaces.

5.127 Whilst no infrastructure requirements have been identified as part of the IDP at this point in time, over the coming months, further discussions on Strategic Infrastructure, and Local Infrastructure requirement associated with the proposed site allocations will continue with the Partnership and the IDP amended to reflect any discussions.

## Health and Wellbeing

5.128 Tackling health and wellbeing requires a multi-agency approach. The West Berkshire Health and Wellbeing Strategy 2017-2020, developed by the Health and Wellbeing Board, seeks to align the broader strategic priorities of the Council, Newbury and District Clinical Commissioning Group (CCG) and North and West Reading CCG as well NHS England and Public Health England. It is underpinned by the need to 'build communities together' by enabling communities to be stronger and resilient, solving problems for themselves, working together with partner agencies and the voluntary sector to meet their health and wellbeing needs. It also aims to tackle inequalities in health by addressing the wider determinants of health such as housing, unemployment, homelessness, education, social



isolation, transport and community safety. Ensuring those who have the most need in our district are as healthy as everyone.

5.129 The Council recognises that the Local Plan has a crucial role to play in ensuring that opportunities exist for people to be able to make healthier lifestyle choices and address health inequalities. Health and environment are inextricably linked and the creation of attractive, safe and accessible places to live improves the quality of life and wellbeing of both individuals and communities as a whole.

5.130 LPR Policy DM3 sets out that development should be designed to encourage healthier lifestyles through the promotion of physical activity, the enhancement of social connections and the strengthening of mental health.

### **Health centres/doctors surgeries**

5.131 The following organisations will be contacted and comments sought on the infrastructure requirements arising from the Local Plan Review: Primary Care Co-Commissioning Manager (North and West Reading Clinical Commissioning Group (CCG), Newbury and District CCG, South Reading CCG, and Wokingham CCG).

### **Accessibility**

5.132 Infrastructure planning needs to take account of the needs of people with restricted mobility. The Disability Discrimination Act addresses many of these needs but there is much more that can be done through the early consideration of issues, and it is recommended that, as projects come forward through the infrastructure planning process the input of appropriate groups is sought at the earliest opportunity.

### **Residential care provision**

5.133 Given the expected increase in the number of older people during the plan period and the specific needs of those with long-term health conditions and disabilities, there is a requirement for homes which are adaptable and accessible. LPR Policy DM19 - Specialist Housing, addresses this need.

5.134 The dwelling mix set out above does not apply to developments for sheltered housing, extra care housing and registered care provision, thus in such developments, the appropriate mix of dwelling sizes will be looked at and assessed against the intended needs of occupiers.

5.135 West Berkshire Council has identified the need to increase the choice of housing and support options for young people and adults with a range of additional support needs and long term health conditions. Schemes will vary though the plan period with the Council continuing to assess ongoing need and leading on the commissioning of such provision.

5.136 Whilst there are no relevant strategic schemes identified in the local, land at Stoneham's Farm, Tilehurst is allocated for 65 bedspace care home (LPR Policy RSA6).

### **Leisure Facilities**

5.137 This covers, **arts and cultural facilities (see above)** and **indoor sports provision and playing pitches** in West Berkshire and cross overs with green infrastructure.

5.138 The emerging Leisure and Cultural Strategy (2021-2031) has identified 4 main objectives for leisure in West Berkshire:

- A more physically active community
- Accessible locations and modern facilities
- Sustainable services
- Working with our communities and partners

5.139 Within this, the emerging Strategy identifies the following key targets, aiming to:

- Increase the uptake of the recommended 30 minutes or more of moderate intensity activity per week;
- Invest at least £4M to provide a modern and sustainable Northcroft Leisure Centre in Newbury;
- Provide additional upgrades to both Hungerford and Thatcham Leisure centre sites
- Accessible sports pitches for the community;
- Introduce a sports development function to work with the community and improve participation;
- Reduce the carbon emissions in each of our leisure centres by up to 50% in 2030 (through initiatives such as solar panels, ground source heating and grey water recovery for example);
- Improve the links with neighbouring authorities, town and parish council's to develop Community Leisure Hubs;
- Develop projects which encourage and promote sport and leisure opportunities for young people and those with disabilities;
- Develop a comprehensive plan for all council operated public open spaces, footpaths and common designed to maximise accessibility and physical activity;
- Work with the West Berkshire Economic Development Company, Get Berkshire Active and sports governing bodies to co-design engagement projects and develop links with the voluntary and private sector; and
- Network with all the schools across the district to identify opportunities to improve access to leisure facilities to local communities and invest in them.

5.140 Under the objective 'Deliver accessible locations and modern facilities', the main mechanisms for delivery is via the Community Leisure Hubs, including investment needed for the expansion of the leisure offer for example at Northcroft Leisure Centre, and Newbury Lido.

- Projects to be included and that aim to provide value for money leisure hubs such as:
  - Northcroft Leisure Centre, Newbury;
  - Hungerford Leisure Centre;
  - Kennet Leisure Centre, Thatcham;
  - Henwick Worthy Sports Ground, Thatcham
  - School community access projects– East, West and Central;
  - Town Council community access projects – East, West and Central;
  - Parish Council community access projects – East, West and Central; and
  - Identify new leisure opportunities in the East of the District.
- Finalise the management arrangements for Council leisure centres on expiry of the current contract;
- Complete a review of Newbury Lido;
- Carry out feasibility studies to update and rationalise our current facilities with particular reference to provision in the East of the district.

5.141 The emerging Strategy also aims to deliver more 'accessible open spaces' (commons, cycle paths, footpaths and Rights of Way, parks, playing pitches, rivers and canals, woodland and urban community open space).

5.142 In terms of playing pitches, the West Berkshire's 2019 Playing Pitch Strategy outlines a methodology for calculating playing pitch provision within new developments, to ensure that the district's provision remains at good levels. The draft document includes an initial action plan which addresses the top 10 priorities and sites within West Berkshire that are a high priority across all sports.

## **C) Strategic Green Infrastructure**

### **Open Space**

5.143 West Berkshire Council Countryside Service provides opportunities for people to access and enjoy the West Berkshire countryside. Most of the council's countryside sites are managed by the local wildlife trust BBOWT under a long term agreement. The joint aim of this partnership is to protect, conserve and manage our valuable and popular countryside areas for the benefit of both wildlife and people. They promote these locations for public access in a way which does not damage local wildlife, and provide educational opportunities for visitors, especially children, to learn more about these special places.

5.144 Policy SP10 (Green Infrastructure) aims to promote and strengthen the strategic and local green infrastructure in West Berkshire. This includes amenity open spaces, and the linking of assets by green routes. Policy DM3 links into this from a health and wellbeing perspective, whilst Policy DM40 of the LPR sets out the requirements for on-site and off-site public open space for residential development.

5.145 New development places additional demands on the supply and resilience of existing open space. Several of our key open spaces and larger countryside sites are important sites for nature conservation, some have SSSI status and therefore are sensitive to visitor pressure. It is important that new residential development meets the standards set out in this policy to provide sufficient public open space for new residents in order to alleviate the pressure on existing, already near capacity, countryside locations.

5.146 Policy DM40 requires provision of public open space for schemes of 10 dwellings or more, preferably on site. This is important to the health and wellbeing of the residents of West Berkshire. One of the key determinants is whether proposed provision as part of a scheme, meets anticipated demands for participation now and in the future having regard to any national or Council strategies on leisure and sports provision.

### **Sport and Recreation**

5.147 Playing pitches and other recreational facilities form part of the Green Infrastructure network, and requirements are considered under 'Social and Community' infrastructure under 'leisure'.

5.148 The council provides both grass based and artificial sports pitch provision throughout the district. Many of these pitches are at near capacity. The council's Playing Pitch Strategy 2019 provides a clear approach to securing playing pitch provision in the case of new development, or utilising planning gain and Section 106 (S106) contributions to improve the quantity or accessibility of existing provision. The Playing Pitch Strategy's evidence base and action plan will be used to justify the need arising from the specific development and how these are to be met.

<https://info.westberks.gov.uk/CHttpHandler.ashx?id=49809&p=0>

## **North Wessex Down Area of Outstanding Natural Beauty (AONB)**

5.149 The primary purpose of AONB designation, ‘to conserve and enhance the natural beauty of the area’, is set out in the Countryside and Rights of Way Act 2000. The North Wessex Downs AONB covers 74% of West Berkshire and its natural beauty is a function of the relationship between people and place over time.

5.150 The North Wessex Downs are a sparsely populated landscape. The population density of 58 residents per km<sup>2</sup> across the AONB compares to an average for West Berkshire of 205 per km<sup>2</sup>. Despite the relatively low population density, there are development pressures on the North Wessex Downs. This is due to its location within South East England and its proximity to London. There is a need to manage these pressures with sensitivity both within and in the setting of the AONB in order to maintain a balance in promoting economic and social viability whilst retaining the character of the North Wessex Downs.

5.151 Communities need to be economically viable and have adequate housing, amenities and facilities. However, the primary purpose of the AONB designation needs to be paramount when considering such issues. There is also a need to ensure a consistent approach across the nine different local authority areas across the North Wessex Downs.

5.152 The AONB Partnership supports the emerging approach as set out in DEFRA’s 25 Year Environment Plan to extend the scope of the concept to achieve ‘net gain’ through development and to apply this beyond biodiversity to embrace wider natural capital benefits, including the landscape and natural beauty.

5.153 Policy SP2 of the LPR seeks to steer development to areas in the North Wessex Downs AONB where it will positively respond to the landscape and where it will support its local communities and rural economy in a manner commensurate with the statutory status of the AONB as a nationally valued landscape.

5.154 The supporting text to the policy explains *“The review, production and publication of the Management Plan for the North Wessex Downs, together with the coordination of its delivery, has been delegated by the Council to the North Wessex Downs AONB Partnership (Council of Partners(4)). It supports and complements the LPR, setting out a spatial policy framework that reflects national and local issues to ensure the AONB’s natural heritage, landscape and built character are conserved, the local economy is supported and use of the AONB for recreation is encouraged.”*

5.155 No strategic green infrastructure requirements have been identified under this heading. However, a number of the sites proposed to be allocated in the LPR, have identified local green infrastructure requirements relating to the improvement of the North Wessex Downs AONB.

## **Special Areas of Conservation (SACs); Site of Special Scientific Interest (SSSI) & National Nature Reserves**

5.156 West Berkshire has a rich ecology much of which is under threat from habitat loss and disturbance. There are at least 97 threatened or endangered species such as the Dartford warbler, nightjar, adder and woodlark existing within the key nature conservation sites under the council’s, and BBOWTS care. Despite this wealth of wildlife, the landscape has become fragmented. Lowland heathland such as the Greenham and Crookham Commons is one of the most threatened habitats in England, and since 2008 we have expanded and enhanced this precious landscape by increasing the areas of heathland and improving the links between fragmented pockets. This must continue in order

to halt the decline of species. The council with its partners will seek to acquire new land through development allows opportunities to strengthen protection and the expansion of habitats for key species.

5.157 Policy SP11 of the LPR seeks to ensure that development proposals which conserve or enhance biodiversity or geodiversity and deliver a net gain will be supported in principle where this accords with other policies in the local plan. Therefore, development will only be permitted in certain circumstances. The most important sites for biodiversity and individual wildlife species receive statutory protection under international and national legislation. Special Protection Areas (SPA) and Special Areas of Conservation (SAC) are internationally important and are afforded the highest level of protection.

5.158 The three SACs (which are all sensitive to surface and groundwater quality and quantity) in West Berkshire are:

- Kennet and Lambourn Floodplain
- River Lambourn
- Kennet Valley Alderwoods.

5.159 The supporting text to the policy explains *“Sites of Special Scientific Interest (SSSI) are nationally designated sites which have important wildlife or geological value. There are currently 51 SSSIs within West Berkshire covering 1470 hectares. Six fall within the SACs. The pre-dominant (60%) designated habitats are chalk streams and grassland, and ancient woodland.”*

Asford Hill is a National Nature Reserve and also includes an area designated as a SSSI.

5.160 Whilst there are no strategic green infrastructure requirements identified under this heading, a number of the sites proposed to be allocated in the Local Plan Review, have identified local green infrastructure requirements.

### **Local Wildlife Sites & Local Nature Reserves**

5.161 The District contains a range of habitats and geological features of local significance designated as Local Wildlife Sites and Local Geological 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. Although these sites may not meet the criteria required to be afforded SSSI status they are highly valued by local communities and are often the first contact the majority of the local population have with wildlife.

5.162 Policy SP11 of the LPR explains in the supporting text that there are 508 Local Wildlife Sites (c.7600 ha) designated for their county level importance and covering 11% of West Berkshire, many of which are ancient semi-natural woodland.

5.163 There are 2 local nature reserves in the District also: Thatcham Discovery Centre and Greenham Common Nature Reserve.

5.164 The Berkshire Biodiversity Action Plan (BAP) builds upon national and regional targets for biodiversity enhancement. Therefore the Council will seek opportunities to support the delivery of the Berkshire BAP. There are many opportunities for biodiversity and geological enhancement in all parts of the District and not just on identified sites.

5.165 Biodiversity Opportunity Areas (BOA) have been identified by the Berkshire Local Nature Partnership. There are 17 which have currently been identified, either whole or in part, across the District. BOAs do not represent a statutory designation or a constraint upon development, rather, they are the areas where biodiversity improvements are likely to have the most beneficial results at a strategic scale. The Council will pursue net gains for biodiversity in and around BOAs and projects which seek to enhance biodiversity within West Berkshire, particularly based on Biodiversity Opportunity Areas, will be supported.

### **Canals & Rivers**

5.166 The Canal and River Trust will be contacted and comments sought on the infrastructure requirements arising from the Local Plan Review.

5.167 Waterways are multi-functional assets providing multiple economic, social and environmental benefits. In addition to being a form of green and blue infrastructure, important for leisure, recreation and tourism uses, they can provide local and strategic sustainable transport routes.

5.168 Our waterways are increasingly being used in association with new technologies, contributing to the creation of 'Information Superhighways' and a potential source for thermal energy generation and cooling. They can act as catalysts for regeneration and a focus for development, are vital for many local small or medium-sized enterprises (SMEs) while also supporting and adding value to larger companies. They form a valuable part of the nation's visitor and green economies – engaging local communities and visitors alike and laying the foundations for future health, well-being and prosperity.

5.169 A supportive planning policy framework from national to neighbourhood level, can assist in unlocking the potential contribution and value of waterways to the economic, social and environmental wellbeing of regions, districts, communities and individuals; along with protecting these valuable assets for the benefit of current and future generations.

5.170 A summary of comments from the Trust that were included in the IDP (2016) are included below:

*The Canal and River Trust own and manage the Kennet and Avon Canal which runs for 45 kilometres through the West Berkshire area. The canal has undergone a waterway renaissance starting with its restoration in the early 1990's. The Waterway runs between Froxfield Bottom Lock and Southcote Lock as it passes through West Berkshire. It is made up of a mixture of River section, canal and canalised river and the Trust acts as Navigation Authority for the whole stretch and in many areas owns the towpath as well.*

*The canal runs through a number of housing growth areas as identified in the Local Plan Review, including Newbury and Thatcham.*

*Any waterside development by third parties will place extra liabilities and burdens upon the canal infrastructure in relation to ongoing management and maintenance costs. For example, the use of the canal for drainage and flood alleviation purposes and the ongoing maintenance costs for maintaining not only attractive "waterway settings" but sustainable transport routes used by the future occupiers of such development.*

*Similarly, changes of land use adjacent to the canal can alter the risk profile of our maintenance regime, leading to additional cost for British Waterways. For example, managing*

*a canal that passes through a largely rural landscape of agricultural land generates a smaller maintenance liability than one that passes through a residential or commercial area.*

*Waterside development and regeneration schemes by third parties are exploiting the waterside settings to maximise development value uplift generated by waterside location, yet these third party schemes are not always being obliged to contribute to the development, improvement, restoration and maintenance of waterways.*

*Waterways are recognised as unique multi-functional assets that perform a number of other important functions such as water resourcing (drainage and flood alleviation); waterborne transport functions (freight, passengers and leisure); use of towing path as a healthy and sustainable transport route for walking, jogging and cycling; a wildlife corridor; and an integrated part of new, waterside developments. Furthermore, canals are a type of “economic development” linked to the visitor economy. The canals can be used to help deliver urban renaissance and improve urban and housing offers, as well as being used as tools in place making and shaping; re-branding; confidence building; delivering image change; attracting and generating investment; and improving quality of life.*

*It is important to ensure that new waterside development and regeneration activity supports the long term sustainability of the canal/river corridor.*

## **Woodlands and hedgerows**

5.171 Woodlands make up some of West Berkshire’s most beautiful landscapes and provides a complex habitat for a wide range of species, offering food and shelter at ground level or among low growing plants, within shrubs and bushes and amongst the branches of the tallest trees.

5.172 Over the last 40 years, due to the intensification of farming and development pressures, almost half of the UK’s ancient woodland has been lost. This has made the managing and creation of woodland important and given extra significance to the creation and maintenance of hedgerows; as well as providing refuge, these make up a vital wildlife corridor to fragmented habitats.

5.173 Hedgerows are important also in agricultural terms. The primary functions of hedges are for the purposes of stock management or to mark land boundaries. Hedgerows also represent a habitat resource which is particularly important for species within the agri-ecosystem, which would struggle to persist in managed field systems.

5.174 The benefits derived from the availability of shelter and shade can be huge for livestock. Animal health may also be improved through reductions in standing water from increased infiltration rates associated with greater tree and hedgerow cover. A thick stock proof hedge can also offer a barrier to the spread of disease as this reduces animal to animal contact which is the primary vector of disease transmission between farms and between livestock.

5.175 The re-establishment or replacement of hedgerows and woodland patches on farms remains an area for development, yet has great potential to deliver multiple benefits in economic, ecological and environmental terms.

5.176 Improvements to woodland and hedgerow areas and habitats for priority protected species, and the creation new woodlands, hedgerows and habitats for priority protected species will be addressed throughout the plan periods as opportunities arise.

5.177 Policy DM15 of the LPR (Trees, Woodland and Hedgerows) aims to ensure the management, including conservation and enhancement, of existing trees, woodland and hedgerows, and to ensure that opportunities for restoration and new planting are realised. A number of the site allocations include requirements for planting and restoration.

### **RoW/bridleways**

5.178 West Berkshire possesses a rich network of linear routes and areas of land, away from roads, which are available for use by the public. The council's rights of Way improvement Plan (adopted 27 May 20210) refers to these collectively as the 'access network'. This Plan sets out the District Council's aims to improve the access network for the enjoyment of all its users.

5.179 The access network comprises 'Definitive' public rights of way; cycle tracks; routes permitted for use by landowners; informal routes used by the public; and land open for public access. Some remote rural roads are also similar in character to these other forms of linear access. This Plan sets out the District Council's aims to improve the access network for the enjoyment of all its users. The Plans objectives will be used to justify the need arising from the specific development and how these are to be met.



## **6 Local Infrastructure Needs**

6.1 Previous iterations of the IDP have provided individual housing trajectories for each Site allocation referencing the assumed delivery rates identified within the relevant LPR site allocation policies. To enable an up to date picture of delivery timescales to be present this information has been replaced with the Housing Trajectory contained in the LPR.

6.2 A number of the sites have commenced works on site and are at various phases of delivery. It is therefore possible that individual elements of infrastructure have been fully delivered or that a number of elements are currently partly delivered. This position is extremely fluid and therefore until the allocations have been completed delivery the relevant site specific infrastructure needs schedules (separate document) will continue to list the full infrastructure requirements.

## 7 Summary of Infrastructure Costs

7.1 The summary table below shows the total costs of all infrastructure requirements as a result of the implementation of the site allocations in the LPR. This is set out in more detail in **Appendix 1** where the infrastructure costs are included under the headings of Physical Infrastructure, Social, Health & Community Infrastructure and Green infrastructure.

### Summary of Infrastructure Costs

	<b>Cost</b>
Physical Infrastructure	£121,541,100
Social, Health & Community Infrastructure	£46,337,270
Green infrastructure.	£7,121,616.00
<b>TOTAL</b>	<b>£174,999,986</b>

Please note that a portion of the total costs identified, has already been funded, primarily from external sources.

## Appendix 1: Summary of Infrastructure Requirements

**Table 1 Total Physical Infrastructure:** summary of improvements needed which will arise either directly, indirectly or cumulatively as a result of development impacts.

Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
<b>Transport: generic (including road, public and private transport, walking and cycling)</b>				
Walking and cycling infrastructure improvements in line with the Local Cycling and Walking Infrastructure Plan (LCWIP)	Will vary depending on scheme (route improvements, crossing facilities, junction improvements, cycle hubs, cycle parking, etc.) Estimated £20million cost for delivery	Mixture of funding according to what the specific need is for each scheme. Funding will include CIL / s106 / Council capital funding and external grant funding	Phasing plan yet to be developed to accompany the LCWIP. This will link with opportunities from local development. Government ambition is for delivery of LCWIPs by 2040	West Berkshire Council
Extension of Eling Way pedestrian/cycle route to Newbury	£5,000,000	CIL and external funding	To be determined	West Berkshire Council
Wayfinding – signage to support the LCWIP (above) Some wayfinding exists in Newbury and Theale. This needs further phases in Newbury and will need to be expanded in line with the routes delivered through LCWIP and in connection with new development	This is estimated at £500,000	Mixture of funding according to what the specific need is for each scheme Funding will include CIL / s106 / Council capital funding and external grant funding	Where signage is linked to supporting a particular development it should be installed prior to occupation	West Berkshire Council
Bus services to support sustainable development	Sandleford £2.2m NET – £3.67m  Will vary depending on which development is being supported	Developer contributions for enhancements to Council funded network	Phasing plans to be developed alongside development proposals	West Berkshire Council, Bus Operators
Shared mobility services : Car Clubs – continuation and expansion of Newbury Car Club and introduction of new shared mobility schemes where viable	£300,000	Developer contributions	Ongoing	West Berkshire Council
Electric Vehicle Charging Points	£2million	Mixture of funding from Government grants, Developer	Ongoing according to delivery of Environment	West Berkshire Council

Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
		funding, WBC capital funds	Strategy and responding to need	
Schemes and measures identified through the A339 Study	£250,000	Mixture of funding from Government grants, Developer funding and Local Authority capital funds	Currently unknown	Partnership approach with other LAs
Schemes and measures coming out of the Basingstoke to Reading Multimodal Transport Corridor study	Unlikely to be projects coming from this that will require West Berkshire to contribute to financially	Mixture of funding from Government grants, Developer funding, WBC capital funds	Currently unknown	Partnership approach with other LAs
Infrastructure to support emerging technological advances in travel and transport especially where associated with the decarbonisation of transport	Will vary according to project	Mixture of funding from Government grants, Developer funding, WBC capital funds	Currently unknown	West Berkshire Council
Kings Road Link Road, Newbury	£4.435million (including decontamination work and bridge works)	Local Growth Deal via TVB LEP, Homes England, developer contributions, LTP capital funding	Scheme underway, due to be complete in 2021	Developer for Sterling Industrial Estate
Improvements to Robin Hood gyratory and A4 Faraday Road junction, Newbury	£2.4million	Developer contributions	2021/22 – 2022/23	West Berkshire Council
Sandleford Park access improvements and link road to the A339 in south Newbury	£3.968million	Local Growth Deal via TVB LEP, developer contributions, WBC capital funding	Scheme underway, due to be complete early 2022	West Berkshire Council
Package of infrastructure improvements (not specified elsewhere in table) to be delivered to support Sandleford Park, south Newbury	£15.5million £643,100 Travel Plan	Developer contributions	The development has now been allowed on appeal: package of improvements & associated costs will therefore be updated.	Developer
Package of infrastructure improvements to be delivered to support North East Thatcham housing development	Travel Plan £1.125m Highways £22million	Developer contributions	Dependent on the granting of planning permission	Developer
Estimate for proposed sites (excluding Sandleford & NE Thatcham) - the estimated cost of				

Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
providing the necessary infrastructure and mitigation measures. The 'transport infrastructure' includes network improvements for walking, cycling and motor vehicles, public transport improvements not already included elsewhere and the cost of implementing travel plans and their measures. These are estimates only and the more detailed nature of transport infrastructure and mitigation costs will be determined through the planning process when applications are submitted and thoroughly assessed.				
Newbury and Thatcham*	£6.7m	Developer contributions	Dependent on the granting of planning permission	Developer
Eastern Area	£6.5m	Developer contributions	Dependent on the granting of planning permission	Developer
North Wessex Downs AONB	£2.5m	Developer contributions	Dependent on the granting of planning permission	Developer
<b>Transport: improvements to the Strategic Road Network</b>				
Smart Motorway scheme, J3-J12 of M4	Total scheme cost £848million	DfT / National Highways	Underway, due to complete in Spring 2022 or soon after	National Highways
Whilst it is hoped that there will be some improvements made to the A34 (by National Highways) in order that it can continue to carry out its important strategic function in a safe and efficient way, it is not currently anticipated that proposed development in West Berkshire in this plan period up to 2039 will cause the need for further improvements to the Strategic Road Network.				
<b>Transport: Rail</b>				
Upgrade to Newbury Station and transport interchange provision	Approx £6million	Funding already secured through: Local Growth Deal via TVB LEP, developer contributions, rail industry, DfT	Underway, due to be complete end of 2021	GWR / WBC
Theale Station upgrade and access route improvements	Approx £6million	Funding already secured through: Local Growth Deal via LEP, WBC capital funds, rail industry, DfT	Due to be complete by March 2022	GWR / WBC

<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Access for All lifts and new bridge at Theale Station	Approx £4million	Funding already secured through: DfT	2022-23	Network Rail
Thatcham Station accessibility and customer experience improvements including cycle hub	£3million (estimate)	Developer contribution / external funding bids	In parallel with North East Thatcham development	WBC / GWR / NR
Other Station facility improvements (including Access for All schemes), upgrades and access routes to support housing growth and growth in rail travel	Dependent on project	Mixture of funding according to what the specific need is for each scheme	Unknown at this stage	Partnerships between Network Rail, Train Operating Company (currently GWR) and West Berkshire Council
Western Rail Access to Heathrow	Not envisaged that WBC will contribute to the funding for this project	TBC	Unknown at this stage – pending submission of Development Consent Order	Network Rail
<b>Energy</b>				
Improvements to energy networks or local system upgrades as identified through Local Area Energy Plan (LAEP)	TBC – unknown until LAEP is complete and recommendations have been costed	TBC – likely that a mix of funding sources will be necessary	TBC – indications of when projects are needed will be given in the LAEP	Energy providers
Delivery of renewable energy projects and other low / zero carbon energy solutions for homes and non-residential premises	Cost will vary from development to development.	Delivery should be incorporated into new developments and funded as part of the overall scheme	Solutions need to come forward with developments and be an integral part of their delivery	Developers, Energy providers
<b>Water resources, supply and flood risk</b>				
Future flood defence schemes:				
North Thatcham – Attenuation basins located north of Bowling Green Road and Health Lane.	£1.3M approx..	Grant in Aide, Local Levy and local contributions	2022 (provisional)	Partnership
Attenuation basin located at Siege Cross near Floral Way/A4, Thatcham.	£800K approx..	Funding: Grant in Aide, Local Levy and local contributions	2023 (provisional)	Partnership
Hampstead Norreys – Flood relief channel.	£200K approx..	Funding: Grant in Aide, Local Levy and local contributions.	2022 (provisional)	Partnership
Stanford Dingley - Flood relief channel. Approximate cost	£450K approx.	Grant in Aide, Local Levy and local contributions.	2022 (provisional)	Partnership

<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Lambourn – Dredging River Lambourn downstream of Newbury Street.	£100K	Funding: Grant in Aide, Local Levy.	TBC	Partnership
<b>Waste water collection and treatment</b>				
None identified through the EDIDP process	-	-	-	-
<b>Communications</b>				
FTTP Broadband improvements across West Berkshire, including rural areas	Costs will vary depending on projects.	Will vary	2020-2039	West Berkshire Council with other providers
<b>Employment</b>				
Infrastructure to support skills/training	Will vary	Public, private & voluntary sector	2020-2039	Partnership approach depending on scheme

**Table 2 Total Social, Health & Community Infrastructure:** summary of improvements needed which will arise either directly, indirectly or cumulatively as a result of development impacts

Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
<b>Housing</b>				
A range of housing and accommodation to meet identified needs in line with Local Plan Review policies SP18, SP19, DC17-19 & DC29	Will vary	Sources will vary: combination of private, and public sector, grant aid, developer contributions (s106). Social housing requirements will be determined under Local Plan Review policy SP19.	2020-2039	Predominantly developers, but will vary.
<b>Education &amp; Skills</b>				
Primary Education	New schools Required.  £22,217,326.00	CIL & S106	Cumulative impact so phasing will need to align with timing of developments. For Sandford and NE Thatcham - to be in place to meet the demand created by the development.	West Berkshire Council- Education
Early Years	Provision of places required.  £1,477,792	CIL & S106	Cumulative impact so phasing will need to align with timing of developments. For Sandford and NE Thatcham - to be in place to meet the demand created by the development.	West Berkshire Council- Education
SEN	Provision of places required.  £914,539	CIL & S106	Cumulative impact so phasing will need to align with timing of developments. For Sandford and NE Thatcham - to be in place to meet the demand created by the development.	West Berkshire Council- Education
Secondary Education	Secondary school places required either through a new school/expansion to existing.  £5,027,613	CIL & S106	Cumulative impact so phasing will need to align with timing of developments. For Sandford and NE Thatcham - to be in place to meet the demand created by the development.	West Berkshire Council- Education
Further Education	No costs identified at this stage	-	-	-



Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
<b>Community Provision &amp; Community Safety</b>				
Likely to include provision for the voluntary sector, increased police presence in communities, arts and cultural facilities, childcare provision, care schemes, community safety schemes including those which address designing out crime and crowded places, etc.	Will vary. Site specific details included in the Local Infrastructure Chapter under sites.	CIL	2020-2039	Parish and Town Councils in partnership with community /voluntary sector
Libraries A need for more facilities at Newbury Library	Will vary	CIL/S106	2020-2039	West Berkshire Council
A new library / community hub building in Thatcham	£1.2M	CIL/S106	2020-2039	WBC in partnership with Thatcham TC, Developer and local organisations as applicable.
Rationalisation of the 4 libraries in the East with some need for more facilities	Will vary	CIL/S106	2020-2039	West Berkshire Council
Lambourn Library needing some more facilities.	Will vary	CIL/S106	2020-2039	West Berkshire Council
<b>Health, Sport &amp; Recreation</b>				
To include Health centres / improvements to address capacity and access	No costs identified at this stage	-	-	-
Adult Social Care: 60 bed nursing Home - Thatcham/ Newbury	£6M	<b>CIL/S106</b>	2020-2039	West Berkshire Council – Adult Social Care

<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
Provision for adults with learning disabilities (20-bed spaces)	£1.5M	CIL/S106	2020-2039	West Berkshire Council – Adult Social Care
Improvements to indoor sports Facilities, including Newbury Lido  Northcroft Leisure Centre, Newbury  Hungerford Leisure Centre  Kennet Leisure Centre, Thatcham; Henwick Worthy Sports Ground, Thatcham  School community access projects - East, West and Central  Town Council community access projects - East, West and Central  Parish Council community access projects - East, West and Central  Identify new leisure opportunities in the East of the District.	Will vary	CIL/S106	2020-2031	West Berkshire Council
Improvements to playing pitch. (Playing pitch strategy (PPS) identified a short fall of 7/8 3G pitches for football)	£8M (based on cost of £1M per pitch)	Depending on the scheme, funding from grant aid, public bodies, developer contributions (s106 or CIL)	2020-2039	West Berkshire Council in partnership with Parish and Town Councils and community /voluntary sector including local clubs and organisations
Improvements to open space	See below	Depending on the scheme, funding from	2020-2039	West Berkshire Council in partnership with

Infrastructure Requirement	Cost	Funding	Phasing	Delivery Lead
provision in line with the Open Space Assessment (see also 'Green Infrastructure') to include equipped play, informal play and green space.		grant aid, public bodies, developer contributions (s106 or CIL)		Parish and Town Councils .

**Table 3 Total Green infrastructure:** summary of improvements needed which will arise either directly, indirectly or cumulatively as a result of development impacts

<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
<b>Open Space - general</b>				
Specific areas of deficiency or need are highlighted under 'Local Infrastructure'.	Costs will vary across sites.  Combined total is £6.9M	Mainly CIL but will vary: public, private, grant & S106	2020-2039	West Berkshire Council /Developer
<b>North Wessex Downs AONB</b>				
Support for wider AONB management including the surrounding landscapes and habitats to create a more functional ecological network.	No costs identified at this stage	Developer contributions (s106/CIL)	2020-2039	North Wessex Downs AONB Partnership
<b>Special Areas of Conservation (SACs); Site of Special Scientific Interest (SSSI) &amp; National Nature Reserves</b>				
	£59225	CIL & s106	2020-2039	West Berkshire Council in partnership with others
<b>Local Wildlife Sites &amp; Local Nature Reserves</b>				
	£5250	CIL	2020-2039	West Berkshire Council in partnership with others
<b>Canals and Rivers</b>				
General improvements to the canal network to improve green infrastructure links e.g. towpaths, walking and cycling routes, biodiversity. Review of canal conservation areas	The canal is a PROW therefore the contribution is covered within the Rights of way and bridleways contribution i.e. £20/per dwelling to address additional pressure on the right of way network.	Sources will vary: grant aid, public and private funding, developer contributions (CIL)	2020-2039	Will vary. The canal as a PROW is covered under CIL and therefore led by West Berkshire Council
<b>Woodlands and Hedgerows</b>				
Increasing and improving woodlands, hedgerows and habitats for priority	£5 per dwelling over 20 years. £5 per linear meter per year for hedge maintenance over 20 years.	CIL	2020-2039	West Berkshire Council in partnership with others

<b>Infrastructure Requirement</b>	<b>Cost</b>	<b>Funding</b>	<b>Phasing</b>	<b>Delivery Lead</b>
protected species across the District.	£22,210 minimum			
<b>Rights of Way and Bridleways</b>				
	£20/dwelling to mitigate the impacts of this development on the local PROW network.  £87,380	CIL	2020-2039	West Berkshire Council in partnership with others