

Wokingham Borough Local Development Framework

Wokingham Borough Core Strategy Development Plan Document (Adopted – 29 January 2010)

In a bid to involve all the community, the following sentence has been translated into Chinese, Polish, Punjabi and Urdu.

This document is from Wokingham Borough Council and explains where development will go within the borough to 2026. This includes homes, shops, schools, offices, factories and buildings for health, leisure and faith use. If you would like some help in understanding it, please telephone (01753) 539944 for a translation or for a different format (eg. Audio tape, Braille).

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**Wokingham Borough Core Strategy Development Plan Document
(Adopted 29 January 2010)**

Foreword

The Core strategy sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough.

The strategy is the result of extensive consultation and the consideration of options. The key message from the community was that development should be concentrated in a few locations. This would enable the character of the existing residential areas to be protected and the resulting communities to be high quality and infrastructure rich.

The Core Strategy is a vitally important document that sets out the future of the roads we will drive on, the homes we will live in, the schools our children will go to, the parks they will play in, the shops and doctors' surgeries we will visit – in short, the way our communities are maintained or will be established in Wokingham Borough.

The Core Strategy is not only about housing - it covers the future of rural areas, education, economic development, transport, public open space, leisure and community facilities, affordable housing and much more. And it is the only way we have of controlling and influencing the future development of the borough thus ensuring it meets the aspirations that residents have for the future.

It seeks to provide the means of addressing the deficiencies we have in vital infrastructure such as roads, schools, parks and community facilities. And it will enable the council to manage where housing and other development will take place, helping us to build real communities we are proud of and not just buildings.

The Council remains committed to protecting Wokingham Borough and, our residents quality of life. Whilst we have concerns about what is the right amount of development for our borough. And we must plan

to ensure that we combat the current lack of infrastructure and the undoubted serious problems which will come from the numbers we have to deliver. As a result of the extensive consultations involving residents mentioned earlier, we have chosen to concentrate much of the development in a few locations so the necessary services, amenities and infrastructure can be delivered

The Core Strategy will help us to ensure that this development is high quality, is accommodated in the best way possible and that we secure vital infrastructure – roads, schools, health centres and community facilities that are fit for the 21st century.

If we do not have a clear statutory plan for where development can take place, we could end up with the wrong type of housing in the wrong places, along with less money coming in from developers to pay for much needed infrastructure.

Overall, by 2026, the Core Strategy sets out to protect key features of the borough's landscape, ecology, heritage and environment. It seeks to ensure that everyone has good access to services such as schools, health and community facilities that are fit for the 21st century. Key to this process is a good transport system that will reduce congestion. Ideally, development will be concentrated in those towns and villages that either already have a good range of facilities and services or will have when development is completed. If improvements cannot be achieved in those areas currently lacking facilities and services, development will not be acceptable.

The Core Strategy is the key part of the framework in achieving high quality development. It will be supported by other documents such as the Masterplan SPDs for the Strategic Development Locations and the Borough Design Guide.



Councillor Gary Cowan,
Executive Member for Local and Regional Planning

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Summary

The Council has produced the Core Strategy to set out where development will occur within the borough to 2026, taking account of the health, well being and quality of life of our residents. The Core Strategy includes policies about everything from homes, shops, offices and factories to libraries, schools and health & leisure facilities.

In late 2009, the Council will start deciding which sites are necessary for these uses following submission of the Core Strategy. The Council will consult the community on the suitability of the sites it feels are most appropriate. The timings for this process are set out in the Local Development Scheme.

Both the broad vision and policies have been informed by the views of the community through earlier consultations, the Council's vision and the Community Strategy together with national and regional policy. The approach of the Core Strategy is to (in no order of priority):

- i) Deliver sustainable development by providing an acceptable balance of housing and employment including the provision of a full range of services accessible to people;
- ii) Promote sustainable use and disposal of resources while mitigating and adapting to climate change;
- iii) Deliver housing in locations that meet the needs of the community;
- iv) Support a sequential approach to new mixed use development locations based primarily on larger scale (Strategic Development Locations) consisting of accessible, high quality, well designed development. The Strategic Development Locations will be supported by Development Briefs to ensure delivery of the essential community facilities and infrastructure required;
- v) Deliver affordable housing that meets identified local needs;
- vi) Promote a transport system that enables access to services by a variety of modes;
- vii) Protect the character of the borough by maintaining/improving the built/natural environment while mitigating the effect of new development on the environment;
- viii) Maintain the distinct and separate identity of the borough's settlements;
- ix) Maintain and enhance all the infrastructure, including roads, railways, schools, healthcare and open space provision through new development, taking account of the health and well being of residents;
- x) Support the renaissance of Wokingham and other town centres;
- xi) Limit development in those areas at most risk of flooding and pollution;
- xii) Protect the most important areas for biodiversity, landscape and heritage from development;
- xiii) Maintain and enhance the borough's knowledge and skills base;
- xiv) Ensure good design which is in keeping with the area; and
- xv) Where national and regional planning policies allow, take account of the public's views following consultation and engagement.

By 2026, this Core Strategy will deliver the development necessary to sustain the area's economic success and ensure the needs of vulnerable groups have been met. This will be achieved whilst maintaining the borough's landscape, ecology, heritage and environment and, as far as possible, the existing pattern of development. The Strategy aims to provide improved access for all to services such as schools, health and community facilities, to maintain social wellbeing, health and quality of life. As part of the Strategy, a good transport system will be available with adequate capacity

to these services and facilities where they are not in locations accessible by walking, cycling, mobility aids such as electric scooters and a choice of transport modes.

Development will be concentrated in those towns and villages that have or will have a significant range of facilities and services. Development will generally be unacceptable in locations where these facilities and services are not available or are limited. Development will therefore be primarily located at Arborfield Garrison, Earley, Green Park, Shinfield, Shinfield (North of M4), Spencers Wood, Three Mile Cross, Twyford, Winnersh, Wokingham and Woodley.

The Council will look to improve the sustainability of all locations so that they can include the necessary services, amenities and infrastructure required to support the communities. These improvements will include providing services and facilities within walking, cycling or mobility aid distances. The developments will all be of high quality through the use of development briefs which will include master plans.

Development and services required in the borough will be fully integrated to relate appropriately to and enhance established communities. The range of facilities and services available to the community will have been enhanced so that there will be a reduced need to travel (other than by foot, cycle, mobility aid or public transport services) to access all facilities and services. All necessary facilities and services to support proposals for development (including public transport) will have been programmed to be implemented in tandem with relevant applications.

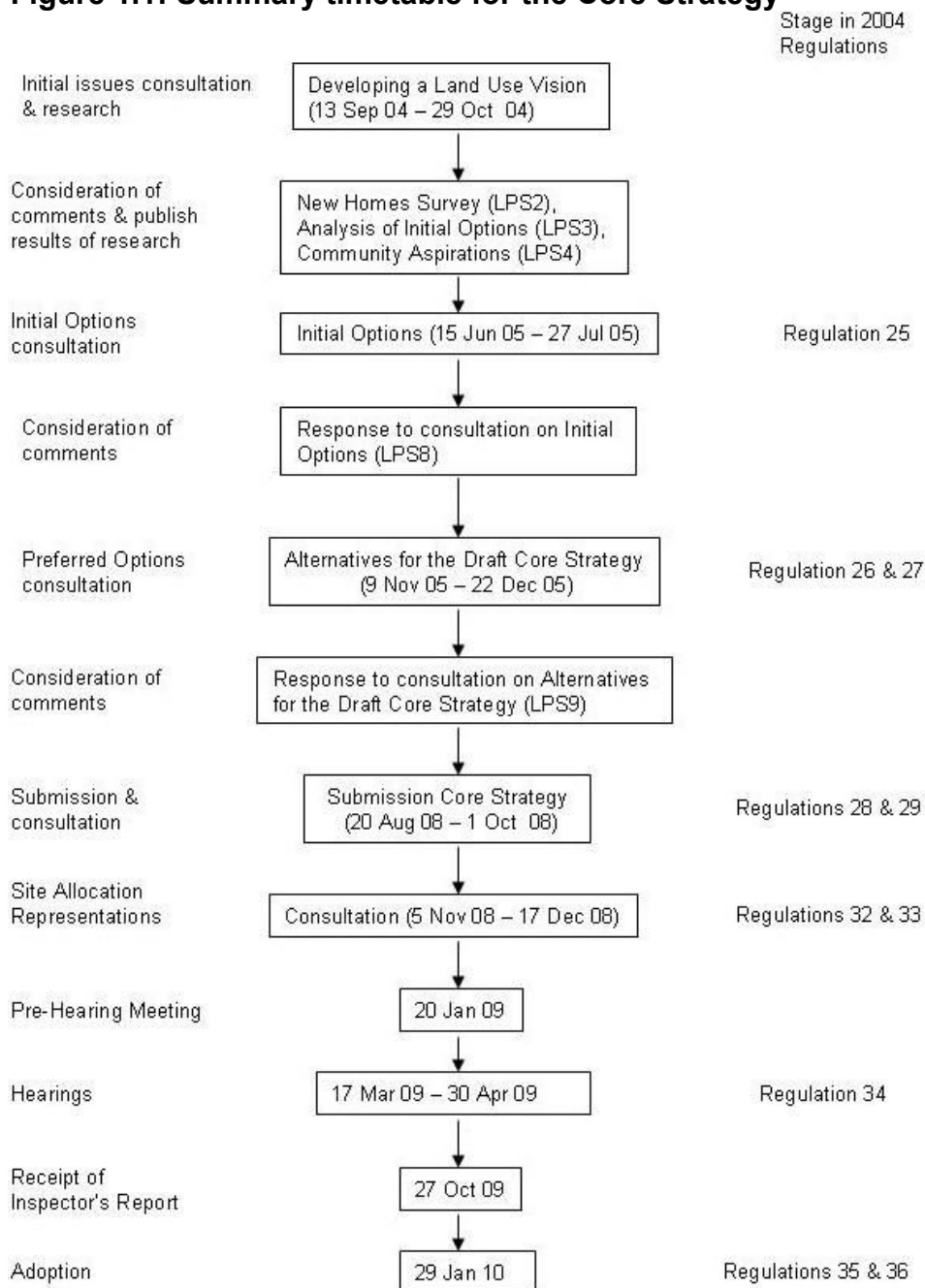
The Council has completed a Sustainability Appraisal (incorporating a Strategic Environmental Assessment) for the Submission Core Strategy. This provides information about the likely impacts and effects of the approach, based on the Council's approved social, economic and environmental objectives. The Council has also produced an Appropriate Assessment detailing how the Core Strategy can be implemented without significant effects on the nearby internationally important wildlife sites.

Wokingham Borough Core Strategy (Adopted 29 January 2010)

1 Introduction

1.1 The Council's Core Strategy for the borough is designed to guide where development will take place between 2006 and 2026. It includes policies for all forms of development including homes, shops, offices, factories, libraries, schools and health & leisure facilities. The Core Strategy has been informed by earlier consultation as illustrated in figure 1.1 and this is explained further in The Audit Trail to the Submission Core Strategy¹.

Figure 1.1: Summary timetable for the Core Strategy



¹ Available at www.wokingham.gov.uk/corestrategy

About this document

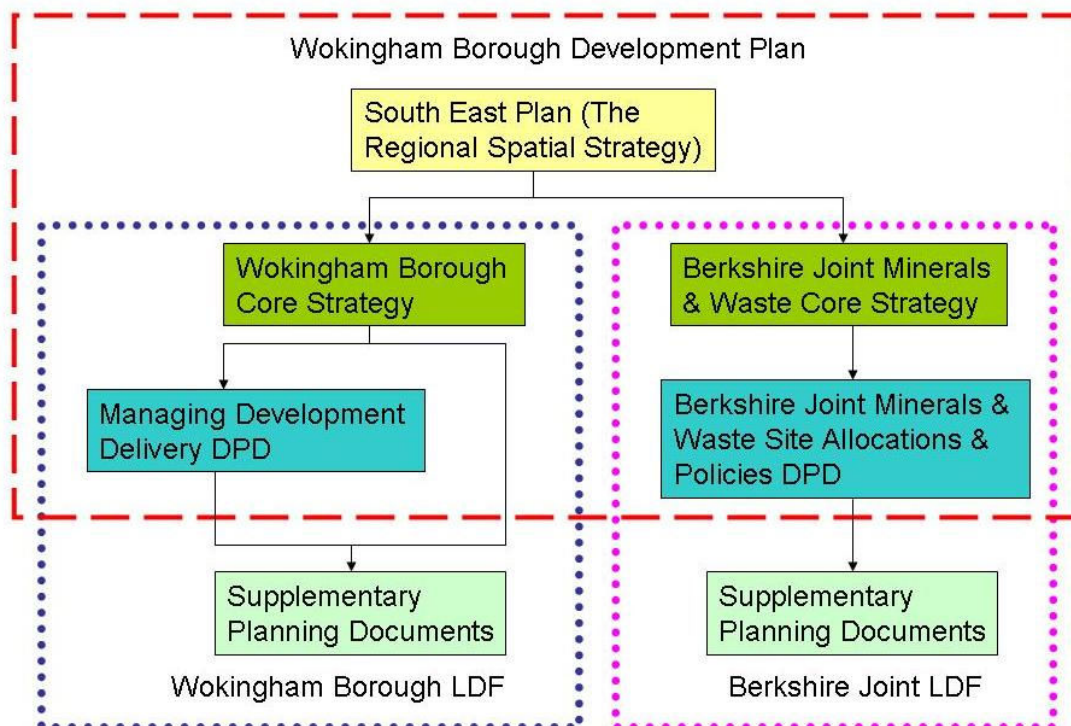
- 1.2 The Core Strategy provides the broad spatial vision for the borough to 2026 and the policies designed to achieve this. It implements the requirements for land use planning deriving from the Sustainable Community Strategy (Building on Success – Community Strategy for Wokingham District 2002-2012²). Summaries of the issues are set out in section 2 with the broad vision detailed in section 3. The policies to achieve this are listed in section 4 with section 5 providing information on its monitoring and implementation of the Core Strategy. The text following each policy provides details on the reasoning for each (including a summary of evidence). Appendices are at the end of the document with a Glossary of terms used. The key diagram is included after the appendices. Footnotes are included within the document to detail where additional information/evidence in support of the spatial strategy can be found. Details of the evidence supporting this Core Strategy is set out in paragraph 2.22. A separate document details the Changes to the Proposals Map arising from the Core Strategy (CS Map Changes).
- 1.3 The Core Strategy was adopted on 29 January 2010 and is a material consideration for determining planning applications, subject to its compatibility with national/regional policy. Appendix 1 details how the Core Strategy replaced policies of the Wokingham District Local Plan (WDLP) (March 2004)
- 1.4 If you have any queries, please contact the Land Use & Transport team on (0118) 974 6478, email corestrategy@wokingham.gov.uk or look on the website at www.wokingham.gov.uk/corestrategy.

How the Local Development Framework fits together

- 1.5 Details of how the Core Strategy fits into the Borough's LDF and the Development Plan are illustrated in figure 1.2 below. This document is the first Development Plan Document (DPD) produced solely by the authority. The timetable for the remaining parts is detailed in the current Local Development Scheme (LDS) available at www.wokingham.gov.uk/lfs.
- 1.6 Up to date information on the status of the documents that comprise the Development Plan is available on the Council's website or from the Land Use & Transport team.

² See <http://www.wokingham.gov.uk/community-living/community-strategy>.

Figure 1.2 – The Development Plan for Wokingham Borough



Minerals & Waste

- 1.7 Whilst further guidance on minerals and waste planning matters will be contained in the Berkshire Joint Minerals and Waste LDF³, any proposals for waste minimisation will also need to consider compatibility with the Council's waste management service⁴.

National and Regional policy

- 1.8 National and regional planning policy has a key influence for development within the borough. The Council will apply these policies for the Borough, taking account any clarification supplied through the LDF, including this Core Strategy.

Lifetime for this Core Strategy

- 1.9 The Council anticipates that the approach to development outlined in this document will last until 31 March 2026. This is to ensure consistency with the Approved South East Plan (SEP) (May 2009)⁵ (the Regional Spatial Strategy (RSS) for the Region) which also covers the same period. Whilst, this is subsequent to the submission of the Core Strategy this document nevertheless had regard to the development requirements for the borough in the earlier stages. This includes the draft South East Plan (March 2006)⁶ (draft SEP), the changes advocated by the Panel who Examined the South

³ Wokingham Borough Council together with the other five Berkshire Unitary Authorities is working jointly on a Berkshire Minerals and Waste LDF. Further information on this is available at www.berks-jspu.gov.uk.

⁴ The Council's waste management service is operated by the Waste Recycling Group. Further information on this service (commissioned jointly with Bracknell Forest and Reading Borough Council's) can be found at www.re3.org.uk.

⁵ Available at <http://www.gos.gov.uk/gose/planning/regionalPlanning/815640/>.

⁶ Available at www.southeast-ra.gov.uk/southeastplan.

East Plan (August 2007) (the SEP Panel)⁷ and those suggested by the Secretary of State in the Proposed Changes (July 2008) (SEP Changes)⁸. The former South East England Regional Assembly (SEERA) (now South East England Partnership Board (SEEPB)) on 29 September 2008 confirmed that the submitted Core Strategy was in general conformity with the draft SEP. Following publication of the SEP, the Council contacted the SEEPB. They confirmed (25 June 2009) that the submitted Core Strategy (including clarifications proposed through the examination process) was still in general conformity.

- 1.10 All future Local Development Documents (LDD) will be consistent with the approach to this Core Strategy. As detailed in Section 5, the Council will monitor the effectiveness of the Core Strategy both in terms of its policies and its implementation. This effectiveness will then be reported through the Annual Monitoring Report (AMR) process to the Secretary of State.
- 1.11 In the event that the approach of the Core Strategy is not found to be achieving the targets envisaged in Section 5, the Council may either produce a new LDD, or in exceptional cases review this Core Strategy. Additionally, a review of the Core Strategy may be required when national or regional policy changes significantly, e.g. amendments to the overall housing requirements. Pending a review of the Core Strategy or other LDD, any changes to national or regional policy can be a material consideration for the determination of planning applications. Decisions have to have regard to the Development Plan and any other material considerations.

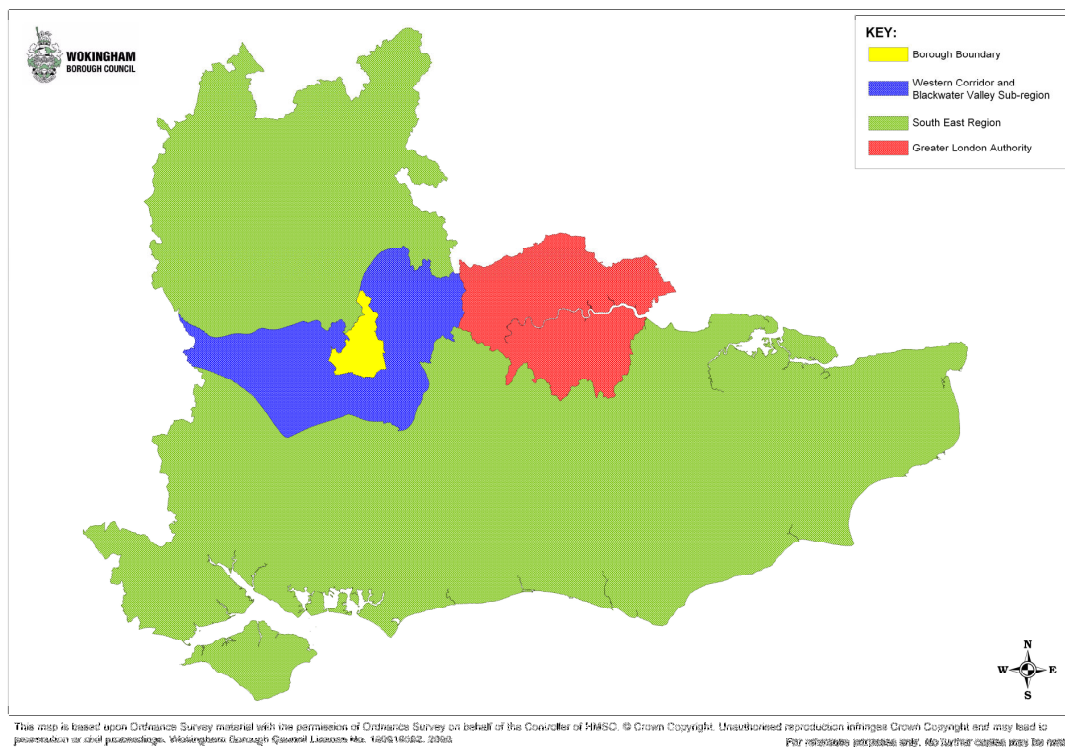
⁷ Available at <http://www.gos.gov.uk/gose/planning/regionalPlanning/southEastPlan/>.

⁸ Available at <http://gose.limehouse.co.uk/portal>.

2 Spatial Issues for the Borough

The South East Plan

Map 2.1 – Location of Wokingham Borough within South East Plan and the Western Corridor & Blackwater Valley Sub-Region



- 2.1 Maps 2.1 and 2.2 indicate that the borough lies to the west of London, in the county of Berkshire. The borough is within the Western Corridor & Blackwater Valley Sub-region of the SEP. The SEP recognises (paragraphs 21.2-21.4) that the sub-region is economically successful and this needs to be managed to ensure that the area's infrastructure and the environment can cope with development.
- 2.2 The SEP (policy H1) requires 32,700 additional dwellings annually within the region between 2006 and 2026 of which 5,105 are to be delivered annually within the Western Corridor & Blackwater Valley sub-region.
- 2.3 In the period 2006-16, the former Berkshire Structure Plan (BSP)⁹ required 516 additional dwellings annually in the borough. This is increased to 623 dwellings in the SEP. Therefore, to meet the requirements of the SEP over the period 2006-26, at least 12,460 additional dwellings are required within the borough. Parts of the borough are within the extent of Greater Reading as referred to in paragraph 21.8 of the SEP¹⁰. The Borough also lies between the

⁹ Replaced as part of the Development Plan for Wokingham Borough by the approval of the SEP

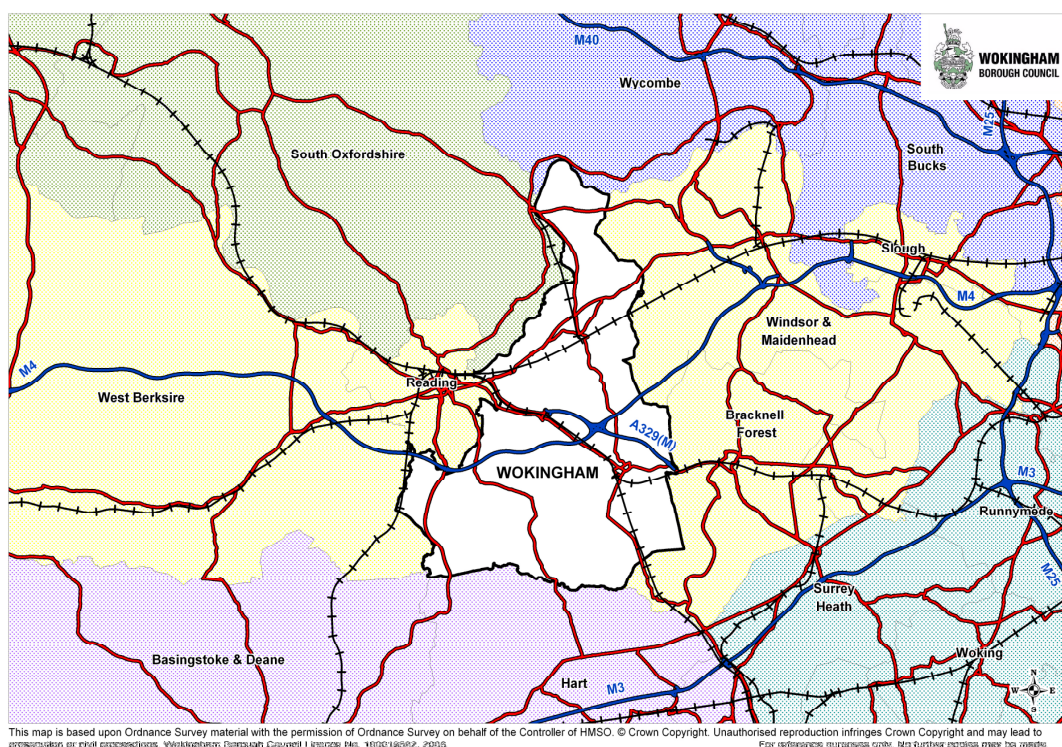
¹⁰ The parts of Wokingham Borough which comprises the existing and planned future built up area of Greater Reading (including areas functionally reliant upon this area). The former BSP (paragraph 4.14) defined the contiguous urban area as only relating to those areas north of

Regional hub of Reading and the Sub-Regional hub of Bracknell defined in the SEP (policies SP2 and WCBV1 respectively). These requirements and other pressures for development from cross-boundary effects (including those from the SEP summarised in paragraphs 2.4-2.14) have informed the Core Strategy.

Neighbouring authorities

- 2.4 The approaches to development arising from the SEP and movements between the authorities around Wokingham (see map 2.2) influence the Core Strategy.

Map 2.2 – Wokingham Borough and adjoining local authorities



- 2.5 **Basingstoke & Deane Borough**
Basingstoke & Deane Borough Council raised issues concerning maintaining water quality on the River Loddon which need to be considered in this Core Strategy. The western part of Wokingham Borough lies on the transport corridor (railway/A33) between the SEP Regional hubs of Basingstoke and Reading (Policy SP2). It may be necessary to consider the impacts of any measures to improve accessibility between these Regional hubs (SEP Policy T8) on this part of the borough. Basingstoke town is also a Primary Regional Centre (Policy TC1) in the SEP and is a Regional Diamond for Investment & Growth in the Regional Economic Strategy (RES)¹¹ and a New Growth Point. The SEP (Policy WCBV3) requires 915 dwellings per annum in the part of Basingstoke & Deane Borough within the Western Corridor & Blackwater Valley sub-region.

the M4. Given the timing of the adoption of the SEP, the boundary of Greater Reading in Wokingham Borough will be defined through the Managing Development Delivery DPD.

¹¹ Available at http://www.seeda.org.uk/RES_for_the_South_East_2006-2016/docs/RES_2006-2016.pdf.

Bracknell Forest Borough

- 2.6 There are two broad areas of Bracknell Forest where the approach of that authority could impact upon this Core Strategy. These are the strategies for Bracknell town/Binfield and Crowthorne.
- a) The approved redevelopment of Bracknell town centre will lead to a slight reduction in retail expenditure within Wokingham Borough which means it is important that measures are included in this Core Strategy to limit any impacts upon the vitality and viability of Wokingham Borough's centres. Bracknell Forest's approved Core Strategy (February 2008)¹² includes development within the urban fabric together with extensions to the west and north of Bracknell town. The authority is discussing with Bracknell Forest how to reduce the impacts of development around Bracknell/Binfield on both the transport network and secondary education service of the borough. The Council is working with Bracknell Forest to ensure development can be delivered to the west of Bracknell (at Amen Corner) whilst maintaining the separation of the settlements in the area and planning for the necessary delivery of services and infrastructure.
 - b) Bracknell Forest's Core Strategy does not propose significant growth in Crowthorne. Wokingham Borough is unlikely to seek major growth here as the main facilities (railway station, secondary school, shops and library) for Crowthorne all lie within the administrative area of Bracknell Forest. The agreement of Bracknell Forest would be necessary for improvements in these facilities to occur before the authority could contemplate significant development.

Bracknell is a Secondary Regional Centre and a Sub-Regional hub in the SEP (Policies TC1 and WCBV1 respectively). The SEP (Policy WCBV3) requires 639 dwellings per annum in Bracknell Forest Borough.

Hart District

- 2.7 There are limited cross boundary movements between Hart District and Wokingham Borough. As the rate of development proposed in Hart District in the SEP is lower than historically sought, it is unlikely that proposals will significantly affect Wokingham Borough. The SEP (Policy WCBV3) requires 215 dwellings per annum in the part of Hart District within the Western Corridor & Blackwater Valley sub-region.

Reading Borough

- 2.8 The Employment Land Studies for Wokingham Borough (October 2005 & July 2006) and the Berkshire Strategic Housing Market Assessment (HMA) (October 2007) both highlight the extent that the two authorities are within the same market area. These studies together with Wokingham Borough's Retail Study (August 2007) and our New Homes Survey (LPS2) (July 2004) highlight the importance of destinations in Reading for the borough's residents. Wokingham Borough Council recognises the approved Reading Borough Core Strategy (February 2008)¹³ further enhances the provision of homes, shops, employment and related services within its administrative area inline with its Regional Diamond for Growth and Investment designation within the RES and its New Growth Point status. It is important that adequate

¹² Available at <http://www.bracknell-forest.gov.uk/core-strategy-development-plan-document-february-2008.pdf>.

¹³ Available at http://www.reading.gov.uk/Documents/servingyou/planning/local_development_framework/Core_Strategy_Adopted_Jan08.pdf.

accessible public transport solutions are provided to reduce the growth of congestion to and within the centre of Reading. These public transport solutions will be targeted along the key corridors from the borough into Reading – A4, A329, A327 and A33 and include the committed schemes for improvements at M4 junction 11 and a railway station at Green Park. Improving public transport services into Reading will enhance access to the national rail network from the re-developed central station. The authority needs to work with both Reading and the Oxfordshire authorities to identify and deliver solutions for movement across the River Thames.

- 2.9 The approved Reading Borough Core Strategy concentrates development within the urban fabric and looks to maximise the opportunities for achieving sustainable patterns of development. It is important that measures are included in Wokingham's Core Strategy to limit any impacts upon the vitality and viability of centres within the borough from development within Reading, although there are opportunities for the joint approaches, such as the enhancement of the centre at Shinfield Road, Whitley/Shinfield (N of M4) (policy CS26 of Reading Borough's Core Strategy). Reading is a Centre for Significant Change in the SEP (Policy TC1). The SEP (Policy WCBV3) requires 611 dwellings per annum in Reading Borough.

South Oxfordshire District

- 2.10 South Oxfordshire district does not envisage growth in the areas adjoining the borough. Nevertheless, it is important that the Council works with South Oxfordshire District, Oxfordshire County and Reading Borough to resolve issues associated with the capacities of the bridges across the River Thames around Reading, Sonning/Sonning Eye and Remenham for north-south journeys. Wokingham Borough recognises the concerns that additional capacity may lead to increased traffic in both Berkshire and Oxfordshire on access roads to both a new bridge together with existing crossings, especially as roads leading to any new crossing may not be designed for the flows. This could lead to environmental impacts from increased traffic. The Oxfordshire authorities do not believe that the case for a new bridge has either been made or accepted by them. South Oxfordshire District is not within the Western Corridor & Blackwater Valley sub-region in the SEP. The SEP (Policy H1) requires 547 dwellings per annum in South Oxfordshire District. Within South Oxfordshire, there is a New Growth Point at Didcot for which 6,000 dwellings are to be delivered 2006-2026 (SEP Policy CO3).

West Berkshire District

- 2.11 Wokingham Borough needs to work with West Berkshire on how to address implications for development around junction 11 of the M4, particularly associated with Green Park. The SEP (Policy WCBV3) requires 475 dwellings per annum in the part of West Berkshire District within the Western Corridor & Blackwater Valley sub-region. Newbury is a defined Sub-Regional hub and Secondary Regional Centre (SEP Policies WCBV1 and TC1 respectively). Parts of West Berkshire are also within the extent of Greater Reading defined in the SEP (see paragraph 2.3 above).

Windsor & Maidenhead Borough

- 2.12 The parts of Wokingham Borough adjoining Windsor & Maidenhead are Green Belt and consequently it is important to ensure consistency of

approach for this area. The Crossrail¹⁴ proposal could lead to a reduced train service at Twyford which may impact upon its sustainability. Improved retail provision in either Maidenhead or Windsor could lead to increased car based traffic, unless adequate public transport alternatives are available. The SEP (Policy WCBV3) requires 346 dwellings per annum in Windsor & Maidenhead Borough. Both Maidenhead and Windsor are defined Secondary Regional Centres in the SEP with the former a designated Sub-Regional hub (policies TC1 and WCBV1 respectively).

Wycombe District

- 2.13 Due to the separation provided by the River Thames and the Green Belt in this part of Wokingham Borough, there is limited direct influence from this direction. The adopted Wycombe Core Strategy (July 2008¹⁵) concentrates growth in the non-Green Belt parts of Wycombe district. The SEP (Policy WCBV3) requires 350 dwellings per annum in the part of Wycombe District within the Western Corridor & Blackwater Valley sub-region. High Wycombe is both a Regional Hub and Primary Regional Centre in the SEP (Policies SP2 and TC1 respectively).

Cross-boundary working

- 2.14 To help address the cross boundary issues associated with development, the authority is involved in a range of partnerships with adjoining authorities and other stakeholders.
- a) Berkshire Joint authority working – close working on the delivery of the Joint Minerals and Waste LDF, Berkshire Strategic Housing Market Assessment (HMA), gypsy & traveller work and monitoring the implementation of the various plans;
 - b) Berkshire Economic Strategy Board – a partnership with key stakeholders primarily focused on the economy, but with important work on issues such as transport;
 - c) Blackwater Valley Partnership¹⁶ – close working on countryside management and planning policy along the valley of the River Blackwater;
 - d) re3 – Joint working with Bracknell Forest and Reading Boroughs on waste disposal.
 - e) Thames Basin Heaths Joint Strategic Partnership – joint working on implementing the Delivery Framework between the affected authorities¹⁷, SEEPB and Natural England on measures to protect the Thames Basin Heaths Special Protection Area (TBH SPA).

Context for the Borough

- 2.15 The Core Strategy must have regard to the context of the borough for which it is planning¹⁸. The borough between 1971 and 2001 saw a 50% increase in population from 99,664 to 150,229, associated with an 85% increase in households from 30,855 to 57,252. The average household size fell 21% from

¹⁴ See www.crossrail.co.uk, whose western terminus is proposed as Maidenhead. However, the SEP Panel (paragraph 21.106) advocate a western extension to Reading. The Secretary of State for Transport (29 April 2009) has safeguarded the route from Maidenhead to Reading so that an extension to Crossrail could occur – see <http://www.crossrail.co.uk/construction/safeguarding/maidenhead-to-reading>.

¹⁵ Available at <http://www.wycombe.gov.uk/sitePages.asp?step=4&contentID=1504&categoryID=3649>.

¹⁶ See www.blackwatervalleynetwork.gov.uk for further details

¹⁷ See www.southeast-ra.gov.uk/sustainability/tbh_jsp.html for further details.

¹⁸ Further background to the borough is available on the Council's website and at <http://www.go-se.gov.uk/497648/docs/170192/179006/179028/Wokingham.pdf>.

3.23 to 2.55 in this period. Between July 1976 and March 2001, around 22,200 dwellings were completed in the borough, representing about 38% of the borough's housing stock in 2001. This demonstrates that the borough has seen significant growth in population and has a relatively modern housing stock. This development over the last 30 years has reduced the separation of settlements within the borough. Forecast work undertaken for the Berkshire Joint Strategic Planning Unit by the Greater London Assembly indicates that the population of the borough will increase to 164,118 in 2026, with 70,033 households. This represents increases of 9% and 22% respectively.

- 2.16 The borough has one of the highest car ownership rates of any English authority (in 2001, it was 1.6 per household compared to 1.1 in England). It is important that the authority ensures adequate accessible public transport is available to reduce vehicle use, thus assisting the achievement of national and international targets for minimising the risk of climate change. A lack of accessible public transport is an issue, especially for the parts of the borough outside settlements¹⁹ as it increases the likelihood that private cars will be used for more trips.
- 2.17 Economically, the borough's unemployment rate is below the regional and national average reflecting the economic prosperity of the area. There are a variety of employment areas distributed around the borough ranging from business parks at Thames Valley Park and Green Park towards the more mixed accommodation at Molly Millars Industrial Estate. There are employment areas²⁰ within each of the larger settlements of the borough – Earley, Ruscombe/Twyford, Winnersh, Wokingham and Woodley which help provide job opportunities for residents. The location of these and other employment areas in Shinfield parish and at Hogwood Farm, Finchampstead need to be considered in providing job opportunities near to current and future residents. The centres of Earley, Twyford, Winnersh, Wokingham and Woodley provide access to, primarily, convenience shopping with comparison shopping available at centres outside the borough, particularly Reading and to a lesser extent Bracknell, Camberley and Maidenhead. The authority will seek to maintain the amount of employment floorspace within the borough and to increase the share of retail expenditure spent within the area.
- 2.18 As the State of the District Audit Report²¹ (December 2005) (the Audit Report) and the 2001 Census indicates that residents of the borough are more likely to be educated to degree standard and to be employed in managerial, professional and associate professional positions than both the regional and national averages. Educationally, at both key stages 2 and 3 the Council was in the top five educational authorities for maths, science and English. The high standard of education provided by the authority encourages families with school aged children to live within the borough.
- 2.19 The 2001 Census also indicates that the population is generally healthy and more likely to be of working age with young children, although it is gradually ageing. The Core Strategy needs to recognise the importance of providing a quality environment for both current and future residents so that the economy of both the sub-region and nation can perform, and to address the pockets of

¹⁹ Within the WDLP, 78% of the borough was outside designated Category A or B settlements

²⁰ The larger employment areas are designated as Core Employment Areas in policy WEM2 of the WDLP and policy CP15 of the Core Strategy.

²¹ Available at www.wokingham.gov.uk/ldf-research.

social and economic exclusion within the borough to ensure everyone can participate in the success of the area. Health wise, there is a hospital within Wokingham town, although for acute services, patients visit either the Royal Berkshire (Reading), Heatherwood (Ascot)/Wexham Park (Slough) or Frimley Park (near Camberley). The information in the Council's AMR's from 2005 to 2008 indicates that most of the borough is not accessible by public transport to the acute hospitals. This needs to be addressed.

- 2.20 Wokingham Borough is a safe area to live with crime rates lower than other parts covered by the Thames Valley Police Authority, including both Bracknell Forest and Reading Boroughs. It is important to address anti-social behaviour within the borough as it affects the fear of crime²².
- 2.21 Whilst the borough does not contain any nationally designated landscapes (Areas of Outstanding Natural Beauty), the Audit Report and Landscape Character Assessment (2004) highlight the most important parts of the area and the degree that it can accommodate development. There are a variety of internationally (e.g. TBH SPA), nationally and locally important wildlife, heritage and archaeological sites within and adjoining the borough. The Council also needs to consider the avoidance of areas at risk of flooding, especially after the floods in 1999/2000 and July 2007, which caused disruption around the borough. This included the problems of accessing the facilities and services in Reading after the River Loddon burst its banks preventing access along most of the key highway routes. Arising from subsequent investigations, a number of flood mitigation schemes may be implemented. P8177 and 2.82 and the key diagram).
- 2.22 The Core Strategy also takes into account other factors such as:
- a) National²³ and regional policy – e.g. PPG, PPS and the SEP;
 - b) Constraints/opportunities for development – flooding, transport together with the issues associated with international, national and local designations ((TBH SPA), Green Belt and the hierarchy of shopping centres);
 - c) Evidence commissioned by the authority including²⁴ –
 - i) Landscape Character Assessment (March 2004);
 - ii) The New Homes Survey (August 2004) (LPS2);
 - iii) Wokingham Open Space and Sports Assessment Audit (April 2005);
 - iv) Employment Land Studies (October 2005) and (July 2006);
 - v) Review of Gaps and Green Wedges (June 2006);
 - vi) Wokingham Borough Retail Study (August 2007),
 - vii) Strategic Flood Risk Assessment (SFRA) (September 2007);
 - viii) Wokingham Borough Visitor Survey of Informal Areas of Open Space (October 2007);
 - ix) Berkshire Strategic Housing Market Assessment (HMA) (October 2007);
 - x) Wokingham Borough Strategic Housing Land Availability Assessment (SHLAA) (June 2008);
 - xi) Wokingham Borough Transport Assessments (August 2007, January 2008 and August 2008), and

²² Additional information on crime and anti-social behaviour is included in paragraphs 4.1-4.39 of the Local Area Agreement (LAA).

²³ National policy (PPG & PPS) are available at www.communities.gov.uk

²⁴ These documents are available via www.wokingham.gov.uk/ldf-research

- xii) Wokingham Borough Affordable Housing Viability Study (June 2008 and March 2009);
- d) Consistency of approaches between Wokingham and its neighbouring local authorities and associated cross-boundary issues;
- e) Discussions with utility and other organisations e.g. Highways Agency, Thames Water, South East Water, Royal Berkshire Fire & Rescue, Berkshire West Primary Care Trust (PCT) and Thames Valley Police;
- f) Liaisons with other Council departments/services e.g. transport, children's services, social services & environmental health including their aspirations/strategies for service delivery in the period until 2026 and beyond;
- g) The Local Area Agreement (LAA)²⁵; and
- h) The Wokingham Borough Local Transport Plan 2006-11 (LTP)²⁶.

Consistency with strategies for the borough

Community Strategy

2.23 In addition to the Community Strategy, the Council has also had regard to the Audit Report in identifying the Spatial Vision for the Borough. The Audit Report is valuable as it identifies the key issues that need to be addressed and the factors requiring maintenance to continue the high quality of life of the borough's residents and workers. The Community Strategy has four key ambitions. These are:

1. *Balancing economic prosperity with a sustainable quality of life;*
2. *Being a healthy and well-educated community;*
3. *Supporting and caring for people who need help;*
4. *Being a community where everyone feels safe, welcome and respected.*

Corporate Plan and the Council Vision

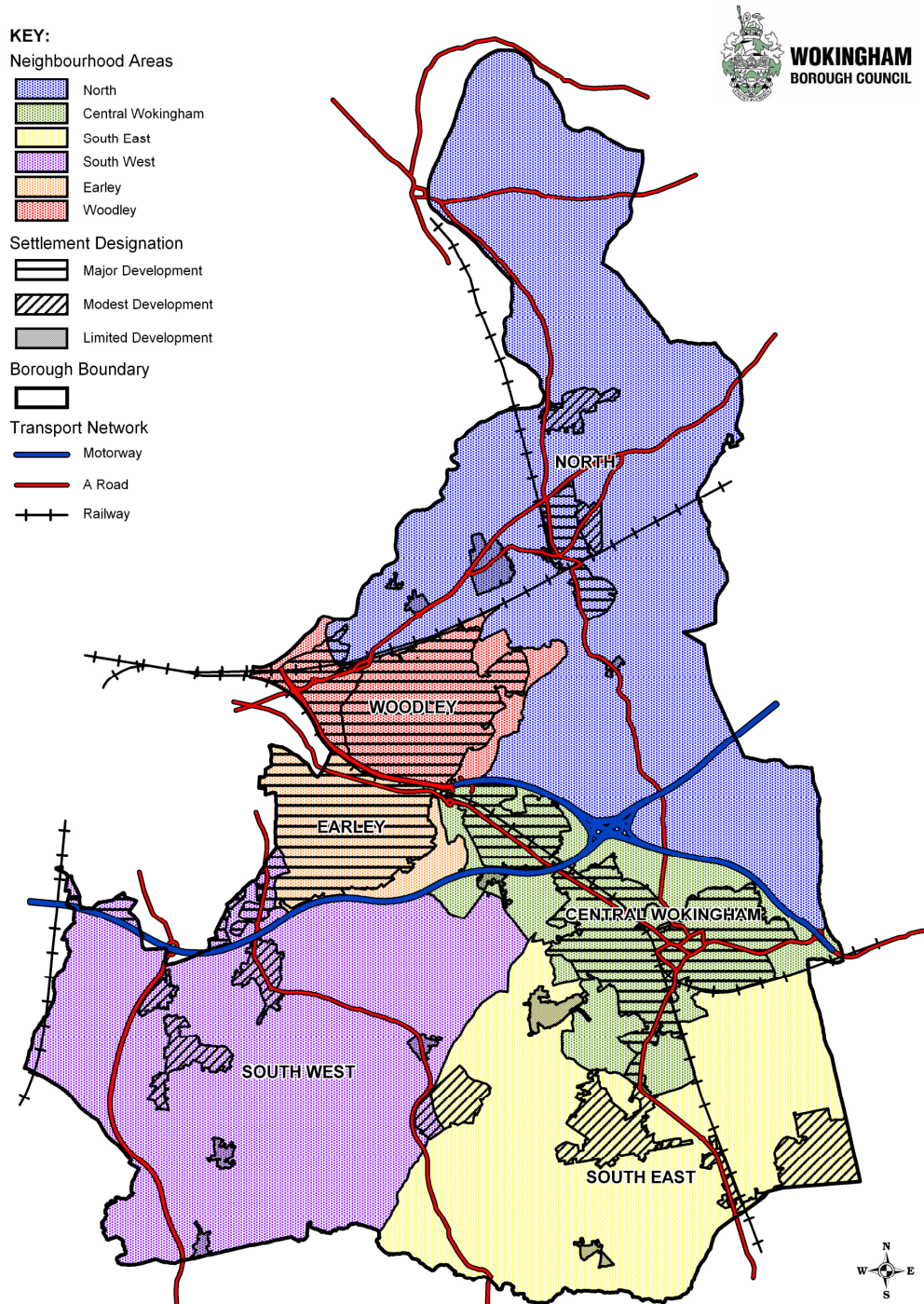
2.24 A key issue for the LDF is ensuring that it can deliver the service delivery enhancements that residents of the borough rightly expect as part of the overall approach to development. The short term approach to service delivery is summarised in the Council's Corporate Plan which highlights the change to a "neighbourhood" based service delivery model (see map 2.3). The Corporate Plan reflects the Vision for the authority²⁷. This is initially being rolled out through Children's Services and Place & Neighbourhoods Services but will then be applied to other services. The LDF needs to ensure that the land use planning implications of this neighbourhood model is delivered. The Core Strategy Initial Options included a Community Renaissance approach, which sought to improve access to facilities in each local area. This is consistent with the neighbourhood model for service delivery. The land use implications (including sites) of these other strategies will be addressed in the Managing Development Delivery DPD.

²⁵ The LAA is available at <http://www.wokingham.gov.uk/council-meetings-democracy/plans/community-strategy/>.

²⁶ The Wokingham Borough Local Transport Plan 2006-11 is available at: <http://www.wokingham.gov.uk/transport-roads-waste/transport-policy/local-transport-plan-2-2006---2011>

²⁷ Available at <http://www.wokingham.gov.uk/council-meetings-democracy/policies/our-vision>.

Map 2.3 - Proposed neighbourhoods in Wokingham Borough



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- 2.25 The Core Strategy also needs to ensure that the wider needs for service delivery and the needs of all sectors of the community are addressed in particular through:
- Meeting the needs of the ageing population;
 - The increasing numbers of disabled residents;
 - The growth of ethnic and cultural mix within the population;
 - Increasing the opportunities to walk, cycle or use public transport to more facilities to reduce the likelihood of car use; and

- e) The aspirations of other organisations to improve service delivery e.g. Berkshire West PCT, Royal Berkshire Fire & Rescue and Thames Valley Police.

Children's Services

- 2.26 The provision of high quality education and other services for children, young people and families is key to maintaining the quality of life for the Borough's residents. The Council is ambitious to achieve international standards in education and is committed to securing high quality environments for learning. The authority will also need to consider other facilities for children and young people including child care, children's and youth centres, play, recreational and sports space and foster/care homes. Children's centres already operating are: Ambleside (Woodley), Brambles (North Wokingham) and Rainbow (Winnersh). Further centres will be provided in Earley, Shinfield, Twyford, Finchampstead North and at Woosehill (Wokingham).

Secondary Education

- 2.27 The Council will need to provide enough secondary school places for the existing and new communities being planned for the next 20 years. A number of the borough's secondary schools will have to be extended or where this is not possible rebuilt. The Council's aspirations for secondary education include:
- 1) Eight Secondary schools, ideally each with a capacity of 1,200 – 1,500 (although some schools may operate outside that range), that act as learning centres within their own communities, and provide a place for every student within 5km of their home; the overall site requirement for a 1,500 pupil, 11 – 18 secondary school is around 10.5 hectares, using the upper range of Government guidance (Building Bulletin 98). A secondary school will be included within the Arborfield Garrison Strategic Development Location (SDL) (Core Strategy policy CP18) to provide accessible secondary schooling in that immediate area and for the south-west of the borough. All secondary schools will provide extended services for their young people and the wider community;
 - 2) A learning centre for 14 – 19 year-olds, located within the Borough where it can be easily accessed by its students using public transport links, and which can provide a full range of vocational education and skills training that our secondary schools cannot fully deliver.

Primary Education

- 2.28 As part of Children's Services aspirations to deliver high quality primary education as expressed in the Primary Strategy for Change and Primary School Strategic Organisation Plan throughout the LDF period, we will be seeking further primary school facilities which can provide a full range of primary education for 3 – 11 year-olds, plus extended services, including foundation stage unit, parenting facilities, after school facilities, community facilities, etc. The Services' preferred model for primary schools is a two-form entry facility with capacity for 450 pupils, including a foundation stage unit and schooling up to year 6, but there will be flexibility to respond to local circumstances and parental preference so there may also be school sizes ranging from less than one form of entry up to three forms of entry.
- 2.29 As an illustration, a 2,000 dwelling scheme, using current pupil yields and a mix of dwellings in line with WDLP policy WH10 would yield 470 primary and 291 secondary pupils. Changes in pupil yields or mixes of dwellings would vary the numbers generated.

- 2.30 The location and number of any new primary schools will be determined by the distribution, scale and timing of the housing under the LDF, but it is anticipated that there will be a need for at least one new primary school in each SDL (see policies CP18 – 21). These schools will be located at the heart of their communities so that no child has to travel more than 3-4 km to school along a safe route. The requirement for the overall site and building footprint will be based on the upper range of Government guidelines current at the time of construction of the new facility (Building Bulletin 99), expanded to take account of the extended services to children and families that all schools should deliver. The overall site requirement for a two-form entry primary school with a foundation stage unit under current guidance is 2.5 hectares.

Children's Centres

- 2.31 Each SDL will have access to a children's centre where the under fives and their families will be able to access a range of services, advice and information under one roof, tailored to meet the needs of their community. Services offered could include childcare, parenting education, health services, family support and employment advice.

Youth centres

- 2.32 For young people aged between 13 and 19 years, the Borough Council will develop a youth offer for their leisure time. One component of the youth offer relates to provision of safe enjoyable places in which to spend time, as part of the strategy to enable them to make a positive contribution to their community and be diverted from anti-social behaviour. Youth facilities will need to be provided to meet the needs of the youth population in each SDL.

Small group home

- 2.33 For a variety of reasons, some children come into the care of the Borough Council. As far as possible, these children will be placed within their wider family and friends network, or with foster carers. Where such arrangements cannot be made favourably, children will live in a small group home. The Council is opening one small group homes in 2008 and may need one or more other similar homes in the future.

Community Services

- 2.34 The Community Care Service vision is to contribute to the health and wellbeing of all Wokingham residents. Its key priority is to support those with health and social care needs to be as independent as possible and remain within their own homes and communities. In line with national and local policies we aim to support the dignity of older people and other groups of vulnerable adults and to facilitate their inclusion in all levels of community life.
- 2.35 Neighbourhoods will be important in providing facilities and venues that are accessible for older people and those with disabilities and which encourage the inclusion of all members of the community. They will also contribute to the prevention of ill health and dependency.
- 2.36 There will be a need for a few dedicated venues for services for vulnerable people but generally community facilities will be used to meet people's support needs. Within new areas of housing development, facilities and resources will be required that meet the needs of all members of the community.

- 2.37 We expect a significant increase in the numbers of older people and those with disabilities in Wokingham Borough over the next 20 years. In particular the numbers of those over 85 will rise by over 100%. We need to find new, cost effective ways, to provide the necessary support and care to these members of our community. Our aim is to reduce the proportion of people who are cared for in residential and nursing homes and to enable people to stay in their own homes (including extra care and supported housing) with the accessible care and support they need.

Housing (including specialist housing)

- 2.38 The LAA recognises that the delivery of affordable housing is a key priority for the area, particularly having regard to the findings of the Berkshire HMA. The HMA indicates that at least 64% of annual dwelling completions should be of affordable units (see paragraph 4.34 below). The Affordable Housing Viability Study (June 2008) indicates that in some circumstances, residential development is viable with up to 50% of the units supplied as affordable dwellings.
- 2.39 Housing with support will be a key development requirement. Our aspiration is to develop at least 80 new tenancies over the next 5 years to meet the housing needs of those with learning disabilities, physical disabilities and those with mental health problems.
- 2.40 For older people, delivering more choices in the housing and care available to them, including extra care housing, is a priority. The requirements for this change to the pattern of specialist housing for older people are set out in the Wokingham's Older People's Housing Strategy²⁸. This strategy has been consulted on and endorsed by a wide range of stakeholders. In line with both need and the strategy, we are moving from sheltered and nursing home based provision to extra care.
- 2.41 Over the next 10 years, an additional 400 units of extra care housing of mixed tenure will be required as well as an additional 100 enhanced sheltered housing units. These should be delivered in a range of schemes across the Borough providing 40 to 120 units each. To respond to the increasing numbers of those over 85, approximately 80 housing units for people with dementia will be required provided in a number of 8-12 unit schemes. Conventional sheltered housing for rent, which is a less attractive option for older people and which does not always meet their increasing care needs, will be reduced as other accommodation and care options become available. We will support voluntary and commercial organisations to develop extra care housing options for older owner occupiers. We will encourage existing providers of residential and nursing homes to diversify and modernise so they are able to offer options in line with our strategic aspirations. These targets will be monitored and reviewed annually to address changing patterns of need. Housing for the growing numbers of key workers who will be needed to provide the care and support to people in their own homes will also be a priority.

²⁸ Available at <http://www.wokingham.gov.uk/health-social-care/older-people/housing-strategy-elderly>.

- 2.42 Our aspiration is that housing will, wherever possible, be suitable for those with disabilities and those whose needs change as they become older, through increasing the supply of lifetime homes.

Transport and Accessibility

- 2.43 For communities to be sustainable there must be easy access to a range of facilities such as GP surgeries, shops, leisure facilities, and community and faith venues. Improved bus and train transport as well as specialist transport for those with significant disabilities, will also be required to reduce isolation and increase involvement in the community. As well as providing improved healthcare to the borough's residents, the authority will work with the PCT to ensure that adequate accessible public or community transport is available to Wokingham and other hospitals.

Place and Neighbourhood Services

- 2.44 The Council has brought a number of front line services together within Place & Neighbourhood Services. These include highways, waste, street scene regulatory services, community wardens, countryside, libraries, sports and leisure. The aim is to provide greater engagement with local communities and stakeholders to deliver more seamless joined up services.
- 2.45 The LTP sets out the Borough's Transport Strategy till 2011. The overriding objective of the Wokingham's second LTP is;
- "to keep the traffic moving throughout the District by tackling congestion and improving road and junction capacity to enable the expected increase in traffic to undertake its journeys in good time, with minimum delays and a high degree of safety".*

The Key objectives set to meet this wider aim are as follows:

- i) To improve the road infrastructure, maintenance and targeted improvements to the road network to improve traffic flow.
- ii) To improve the integration of land use planning and transport to create a more efficient transport system.
- iii) To improve road safety for all road users, through cost effective solutions, education and training
- iv) To develop cost effective transport solutions that are sensitive to the varying nature of the District and to improve accessibility to key facilities
- v) To improve the convenience of travel that involves using more than one mode of transport
- vi) To promote sustainable travel choices through various travel planning initiatives.

Waste and Recycling

- 2.46 Effective Waste & Recycling forms a key element of the Council's long term Vision under "A Cleaner and Greener Local Environment" with one of the measures of success being "Improved rates of recycling".
- 2.47 The Government's Waste Strategy 2007 has also introduced a national target for recovery of municipal waste and this together with the Council's set Landfill Allowances will drive future policies.
- 2.48 To meet these future targets the Council has entered into a 25 year waste PFI contract with our re3 partners (Bracknell Forest and Reading Borough Council). This contract will upgrade the existing waste facilities, provide a

materials recycling facility and divert municipal waste to an “Energy from Waste” plant.

- 2.49 Challenges for the future are to increase recycling by developing facilities and additional collections and to process kitchen waste, which is currently landfilled, if and when appropriate infrastructure becomes available in the region. The Council will seek appropriate contributions from developers to support innovation and new initiatives in this area.

Sport, leisure and countryside recreation

- 2.50 The Council’s long term Vision commits us to making the borough a great place to live with a good quality of life for all our residents. Central to delivering on this commitment will be access to suitable sport, leisure and cultural facilities in addition to the borough’s country parks, open spaces and public rights of way.
- 2.51 New development is likely to create additional demand for facilities such as sports pitches, play areas, swimming pools, libraries and for access to borough-wide resources such as the country parks. Where local provision of facilities cannot be accommodated, contributions will be used to support investment in larger facilities or, in the case of country parks, facilities which cater for a borough-wide need.
- 2.52 Specific challenges include delivery of the Rights of Way Improvement Plan, the Vision for Dinton Pastures and infrastructure improvements at California Country Park. Again, the Council will seek appropriate contributions from developers to support these initiatives.

Burial Grounds

- 2.53 In the work undertaken for the SEP by Roger Tym & Partners²⁹, consideration was given to the need for cemeteries. This research is equally applicable to the borough. The authority will therefore need to identify sufficient land to accommodate the need for burials for all faiths since existing space is limited. The Tym’s report (paragraph 4.49) suggests that around 4,300 burials can be accommodated in each hectare at an average mortality rate of 9.9 persons per thousand. This equates to a regional requirement of 24 graves per thousand dwellings. The Council has assessed current capacity within the borough and this work indicates there is insufficient land to meet the likely need in the Plan period. The Council through the Managing Development Delivery DPD, will identify sites to increase the provision of cemeteries within the borough³⁰ as much of it will be provided in connection with development.

Berkshire Fire & Rescue

- 2.54 Royal Berkshire Fire and Rescue Service have agreed their Five Year Integrated Risk Management Plan 2007/8-2012/3³¹. Within this, they are proposing to crew Wokingham fire station 24 hours a day and will assess the impacts of the Core Strategy on the service provided to the community. It may be necessary to relocate resources to deliver an optimum response to the risks identified. In addition plans are being made to replace the existing retained station at Wargrave with a new facility in Twyford. Any land use

²⁹ Costing the Infrastructure Needs of the South East counties (Nov 2004)
http://www.tymconsult.com/u_files/Final_Report_-_Issued_05.pdf.

³⁰ See report to the Executive on 25 October 2007.

³¹ Available at <http://www.rbfrs.co.uk/pdfs/irmp-5yr-plan-2007.pdf>.

requirements for these facilities will need to be addressed through the Managing Development Delivery DPD.

- 2.55 With regard to the matter of alternative locations for a New Fire Station in Wokingham, the optimum location at the present time is in the vicinity of Shute End adjacent to Wokingham Borough Council Office, although this would change as a result of the developments envisaged in the Core Strategy. Any facility would be slightly larger in size and specification to the current Fire Station in order to accommodate additional staff to enable 24 hour cover to be provided. When taking account of the proposed developments and subject to risk modelling, any new fire station facility should be located within the South Wokingham SDL (policy CP21) and conform to the outline specification identified above.
- 2.56 Significant evidence exists to support the benefits of installing sprinklers within buildings to protect the lives of the occupiers, promote the Health, Safety and Welfare of Fire-fighters and also reduce the burdens on society due to fire losses. As such the Fire Authority actively encourages the installation of sprinklers in all buildings.
- Berkshire West Primary Care Trust***
- 2.57 Local healthcare services within the Borough are the responsibility of Berkshire West Primary Care Trust (PCT). A key element in the delivery of primary healthcare is the network of general practitioner surgeries and community health facilities, together with dentists, nursing services and opticians. The PCT is also responsible for Wokingham Community Hospital.
- 2.58 Both nationally and locally the healthcare strategy is to devolve an increasing number of services and treatments from hospitals to local facilities. This, in turn, means that primary healthcare is becoming more than simply GPs' surgeries, and there is an increasing need for larger premises.
- 2.59 An indication of the future requirements for healthcare is illustrated in the Strategic Service Development Plan produced by the PCT in April 2006³². Currently only five of the 15 GP practices within the Borough have any spare patient capacity. In addition, a number of the GP premises in the Borough are already smaller than the recommended size and cannot meet the needs of a growing population as they are in need of refurbishment or replacement. Thus there will be a requirement for increased premise size so that more GP's and associated staff can be employed. The housing growth planned will require about 15 additional GP's.
- 2.60 The most likely response of the PCT to this population growth will be to relocate existing local practices on to new facilities and expand on current sites where that is feasible. They also anticipate that a new GP practice may be required in Arborfield to meet the demand for general medical services.
- 2.61 The PCT intend to redevelop the Wokingham Hospital site during the plan period with the primary use of the site being for healthcare facilities and services.

³² Available at <http://www.berkshirewest-pct.nhs.uk/store/documents/wok-pharmaceutical-needs-assessment06-08.pdf>.

Thames Valley Police

- 2.62 Whilst local authorities have a greater leadership role in delivering growth, the Crime and Disorder Act 1998 introduced a wide range of measures for preventing crime and disorder. Section 17 (as amended by Schedule 9 of the Police and Justice Act 2006), imposes an obligation on every local authority (which includes Planning Authorities) and other specified bodies to consider crime and disorder reduction in the exercise of all their duties. This duty extends to spatial planning and “place shaping” through the LDF. It is therefore necessary for the Core Strategy to consider these implications.

Sustainability Appraisal (including Strategic Environmental Assessment) and Appropriate Assessment

- 2.63 The Core Strategy takes account of a Sustainability Appraisal (incorporating a Strategic Environmental Assessment) for the Borough, which is a Scoping Report. The Scoping Report for the Sustainability Appraisal indicates the 13 Spatial Objectives for the LDF. These are set out in Table 2.1 below. The Spatial Objectives of the Sustainability Appraisal were derived following a wide ranging consultation with the statutory agencies, community and reflects the approach of the Community Strategy. The Council consulted on the appropriateness of these Spatial and Sustainability Objectives for the LDF at each of the stages illustrated in figure 1.1.
- 2.64 Before undertaking the Initial Options for the Core Strategy, the Council externally validated its proposed approach for producing the Sustainability Appraisal from the Centre for Sustainability. This was to ensure that the Council followed best practice in the production and refinement of the Sustainability Appraisal prior to the adoption of the Core Strategy.
- 2.65 Subsequently 22 Sustainability Objectives were derived using the objectives of the Community Strategy and early consultation with the community. The Council in the Core Strategy seeks to ensure that the approach to development in the borough best achieves the Spatial and Sustainability Objectives. Appendix 2 details which Spatial and Sustainability Objectives are implemented through the policies of the Core Strategy.
- 2.66 The Council has carried out a Sustainability Appraisal, incorporating the requirements for a Strategic Environmental Assessment, for each stage during the preparation of the Core Strategy. The Council consulted statutory consultees at each stage and had regard to their comments throughout. The Sustainability Appraisal has assessed the economic, social and environmental impacts of the Core Strategy policies and alternative policies. The Sustainability Appraisal of the Core Strategy policies and alternative policies scored the compatibility of each policy against the 22 Sustainability Objectives. The Sustainability Appraisal identifies that the Core Strategy policies scored better than the alternative policies and will contribute to delivering sustainable development. This Core Strategy has taken account of the Sustainability Appraisal findings.

Table 2.1 - Spatial Objectives of the Sustainability Appraisal³³

A	To ensure all residents, workers, visitors and other interested groups are involved in creating, developing and delivering future land use patterns across the borough <i>Key delivery policies: CP3, CP9 and CP18-21</i>
B	To seek efficient use of resources in development proposals (including land, materials and water). <i>Key delivery policy: CP1</i>
C	To reconcile demand for housing and other development with respect for the borough's character <i>Key delivery policies: CP1, CP3, CP5, CP9, CP11, CP12, CP17-21</i>
D	To maintain and enhance the separation and distinctiveness of the borough's settlements <i>Key delivery policies: CP3, CP9, CP11, CP12 and CP18-21</i>
E	To concentrate development in the areas with best access to users/occupiers and other services <i>Key delivery policies: CP9, CP11, CP12, CP13, CP14 and CP18-21</i>
F	To provide housing in appropriate locations, scales and types that meet the needs of the borough <i>Key delivery policies: CP2, CP5, CP9, CP11 and CP17-21</i>
G	To provide non-housing development in appropriate locations, scales and types across the borough. These include education, health, libraries and other community facilities along with shopping and employment <i>Key delivery policies: CP9, CP11, CP13-16 and CP18-21</i>
H	To apply the sequential approach to development by encouraging it on sites occupied with buildings or structures (including where recently cleared). For example brownfield sites. <i>Key delivery policies: CP9 and CP18-21</i>
I	To keep the borough moving with appropriate infrastructure improvements to public transport and roads where needed <i>Key delivery policies: CP4, CP6 and CP10</i>
J	To protect and enhance the natural and man-made environments <i>Key delivery policies: CP1, CP3, CP7 and CP8</i>
K	To ensure appropriate high quality well designed, laid out and built development is delivered in the borough <i>Key delivery policies: CP1 and CP3</i>
L	To avoid areas where flooding, noise and pollution would impact on development either existing or proposed <i>Key delivery policies: CP1 and CP3</i>
M	Encourage the provision of appropriate infrastructure, services and facilities that enable the borough's residents to achieve their potential <i>Key delivery policies: CP1, CP4, CP13 and CP14</i>

2.67 The authority has also considered whether the Core Strategy was likely to generate significant effects upon any Natura 2000 site within 15km (linear) of the borough. Following screening of the potential for impacts, the authority accepted that an Appropriate Assessment was required to demonstrate how

³³ Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. Therefore sustainability is acting to ensure the social, economic and environmental impacts of proposals lead to improvements for all of society.

the significant impacts upon the TBH SPA and the Special Areas of Conservation at Thursley, Ash, Pirbright & Chobham and Windsor Forest & Great Park could be avoided. The Core Strategy has had regard to the findings of both the screening and Appropriate Assessment to ensure the likely significant effects are avoided.

Aspirations and Spatial Issues for the Borough

2.68 Overall, taking account of these issues, the aspirations and spatial issues that therefore need to be addressed by the Core Strategy are (in no order of priority):

- i) Delivers sustainable development by providing an acceptable balance of housing and employment including the provision of a full range of services accessible to people;
- ii) Promotes sustainable use and disposal of resources while mitigating and adapting to climate change;
- iii) Delivers housing in locations that meet the needs of the community;
- iv) Supports a sequential approach to new mixed use development locations based primarily on larger scale (SDL) consisting of accessible, high quality, well designed development. The SDL will be supported by Development Briefs to ensure delivery of the essential community facilities and infrastructure required;
- v) Delivers affordable housing that meets identified local needs;
- vi) Promotes a transport system that enables access to services by a variety of modes;
- vii) Protects the character of the borough by maintaining/improving the built/natural environment while mitigating the effect of new development on the environment;
- viii) Maintains the distinct and separate identity of the borough's settlements;
- ix) Maintains and enhances all the infrastructure, including roads, railways, schools, healthcare and open space provision through new development, taking account of the health and well being of residents;
- x) Supports the renaissance of Wokingham and other town centres;
- xi) Limits development in those areas at most risk of flooding and pollution;
- xii) Protects the most important areas for biodiversity, landscape and heritage from development;
- xiii) Maintains and enhances the borough's knowledge and skills base;
- xiv) Ensures good design which is in keeping with the area
- xv) Where national and regional policies allow, takes account of the public's views following consultation and engagement.

Settlements within the Borough

2.69 The Council has undertaken a Sustainability Appraisal and review of the facilities and services generally available to the public for each of the Borough's settlement at 1 April 2008. This is detailed in the "Assessment of the Hierarchy of Settlements" and summarised in appendix 3, with further issues set out below.

Arborfield Garrison

2.70 Arborfield Garrison is identified in the WDLP as countryside and contains around 100 hectares (gross) of previously developed land. It is occupied by the military although they are due to vacate the whole the site by late 2012.

As the letter³⁴ indicates, this vacating of the site will occur irrespective of the outcome and timetable of the Defence Training Review³⁵ with its relocation and concentration of military training at St. Athans in the Vale of Glamorgan in south Wales.

- 2.71 LPS2 highlights that people within Arborfield Garrison travel further to reach facilities and services than those other parts of the Borough. If the military decided to simply vacate the site and dispose of their accommodation on the market, this would have serious implications for achieving sustainable development due to the lack of facilities available (appendix 3). The Council and military recognise the opportunities of the Arborfield Garrison site for delivering necessary development in the borough, which also address the area's poor sustainability. To secure the sustainability of this SDL, at least two new primary schools and a secondary school would be built in this location, together with a children's centre and youth facilities. It will also include new shops. The development at the scale proposed will require substantial investment in transport infrastructure. By careful planning the development will be separate from other existing settlements.
- 2.72 The availability of previously developed land enables proposals to be delivered whilst limiting impacts upon the separation of other settlements. The barracks at the site have a range of community and leisure facilities, which are not available to the public although adequate facilities will be necessary as part of any development. In order to ensure viable community and other facilities are delivered at the site, the Council recognises that land outside that owned by the military is likely to be required. Proposals would also need to provide mitigation for impacts upon the TBH SPA.

Earley, Shinfield (North of M4) and Woodley

- 2.73 The area of these settlements adjoins Reading Borough and the AMR and LPS2 indicate that these are accessible locations. Large parts of this area have been built since the early 1970's with the developments at Lower Earley and Woodley airfield. The proximity to Reading Borough requires a consistency in approaches for development including the integration of public transport service improvements (see paragraphs 2.8 & 2.9). The SFRA indicates that expansion to the east is not possible due to the proximity of the floodplain of the River Loddon. To the south lies the M4 and to the north is the Reading-Maidenhead-London Paddington railway line. These are constraints to any significant expansion of these settlements.

Crowthorne (Pinewood)

- 2.74 Crowthorne's split between Bracknell Forest and Wokingham boroughs is an issue as explained in paragraph 2.6. Residential proposals here need to mitigate for impacts upon the TBH SPA, especially if Gorrick Plantation off

³⁴ Letter of 13 July 2007 from Brigadier G A Nield OBE BSc (Eng) in the Defence Training Review office at the Ministry of Defence

³⁵ Further information on the Defence Training Review announced on 17 January 2007 is available at:

<http://www.mod.uk/DefenceInternet/DefenceNews/TrainingAndAdventure/MetrixConsortiumAwardedPreferredBidderStatusUnderDefenceTrainingReviewProgramme.htm>.

Nine Mile Ride was included following the review that is expected to occur between 2008 and 2010³⁶.

Finchampstead North

- 2.75 The poor access to facilities and services highlighted in LPS2 and appendix 3 will be partly addressed following the opening of the community centre/library/children's centre at Gorse Ride in early 2010. Proposals here would need to mitigate for impacts upon the TBH SPA, especially if Gorrick Plantation was included.

Green Park

- 2.76 The Green Park Business Park lies in South Reading and is partly within Wokingham Borough. The remainder of the business park is split between Reading Borough and West Berkshire District. An additional railway station has been approved by West Berkshire Council adjoining Green Park.
- 2.77 The Berkshire Brewery lies to the east of Green Park and is split between Reading and Wokingham Boroughs. Since the brewery is scheduled to close in 2010, the two authorities will need to assess any redevelopment proposal.

Shinfield, Spencers Wood and Three Mile Cross

- 2.78 These settlements lie south of the M4 and with the improvements to M4 junction 11 will have better access to Reading along the A33 corridor once the junction is completed in summer 2010. Whilst there is an unimplemented planning permission for around 19,000m² of B Class floorspace in Shinfield, these settlements are close to the employment areas of south Reading including Green Park and along Basingstoke Road.
- 2.79 It is important that proposals to improve accessibility by public transport along both the A33 and A327 are consistent with the Mass Rapid Transit (MRT) scheme envisaged by Reading Borough. As paragraphs 2.8 and 2.9 indicate, any improvements must be co-ordinated with proposals of Reading Borough. Major development needs to await the improvements to junction 11 to achieve sustainable development in line with the Secretary of State's decision in the appeal at land north of Grazeley Road, Three Mile Cross³⁷. Land to the east lies within the flood plain of the River Loddon as illustrated in the SFRA. This river burst its banks in both 1999/2000 and 2007. Proposals will need to demonstrate how they mitigate their impact upon the TBH SPA.
- 2.80 Significant housing development in this area would require the building of additional primary school provision, as well as ensuring that existing schools are enabled to operate at full capacity.

Twyford and Ruscombe

- 2.81 Most of the land to the west is located with the flood plain of the River Loddon with the areas on the other sides within the Green Belt. Consequently, without a review of Green Belt there are limited opportunities for expansion of these settlements. A review would be required if the development needed in the borough cannot be accommodated in a sustainable manner without resorting

³⁶ The Council received a letter from Natural England on 2 August 2007 in response to its letter for 5 July 2007 inviting the Secretary of State to designate Gorrick Plantation as a Special Protection Area.

³⁷ See paragraphs 13 to 16 of the appeal decision letter on application O/2002/7137.

to land within the Green Belt. Land to the north-east of Twyford includes high quality agricultural land.

Wargrave

- 2.82 Land to the west is located with the flood plains of the River Loddon and Thames with the areas on the other sides within the Green Belt. Although Wargrave contains a railway station, it is on the limited stopping service on the Henley-on-Thames branch line. Whilst expansion of Wargrave through a review of the Green Belt might support the limited range of shops, there are no significant other facilities (see appendix 3). Therefore, it is likely that only limited development within the boundaries provided by the floodplain and Green Belt would be appropriate

Winnersh

- 2.83 Winnersh has a range of facilities and there are narrow gaps separating the settlement from Earley, Sindlesham and Wokingham. There is a need to consider impacts of flooding, including from the River Loddon together with noise from both the M4 and A329(M).

Wokingham

- 2.84 The town centre is the largest retail centre in the borough and its range of facilities and services is recognised in both LPS2 and appendix 3. The sustainability of the town may be undermined unless schemes are developed which support its vitality and viability, particularly so it can retain trade that might otherwise leak to the centres of Reading or an improved Bracknell. During the plan period there are likely to be opportunities for a number of significant developments within the town centre. The Council recognises that development around Wokingham could help reduce traffic flows through the town and would support the vitality and viability of the centre through increasing its population. However, proposals would need to ensure that they maintain the separation of the town from nearby settlements. Taking these factors into account, the Council considers that properly planned development towards both the north and south are appropriate. Extensive development to the east would reduce the gap between Wokingham and Binfield/Bracknell, to the south would lead to further coalescence with Finchampstead North, to the south-west would impact with Barkham Hill and to the west with Winnersh.
- 2.85 Proposals would also need to mitigate for impacts upon the TBH SPA, especially if Gorrick Plantation was included. In addition, the floodplain of the Emmbrook dissects the town and noise from the M4 and A329(M) affecting the nearby areas.
- 2.86 Significant housing development to the south and north of Wokingham would both require the provision of a new primary school with two forms of entry.

Arborfield Cross, Charvil, Barkham Hill, Finchampstead, Hurst, Riseley, Sindlesham, Sonning & Swallowfield

- 2.87 Appendix 3 indicates that these settlements have a limited range of facilities, and do not have access to good quality public transport services. With the exception of Arborfield Cross, Barkham Hill and Sindlesham, they are all to varying degrees either within or adjoining areas at risk of flooding. Proposals within Arborfield Cross, Finchampstead, Riseley and Swallowfield could all impact upon the TBH SPA and therefore require mitigation measures. Overall, due to the limited range of facilities, it is not considered that significant development is appropriate in these locations, although smaller

proposals which help support the communities and provide for an identifiable local need may be acceptable.

Areas outside of defined settlements/development limits (including countryside)

- 2.88 The remaining three quarters of the borough contained around 6% of the population in 2001. In these areas, development has largely been through the conversion of existing buildings. For these schemes, it is important that they do not undermine the character of the area to ensure the overall quality of life of residents. Furthermore, these areas are generally not accessible by public transport and consequently there is a risk that the higher car ownership of the borough, would in these locations lead to increased traffic to reach facilities.
- 2.89 Nevertheless, the Council recognises the importance of agriculture, forestry and open sport/leisure uses to the character of the borough and maintaining the separate and distinct identify of settlements. The Council acknowledges the need to maintain a viable countryside to protect the character and landscape of the area. To achieve this, some forms of diversification of uses (where acceptable with national, regional and local policy) could take place.

3 Spatial vision for Wokingham Borough

The Vision

- 3.1 By 2026, this Core Strategy will deliver the development necessary to sustain the area's economic growth and ensure the needs of all groups including children, the young, the elderly and the vulnerable have been met. This includes the borough fulfilling its role within the wider sub-regional and regional economies. This will be achieved whilst maintaining the borough's landscape, ecology, heritage and environment and as far as possible the existing pattern of development so that the borough is a great place to live and work with a good quality of life and opportunity for all. Development will avoid areas, where it would be affected by flooding, noise and pollution.
- 3.2 Improvement in infrastructure is a key to the success of the strategy. It aims to ensure that everyone has improved access to high quality services such as schools, open space & recreation, health and community facilities to maintain social wellbeing, health and the quality of life.
- 3.3 Recognising the current high car ownership of the Borough and congestion, a key part of the Strategy is the provision of a good transport system. Adequate capacity will be available to services and facilities where they are not within distances accessible by walking, cycling and mobility aids such as electric scooters. Improving the availability and increasing the use of non-car based transport will also contribute towards addressing the cause of climate change.
- 3.4 The area's buoyant economy will be supported through the more effective use of existing employment sites in the borough and other measures that support smart growth, including training in skills. The authority will seek to ensure vibrant town centres meeting day-to-day shopping and other needs are readily accessible within the borough. The authority will seek to maintain the amount of employment floorspace within the borough and to increase the share of retail expenditure spent within its area. The authority will consider the opportunities for mixed use developments to support this.
- 3.5 Development proposals within the borough will have respected its character and built upon the attractiveness and features of the area thereby ensuring the sense of place is retained. The social needs of residents will have been met, including the provision of affordable housing. Schemes will be delivered which support independent living for vulnerable people and the ageing population.
- 3.6 Development will be designed to reduce anti-social behaviour, crime and thereby the fear of crime. Opportunities for volunteering and partnership working will be provided including good community facilities.
- 3.7 This vision which has regard to the outcome of public consultation is based on locating the majority of the new housing in high quality Strategic Development Locations with excellent infrastructure provision and protecting the character of the Borough. To deliver the necessary development within the borough, the Council has identified SDL (Core Strategy policies CP18-21) to provide 9,900 of the dwellings required. These SDL in Arborfield Garrison, south of the M4 together with north and south Wokingham reflect the vision for the area through locating schemes where they can provide easy access to both existing facilities or where improvements are readily deliverable. To

guide the SDL proposals, Development Brief Supplementary Planning Documents (SPD) (incorporating a Master Plan) will be produced. Infill development will be rigorously assessed against national and local policies on compatibility with the character of the area and the need for development to be of high quality.

- 3.8 Development will be concentrated in those towns and villages that either have a significant range of infrastructure including facilities and services now or will have them as a result of the development proposed through the Core Strategy. Development is less likely in locations where these facilities and services will not be available.
- 3.9 Having regard to the scale of existing facilities and services together with the current distribution of the borough's population, Earley, Green Park, Shinfield (N of M4), Twyford, Winnersh, Wokingham and Woodley are the most appropriate locations for growth.
- 3.10 The other locations with facilities and services together with access to the major locations are appropriate for modest levels of development. Based upon the current levels of services and populations, the settlements of Arborfield Garrison, Finchampstead North, Pinewood (Crowthorne), Ruscombe, Shinfield, Spencers Wood, Three Mile Cross and Wargrave are suitable for modest levels of development. As a consequence of the improvement in access to services and facilities through the implementation of the SDL at Arborfield Garrison and Shinfield/Spencers Wood/Three Mile Cross (south of the M4), these settlements would be appropriate for growth.
- 3.11 In the other settlements of the borough (Arborfield Cross, Barkham Hill, Charvil, Finchampstead, Hurst, Riseley, Sindlesham, Sonning and Swallowfield), limited development to support the vitality of existing local services will be appropriate.
- 3.12 Outside of the settlements, proposals will help support the rural economy through the appropriate re-use of existing buildings together with activities related to agriculture, forestry and open sport/recreation.

Availability and deliverability of land

- 3.13 Whilst the Community Renaissance approach within the Core Strategy Initial Options (June 2005) was based upon the more efficient use of currently developed land, the authority cannot identify (with certainty of delivery through the SHLAA) enough previously developed land to meet the requirements set out in the SEP (Policy SP3). As PPS3 recognises, there could be significant impacts on the character of the area from higher density of development which could conflict with the quality of life of residents as highlighted in the Community Strategy and Audit Report if such an approach was followed.
- 3.14 To ensure economic growth in the sub-region continues, it is vital that the Core Strategy delivers a robust approach to development within the area as recognised by the SEP. Paragraph 2.3 outlines the requirements for housing within the borough in the period 2006 to 2026 in the SEP. Table 3.1 explains the housing requirements for the borough taking account of the shortfall at 1 April 2006 against the requirements of the then BSP. The resolution of this

shortfall by the Core Strategy reflects the approach of the SEP (Policy H2). Table 4.2 provides details of the breakdown of the sources of supply.

Table 3.1 – Summary of housing requirements for the Borough

Former Berkshire Structure Plan requirement 2001-06	2,950
Dwelling completions 2001-06	2,178
Shortfall against former Structure Plan	772
Requirement 2006-26 (SEP Policy H1)	12,460
Target for Core Strategy including shortfall	13,232

- 3.15 The Council in the Core Strategy has therefore considered the most appropriate mechanisms for ensuring the delivery of 13,232 dwellings required. In doing so, it has considered the advice in PPS3 (paragraph 38) regarding the opportunities for cutting carbon emissions through concentrating development in locations with good public transport accessibility and the potential to draw low carbon forms for its energy supply. It also recognises the Government's aspirations in the sustainable community's agenda to deliver development in appropriate locations and forms. The Council has also listened to the community, including the responses to various stages of consultation in deciding how development should be accommodated within the borough.
- 3.16 Taking this into account and the evidence collected during the earlier stages of the Core Strategy, this document concentrates development in four key sites (SDL) within the borough. These are at Arborfield Garrison, south of the M4, north Wokingham and south Wokingham in policies CP18-21. Details on the capacities of these SDL are included in table 3.2. This concentration enables the achievement of economies of scale for both construction and delivery/operation of facilities e.g. accessible public transport, provision of health and education services. The identification of these SDL in the Core Strategy also provides certainty and clarity to the development industry and for investment decision by infrastructure and other service providers together with current and future residents.

Table 3.2 – Capacities of Strategic Development Locations in policies CP19-22

Strategic Development Location (SDL)	Capacity
Arborfield Garrison (CP18)	3,500 ³⁸
South of the M4 (CP19)	2,500 ³⁹
North Wokingham (CP20)	1,500
South Wokingham (CP21)	2,500

- 3.17 In concentrating development in four locations, the authority recognises the lead in times associated with the schemes may impact upon housing delivery in the short term, but are unlikely to affect achievement of the overall requirements to 2026. Whilst the authority is committed to delivering necessary development in the borough by 2026, it is concerned that departing from the concentration approach of the Core Strategy to increase delivery in the short term would undermine achievement of sustainable communities. The SEP (Policy WCBV3) also recognises that the need to ensure adequate mitigation measures are in place to avoid impacts upon the

³⁸ See footnote 4 in SEP Policy WCBV3

³⁹ See footnote 4 in SEP Policy WCBV3

TBH SPA may require careful consideration of any phasing of housing delivery. The authority will expedite the delivery of housing to meet the overall requirements of the SEP, although due to the issues above, it does not consider it appropriate to achieve the annual figure every year.

- 3.18 Whilst the four SDL will take the majority of development, in order to support existing facilities and services in settlements across the borough, sites for at least 1,000 additional dwellings will be identified in the Managing Development Delivery DPD. Sites for these dwellings will be identified having regard to the vision for the borough and the relative sustainability of the location. The SHLAA indicates that there is sufficient land within the borough to accommodate the sites for at least 1,000 dwellings without resorting to areas with a high probability of flood, containing Sites of Special Scientific Interest (SSSI), within 400m of the TBH SPA or the Green Belt.
- 3.19 Before granting planning permission for the development of the SDL, the authority should ensure the following have taken place:
- a) Appropriate pre-application discussions;
 - b) Appropriate public consultation has been carried out (see Tier 1 of the Statement of Community Involvement (SCI) (paragraphs 3.45 to 3.47));
 - c) A Development Brief SPD (incorporating a masterplan) for each SDL based upon the principles set out in the Concept Statements at Appendix 7 has been adopted; and
 - d) Infrastructure delivery SPD incorporating a roof levy for the 4 SDL has been adopted.

Where feasible, the early development of the SDL will help support the delivery of housing pending additional supply from subsequent DPD. To aid determination of the applications, the Council recognises the value of providing detail on both the provisional boundaries for the development and guidance for the submission of applications. Appendix 7 provides this additional guidance from the concept work commissioned from David Lock Associates to support this Core Strategy. The concept statements in appendix 7 will be amplified in Development Brief SPD and associated masterplan for each SDL. The planning applications for the SDL must follow the principles and the location of development and spaces set out in the Core Strategy (including the Concept Statements at Appendix 7) and in the Development Brief SPD. The Council will work with the agencies promoting the SDL to identify opportunities to improve both the speed and quality of the development envisaged. This could include Planning Performance Agreements undertaken in line with advice from the Advisory Team for Large Applications (ATLAS)⁴⁰.

Implementing the vision

- 3.20 Having regard to the vision outlined in paragraphs 3.1 to 3.12, it is appropriate to explain how each settlement of the borough may be affected, particularly the major and modest development locations. Within the existing settlements, the main opportunities for development are likely to come from previously developed sites, particularly in residential use. Proposals on such sites will need to accord with the overall vision including respecting the character and ensuring a sense of place is retained. The Managing Development Delivery DPD will identify sites in and around these settlements for at least 1,000 dwellings. To ensure sufficient land is allocated to meet this, amendments to development limits (in the CS Map Changes) to include both

⁴⁰ More information available at www.atlasplanning.com.

green and brown field sites outside of the boundaries are likely to be proposed. This is set out below.

Arborfield Garrison

- 3.21 As Arborfield Garrison will become surplus to defence needs by 2012, there are significant opportunities for the provision of a sustainable community here during the plan period. Therefore policy CP18 designates an SDL based upon the military training site with adjoining land. The provision of appropriate educational, community, faith and retail facilities together with adequate accessible public transport services and transport infrastructure will improve the sustainability of the Garrison and adjoining areas and therefore resolve the existing problems within the area. It is therefore vital that the development brief includes an appropriate timetable for the delivery of these facilities and services in tandem with residential development. The accompanying Appropriate Assessment indicates how the impacts of residential development here will be avoided upon the TBH SPA.

Crowthorne (Pinewood)

- 3.22 The Managing Development Delivery DPD will consider the opportunities for changing the settlement boundary (Development Limit in CP9) to allocate land for development, subject to the deliverability of measures to avoid impacts upon the TBH SPA. There is an existing commitment for 70 dwellings in Crowthorne.

Earley, Green Park, Shinfield (North of M4) and Woodley

- 3.23 The Managing Development Delivery DPD will consider the opportunities for changing the Development Limit to allocate land for development, subject to the findings of the Council's SFRA. The Council will work with Reading Borough to identify and deliver opportunities for improving public transport accessibility between the two administrative areas. It will also seek to ensure adequate provision of retail, employment, educational and other facilities within this area. There is a WDLP allocation for around 380 dwellings on the eastern side of Woodley.

Finchampstead North

- 3.24 The Managing Development Delivery DPD will consider the opportunities for changing the Development Limit to allocate land for development, subject to the deliverability of measures to avoid impacts upon the TBH SPA where required.

Shinfield, Spencers Wood and Three Mile Cross

- 3.25 The Council recognises that the areas around Shinfield, Spencers Wood and Three Mile Cross have significant opportunities to integrate with the proposed public transport improvements of Reading Borough (MRT) along the A33 and A327 corridors. The Council will therefore work with Reading Borough to implement these improvements. Whilst public transport will provide access to facilities and services within Reading, it will still be necessary to ensure that there is adequate provision locally. The option for providing people close to the employment and other opportunities in south Reading makes this a suitable location for a SDL. The South of the M4 SDL will include the WDLP allocations for around 700 dwellings within the three settlements. The provision of enhanced facilities and services would also address some of the issues of travel distance within LPS2. The accompanying Appropriate Assessment indicates how the impacts of residential development here will be avoided upon the TBH SPA. SEP Policy WCBV3 indicates that some

2,500 dwellings are to be delivered to serve the needs of Greater Reading which could be located in the Shinfield/Spencers Wood/Three Mile Cross area (paragraph 21.16).

Twyford and Ruscombe

- 3.26 The Managing Development Delivery DPD will consider the opportunities for changing the Development Limit to allocate land for development, subject to the findings of the Council's SFRA and the avoidance of sites within the Green Belt. This reflects the findings of the SHLAA (see paragraph 3.18). Furthermore, it is not considered that a review of the Green Belt is appropriate, until the impacts of Crossrail on rail service quality at Twyford can be made once operating in 2017 (assuming Maidenhead is its western terminus).

Wargrave

- 3.27 It is unlikely that there will be opportunities for changing the Development Limit of Wargrave in the Managing Development Delivery DPD.

Winnersh

- 3.28 There are WDLP allocations for the development of around 400 dwellings together with a primary school and relief road to the south-west of Winnersh and for 45 dwellings to the north. The Managing Development Delivery DPD will consider the opportunities for changing the Development Limit to allocate further land for development.

Wokingham

- 3.29 Within the WDLP, there is a proposal for the creation of a public transport interchange at Wokingham station. The Council is working with the public transport companies to enable the delivery of this. Once delivered, this will significantly improve public transport accessibility in the town. In addition, the Borough's Retail and Transport Studies recognise the value of removing through traffic from the town centre to improve its vitality and viability. Wokingham town is a sustainable location and with these planned improvements to public transport together with the opportunities for supporting the town centre mean that it is suitable for significant development. The Council will produce a Town Centre Strategy SPD to provide a framework for the implementation of measures to support the centre to follow on from the visioning work it is undertaking. This includes increasing the catchment population of the centre from identifying SDL to both the north and south of the town. Developing the SDL can also contribute towards resolving problems associated with through traffic in the centre, which will improve its environment. The north Wokingham SDL includes the WDLP allocations for 180 dwellings.
- 3.30 The Managing Development Delivery DPD will consider other opportunities for further changing the Development Limits to allocate additional land for development, although the authority would need to be convinced that the market for housing will not be unduly focused on Wokingham and that there is adequate market capacity/demand to deliver them. The accompanying Appropriate Assessment indicates how the impacts of residential development here will be avoided upon the TBH SPA.

Arborfield Cross, Barkham Hill, Charvil, Finchampstead, Hurst, Riseley, Sindlesham, Sonning and Swallowfield

- 3.31 The Managing Development Delivery DPD will consider the opportunities for small scale allocations/additions to these settlements, having regard to the range and accessibility of facilities and services available which would contribute towards sustainable communities. Unless significant enhancements occur in the plan period, it is unlikely that the proportion of development within these settlements will continue in line with that observed since 2001 (see Appendix 3). There may be opportunities for small scale proposals meeting local needs for affordable housing.

Outside of defined settlements/development limits (including the countryside)

- 3.32 Outside of settlements, in order to reflect the poor access to facilities and services, development is most likely to be related to agriculture, open recreation or burial grounds. Developments that support the vitality of the rural economy will be considered where they are also sustainable. There may also be provision of rural housing by exceptions to meet local need.

4 Core Strategy Policies

- 4.1 This Core Strategy includes a number of high level policies in order to achieve the objectives and vision set out in the earlier sections. It also includes a number of policies relating to specific strategic proposals e.g. SDL in policies CP18-21. Proposals would therefore need to comply with relevant policies, together with other parts of the Development Plan. The policies are arranged into broad themes applying to the whole borough before more specific issues are considered.

Delivering a sustainable borough

CP1 – Sustainable development

Planning permission will be granted for development proposals that:

- 1) Maintain or enhance the high quality of the environment;
- 2) Minimise the emission of pollutants into the wider environment;
- 3) Limit any adverse effects on water quality (including ground water);
- 4) Ensure the provision of adequate drainage;
- 5) Minimise the consumption and use of resources and provide for recycling;
- 6) Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;
- 7) Avoid areas of best and most versatile agricultural land;
- 8) Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;
- 9) Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);
- 10) Provide attractive, functional, accessible, safe, secure and adaptable schemes;
- 11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and
- 12) Contribute towards the goal of reaching zero-carbon developments⁴¹ as soon as possible by:
 - a) Including appropriate on-site renewable energy features; and
 - b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.

- 4.2 Development within the borough should enhance the overall sustainability of the area through minimising impact on the environment, including access to facilities as detailed under CP9. As is recognised in both the Community Strategy and the Spatial Objectives, the community values the high quality of the environment within the borough. It is therefore important that any proposals for development do not harm this or adversely affect the quality of life of residents, workers and visitors. The Council's Landscape Character Assessment highlights the areas of the borough with landscapes which

⁴¹ The Department for Trade and Industry definition of a zero carbon development is one that achieves zero net carbon emissions from energy use on site, on an annual basis.

should be protected or enhanced by development. The Council's Borough Design Guide SPD (July 2007) provides guidance on how schemes can reflect the quality of the borough's character. Village Design Statements provide similar guidance for smaller areas.

- 4.3 Proposals that enhance the quality of the environment of the borough could include those that improve the openness of the areas outside of development limits defined under Policy CP9. Landowners and developers have the primary responsibility for protecting their land against the risk of flooding. They are also responsible for managing the drainage of their land such that they do not adversely affect adjoining properties. It is essential that future development is planned carefully, in accordance with PP25 (and the accompanying Good Practice Guide), the Flood Direction 2007 and the Wokingham Borough Strategic Flood Risk Assessment, steering it away from areas that are most at risk from flooding and ensuring that it does not exacerbate existing flooding problems. A planning solution to flood risk management should be sought wherever possible. At the planning application stage, the developer/ applicant is responsible for preparing a detailed site based Flood Risk Assessment or Drainage Impact Assessment depending upon the location and scale of development. It is essential that the developer/ applicant consider the possible change in flood risk over the lifetime of the development because of climate change. Sustainable Urban Drainage Systems can be used to minimise the risk and impact of flooding. Developers will be expected to provide and fund effective SUDS maintenance regimes. New development should be designed to be resilient to flooding as appropriate.
- 4.4 The completed Wokingham Borough SFRA highlights where the impacts of flooding (including from groundwater) and surface water runoff (both on and off site) will need to be addressed. The SFRA is a strategic document which identifies zones of risk to help in the allocation of land for development, for Development Management decision making purposes, to develop emergency plans and highlight possible requirements that may be needed in a more detailed FRA. Proposals need to include measures to reduce water consumption so that the impacts of water abstraction upon Natura 2000 sites as explained in the Appropriate Assessment are avoided. The minimisation of impacts on air quality will also help address the impacts of development on Natura 2000 sites as highlighted in the Appropriate Assessment.
- 4.5 Further guidance on flooding, drainage and water supply for development proposals will be included in the future Sustainable Development SPD.
- 4.6 Proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock, will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and effectively and take account of the effects of climate change. Delivering on sustainable energy can bring significant social, environmental and economic benefits to Wokingham Borough.
- 4.7 As a result of the rapidly changing situation the Council is taking a flexible approach to the provision of on-site renewables and other sustainable forms of development dealt with in CP1.

- 4.8 The Council will expect developers to use the Buildings Regulations, the Code for Sustainable Homes and other national guidance (at the time of application) to demonstrate that in order to achieve reductions in carbon emissions, a percentage of energy used in developments be provided by on site renewable energy installations. The Council will seek over and above the minimum national and regional targets (SEP Policy NRM11) through the Managing Development Delivery DPD.
- 4.9 Development for the generation of energy from renewable resources will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social and economic or other benefits. Overall, the Council wants to achieve zero-carbon development as soon as possible. The Government target for new homes is to do so by 2016. The regional target for reducing carbon dioxide emissions is detailed in SEP Policy CC2.
- 4.10 It is recognised that small-scale projects make a valuable contribution to the overall outputs of renewable energy and therefore help meet renewable energy targets both locally and nationally. Only where a developer can satisfy the Council why the higher target cannot be achieved will a lower target be provided.
- 4.11 The Council will need to make provision for implementing the renewable energy generation targets and strategy set out in the SEP (Policies NRM11-NRM16).
- 4.12 The speed of progress towards these aims will be kept under review in future local development documents, having regard to Government and regional policy, developments in technology and science, and the impact of viability of development. Technology is changing and new guidance is coming forward from various sources, Government policy is still emerging.
- 4.13 The policy will be delivered through:
- a) Preparation of the Managing Development Delivery DPD and a SPD on Sustainable Development;
 - b) Development control and building control;
 - c) Private and public sector development – particularly through implementation of emerging good practice;
 - d) Close working with other agencies and utilities including the Environment Agency and water utilities, particularly in relation to pollution control, flooding and water conservation, efficiency and recycling measures.
- 4.14 The community, Government and regional policy (PPG24 & SEP Policy NRM10 respectively) recognise the need for proposals to avoid areas of noise. Within the borough, noise issues arise in a variety of locations including alongside the major roads (M4 & A329(M)/A3290) and the railway lines within the Strategic Transport Network (see paragraph 4.56). Proposals should have regard to the advice in PPG24 concerning the suitability of different locations (based on noise exposure levels) for a variety of activities and the Air Quality Management Areas of the borough. The LAA includes targets for dealing with local concerns about anti-social behaviours and crime. Initiatives such as 'Secured by Design' can make a contribution to this.

CP2 - Inclusive communities

To ensure that new development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) to meet long term needs, planning permission will be granted for proposals that address the requirements of:

- a) An ageing population, particularly in terms of housing, health and wellbeing;
- b) Children, young people and families, including the co-ordination of services to meet their needs;
- c) People with special needs, including those with a physical, sensory or learning disability or problems accessing services; and
- d) The specific identified needs of minority groups in the borough, including Gypsies, Travellers and Travelling Showpeople and black and minority ethnic groups. Proposals for gypsies, travellers and travelling showpeople (including allocations in other Development Plan Documents) will demonstrate that:
 - i) The site is located either within or close to the development limits of a settlement in policy CP9 in order to maximise the possibilities for social inclusion and sustainable patterns of living; and
 - ii) The proposed site is not disproportionate to the scale of the existing settlement whether singly or cumulatively with any existing sites in the area.

- 4.15 In order to achieve sustainable development, it is important that the needs of all sections of the population are met through development. All proposals should take into account relevant equality and diversity legislation. Additionally, proposals for any specific part of the community should take account of other relevant legislation. For example provision for Gypsies and Travellers should accord with the approach outlined in the LDF and take account of the Housing Act and Circular 1/2006 which requires sites to be identified to meet needs. Allocations (if required) will be examined following the early revision of the SEP. The meeting of the South East England Regional Assembly on 4 March 2009 agreed recommendations to the Secretary of State regarding permanent pitch requirements to 2016. For Wokingham Borough, it was recommended that the requirement is:
- a) 21 pitches for gypsies and travellers; and
 - b) 2 pitches for travelling showpeople.
- Once the Secretary of State has confirmed the requirement (through a revision of the SEP), the Council will allocate sites (if necessary) through the Managing Development Delivery DPD.
- 4.16 The Council recognises that household size and associated needs varies across social and ethnic groups. The Council recognises that addressing the needs of young people includes those in the care of the authority due to their vulnerability. Some of the issues in planning for changes in the demography of the borough are outlined in section 3.
- 4.17 Community facilities include development for health (including preventative social care and community support services), education, play and leisure or culture together with libraries, village/community halls and religious buildings. It also includes burial sites.

- 4.18 Sustainably meeting the needs of young people includes ensuring that children of primary school age have access to a school within walking or cycling distance of their home (3-4km) along a safe route. Furthermore, young people aged 13-19 need to have sufficient access to positive activities and safe places to go.

CP3 - General Principles for development

Planning permission will be granted for proposals that:

- a) Are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life;
- b) Provide a functional, accessible, safe, secure and adaptable scheme;
- c) Have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.
- d) Maintain or enhance the ability of the site to support fauna and flora including protected species;
- e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses;
- f) Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping;
- g) Provide for a framework of open space in secure community use achieving at least 4.65 ha/1,000 population provision together with recreational/sporting facilities in addition to private amenity space;
- h) Contribute towards the provision of an appropriate sustainable network of community facilities;
- i) Do not lead to a net loss of dwellings and other residential accommodation or land; and
- j) Do not lead to a loss of community or recreational facilities/land or infrastructure unless suitable alternative provision is available.

Development proposals will be required to demonstrate how they have responded to the above criteria through the submission of Design and Access Statements, clear and informative plans, elevations and streetscenes and where required Masterplans, Development Briefs, Concept Statements and Design Codes.

- 4.19 The Wokingham Borough Design Guide SPD (July 2007) seeks to ensure development is of a high standard of design that can integrate with the character of the area is also important to achieving sustainable development in the borough. The provision of public and private amenity space contributes to the character of the borough. All development can impact on the overall character of the area. Consequently, it is vital that the Council minimises any adverse impacts. Each town and village, together with the areas between them has their own unique character which is illustrated in Village Design Statements. Proposals for development must acknowledge this to ensure that the distinctiveness of different parts of the borough is maintained in line with PPS1 (paragraph 13 iv). The authority through the designation of Conservation Areas will recognise the distinctive character of parts of the

borough. Proposals should also take account of the results of the Council's Landscape Character Assessment and the vegetation in the area. Areas that are important to the Borough's landscape include Areas of Special Landscape Importance and Sites of Urban Landscape Value. These areas will be reviewed through the Managing Development Delivery DPD. Development proposals in line with PPS9 should demonstrate how they can address the needs of existing wildlife in the area, including the protection and enhancement of wildlife corridors. The Council will produce SPD complimenting the Borough Design Guide to help implement this policy.

- 4.20 In line with the SCI, the Council will encourage the submission of development briefs or masterplan with major proposals (Tier 1, see paragraphs 3.45 to 3.47 of SCI).
- 4.21 The SEP (Policy C7) highlight the regional significance of the River Thames Corridor. The valley of the River Thames is identified as an important feature within the Landscape Character Assessment. Other river valleys including the Loddon and Blackwater are also in the highest Landscape Character category. As a consequence of policies on flooding, parts of river valleys cannot be developed. They also contribute towards the separation of settlements. In addition, they provide valuable areas for recreation and have potential as wildlife corridors.
- 4.22 The Open Space Audit indicates that the borough provides the sites for open recreational activities to both the boroughs of Bracknell Forest and Reading, whereas these authorities provide the sites and buildings for indoor recreation. It is important that proposals recognise and enhance the value of open spaces to contribute to the needs of Boroughs' of Bracknell Forest, Reading and Wokingham. The Council's Open Space standards are detailed in the Wokingham District Open Space Audit which was undertaken in accordance with the advice in PPS17. The Open Space Standards are summarised in Appendix 4 and cover quality, quantity and accessibility. This policy will also aid the delivery of green infrastructure within the borough as encouraged in the SEP (Policy CC8) and PPS12 (paragraph 2.4). The delivery of green infrastructure (including Suitable Alternative Natural Greenspace (SANG) under policy CP8) also contributes towards the delivery of healthy communities, including safe access to facilities and opportunities for exercise/recreation⁴². Open space is to be delivered in perpetuity. Where open space meets the standards for Suitable Alternative Natural Greenspace (SANG), it can also count towards this provision as detailed in paragraph 4.49.
- 4.23 In order to maintain a variety of mix of uses throughout the borough, proposals that entail a net loss of community or recreational facilities will not be allowed. This is due to the risk that a loss of variety of activities in the borough could have on the overall sustainability of the area. This is especially an issue where the loss of a use results in longer journeys by less sustainable means to access alternative facilities. The Council will be improving community facilities in the borough, and these will be targeted within the neighbourhoods illustrated in map 2.3.

⁴² This reflects the advice of the Department of Health and National Institute for Clinical Excellence (NICE), available at <http://www.nice.org.uk/newsevents/infocus/Newguideforlocalauthorities.jsp>.

CP4 - Infrastructure Requirements

Planning permission will not be granted unless appropriate arrangements for the improvement or provision of infrastructure, services, community and other facilities required for the development taking account of the cumulative impact of schemes are agreed.

Arrangements for provision or improvement to the required standard will be secured by planning obligations or condition if appropriate.

- 4.24 The Council and the community is concerned that all necessary improvements to infrastructure are identified when development is allowed. This community view has been clearly expressed during the earlier stages in producing the Core Strategy. Any improvements to infrastructure, services and community facilities will be assessed in accordance with Circular 05/2005 to ensure that they are:
- a) Relevant to planning,
 - b) Necessary to make the proposed development acceptable in planning terms,
 - c) Directly related to the proposed development,
 - d) Fairly and reasonably related in scale and kind to the proposed development, and
 - e) Reasonable in all other respects.
- 4.25 Where improvements are required by the development, the planning obligations or condition will ensure that they are provided at the appropriate time to ensure the proper planning of the area. Development proposals will not be allowed where the necessary infrastructure required by the scheme is either not available or will not be delivered in line with the phased approach identified for the development concerned, including those in a master plan or development brief. Since the adequacy of infrastructure can be a material consideration in determining planning applications, the Council may impose conditions to ensure that development does not proceed in advance of appropriate and necessary infrastructure improvements. Any master plan or development brief will be consistent with DPD/SPD produced by the authority.
- 4.26 The Council recognises that depending upon the type of infrastructure improvements necessary from a proposal, there can be significant time lags for their delivery. Applicants will need to consider both the current and future availability of infrastructure to accommodate the development they propose, having regard to developments already approved that are subject to a planning application or are proposed in the LDF.
- 4.27 Infrastructure includes roads and other transport requirements such as public rights of way enhancements together with the needs of utility suppliers for water, drainage, sewerage, electricity, gas or telecommunications. Improvement to services can include public transport. Community facilities are listed in paragraph 4.17. Other facilities can include those for retail, leisure, recreation such as open space or to mitigate impacts on protected species. Contributions may also be sought for affordable housing and business/community space together with training opportunities and measures to ensure safety of the community. Further guidance on contributions towards infrastructure improvements will be outlined in the Planning Obligations SPD.

As part of the preparation of the Planning Obligations SPD, the Council is preparing a Long Term Transport Strategy (LTTS) to inform the calculation of any tariff. Planning Obligations are likely to be superseded by a Community Infrastructure Levy (CIL). It is anticipated the documents setting CIL will be subject of public examination. This will include background information such as the LTTS. The LTTS will also assist in the consultation on the Infrastructure Delivery SPD. This will be produced so that it can be adopted in tandem with the Core Strategy.

- 4.28 Proposals will need to demonstrate that there is either sufficient infrastructure capacity or that this can be readily provided as part of any scheme. Consequently, consideration of on and off site improvements will be required in any scheme and the applicant may be required to submit evidence of this. Any assessment of the ability to deliver necessary improvements to infrastructure will need to demonstrate that both the enhancements and the proposal are viable and deliverable. To deliver the necessary improvements required, the Council will consider the use of its Compulsory Purchase powers, when appropriate.
- 4.29 As paragraphs 2.26 to 2.30 indicate, the Council's strategy for children and young people looks to enhance facilities for all. Where these improvements are related to the SDL in policies CP18-21, these are detailed in the relevant section. However, due to development in the borough, there may be a requirement to increase capacity at other sites. The authority will negotiate contributions in line with this policy to deliver this additional capacity.

CP5 - Housing mix, density and affordability			
Planning permission will be granted for residential development providing a mix and balance of densities, dwelling types, tenures and sizes. Affordable housing must reflect the sizes and types that meet the proven needs of people who are not able to compete in the general housing market.			
All residential proposals of at least 5 dwellings (net) or covering a net site area of at least 0.16 ha will provide up to 50% of the net additional units proposed as affordable dwellings, where viable. The Council will negotiate the tenure, size and type of affordable units on a site by site basis having regard to housing needs, site specifics and other factors.			
Subject to viability, the minimum percentages of affordable housing sought on site by land type and location are:			
Land types	Location (CP9)	Size trigger	%
Previously developed land	Within Development Limits	5 to 14 dwellings (net) or between 0.16ha and 0.49ha (net)	20
Previously developed land	Within Major Development Location	15 dwellings or more (net) or 0.5ha (net) and larger	30
Previously developed land	Within Modest or Limited Development Location	15 dwellings or more (net) or 0.5ha (net) and larger	40

Greenfield	Within Major Development Location	5 dwellings (net) or more or 0.16 ha (net) and larger	35
Greenfield	Within Modest or Limited Development Location	5 dwellings (net) or more or 0.16 ha (net) and larger	40
Any	Outside development location	5 dwellings (net) or more or 0.16 ha (net) and larger	40
Any	Strategic Development Location (policies CP18-21)	5 dwellings (net) or more or 0.16 ha (net) or larger	35
Subsequent Development Plan Documents may vary the proportions for affordable housing of allocated sites having regard to the specific viability of the site.			

- 4.30 The provision of a variety of types and sizes of accommodation is desirable across the borough, so that the housing needs of as many households as possible can be met. This helps to ensure that the Plan is sustainable in meeting the housing needs of the community in line with PPS3 (paragraph 29). Depending upon the character and needs of the area, it may not be necessary to include a mix of dwellings in every residential scheme, especially smaller ones. The importance of ensuring adequate provision of affordable housing is recognised in the Audit Report.
- 4.31 To ensure schemes comply with Policy CP2 regarding socially inclusive communities, affordable housing units should be in accordance with the social landlords requirements which may mean distribution around the proposal and not concentrated in one area, unless there are particular management issues. Due to the exceptional need for affordable housing in the Borough and to achieve its supply until the SDL in policies CP18-21 deliver, the Council has reduced the thresholds at which affordable housing is sought down to five dwellings (net). These thresholds will be reviewed to establish if they are still necessary once the SDL have started contributing towards the provision of affordable housing.
- 4.32 The Council recognises that the threshold in this policy is consistent with that in the adopted in the WDLP for settlements with 3,000 or fewer residents. Since its adoption in March 2004, the Council has successfully delivered affordable housing on a number of sites of at least 5 dwellings without affecting the financial viability of the proposal⁴³. The Council is unaware of financial factors within settlements of more than 3,000 residents that prevent the delivery of affordable housing on similar sized sites elsewhere in the Borough. This reflects the findings of the Affordable Housing Viability Study, which indicates viable development can be achieved with up to 50% of the units supplied as affordable dwellings. A lowering of the threshold to five means that affordable housing would be provided on smaller sites allocated in subsequent DPD, especially in limited development locations (CP9).

⁴³ Application Nos. F/2004/0977 (96-98 Grazeley Rd, Three Mile Cross), O/2003/0646 (Land adjacent to Lord Harris Court, Mayfields, Sindlesham) & F/2006/7037 (4 St. Catherine's Close, Sindlesham).

Having regard to the Viability Study, the Council has tiered the requirements for affordable housing based upon site location and characteristics. The provision of affordable housing is based upon a 70:30 split between social rent and shared ownership as detailed in the Affordable Housing Viability Study. The Council will use this split as the starting point for negotiations on affordable housing but apply flexibility where there are viability and other site specific issues.

- 4.33 Applicants for planning permission who wish to suggest a provision below that in policy CP5 based on a viability case must submit with their planning application an open book appraisal of the development finances which demonstrates that the proposal is clearly not viable without a lesser affordable housing provision and/or Social Housing Grant.
- 4.34 This reduction in threshold to five dwellings recognises the exceptional need for affordable housing within the borough as highlighted in the Berkshire HMA. This indicates that between 64% and 88% of the Borough's annual housing completions would need to be affordable dwellings⁴⁴. The Council recognises that the application of either a 5⁴⁵ or 15⁴⁶ dwelling thresholds for requiring affordable housing associated with the percentages in the HMA could affect the delivery of housing. An off-site contribution towards the provision of affordable housing may be acceptable where it is impractical to include on-site, particularly due to the small number of units proposed. The practicalities of this are examined in the Viability Study. Whilst PPS3 indicates that proportions of affordable housing could vary around the area, the Council currently operates a borough-wide waiting list. It is therefore not able to separate the need out to individual settlements. To ensure adequate affordable housing is provided in smaller communities, notwithstanding the lower threshold, the Council considers it necessary to allow for rural exceptions. Further guidance on where affordable housing may be permitted as an exception to usual planning policy is set out in policy CP9.
- 4.35 In recognition of the changing needs and demographics within the Borough, larger developments (including SDL) should provide a range of different sizes and types of housing, which address these needs across all tenures. This will include the provision of "Lifetime Homes" and other accommodation for the elderly and the vulnerable. This will assist the Council in meeting the needs of an ageing population in the Borough highlighted in the Council's Housing Strategy for Older People. Further information on housing mix will be provided in the Managing Development Delivery DPD.

CP6 - Managing Travel Demand

Planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;

⁴⁴ See figure 7.37 of the Berkshire HMA. The figures are a minimum of 400 units and a maximum of 550 units per annum in comparison to the SEP requirement.

⁴⁵ Reflecting the approach applied in settlements of 3,000 or fewer population within the Wokingham District local Plan.

⁴⁶ PPS3, paragraph 29 indicates that the national indicative minimum threshold for requiring affordable units is 15 dwellings.

- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- d) Provide appropriate vehicular parking, having regard to car ownership;
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- f) Enhance road safety; and
- g) Do not cause highway problems or lead to traffic related environmental problems.

4.36 Paragraph 2.16 recognises that the borough has one of the highest car ownership rates of any English local authority. To reduce the likelihood that these vehicles will be used and to encourage modal shift, it is important to ensure all proposals achieve sustainable development and that they are assessed for their impacts in generating travel demand. This assessment will need to take account of the cumulative impact of proposals in the area. To help achieve sustainable development, proposals likely to generate significant demands for travel movements should be located in areas with best access to existing good services. This means that people can have the widest range of choice in selecting transport modes and help reduce the use of the private car. The availability of good existing public transport services has been considered in drafting the strategy for the Borough. The Council assumes that this provision will be maintained⁴⁷ and enhanced by development in the period to 2026. Enhancements will include the measures detailed in policy CP10 together with new/improved feeder bus services to railway stations within and adjoining the borough. During the plan period, opportunities for the improvement of existing railway stations and the possibility of new railway stations will be examined. One way to reduce congestion will be to provide better bus services for school children. The approach of this policy is consistent with the LAA and the LTP. Measures to improve accessibility to the transport network will also have regard to the requirements of policy CP7 concerning avoiding significant affects upon Natura 2000 sites.

4.37 In line with the WDLP definition, good public transport services meet the following requirements:

- a) At least a thirty minute service frequency during peak times (7:00 to 9:00 and 16:00 to 19:00 Monday to Saturday); and
- b) At least an hourly service frequency during off-peak hours (9:00 to 16:00 and 19:00 to 22:00 Monday to Saturday and between 7:00 and 22:00 on Sundays).

4.38 The appropriate vehicular parking is set out in the Council's standards. This is currently in WDLP Appendix 8, but a SPD will replace it. Parking provision will have regard to the potential level of vehicle ownership/use and the availability of high quality alternative means of transport.

⁴⁷ Such as the operation of the Park & Ride at Loddon Bridge roundabout on A329.

- 4.39 Enhancement of public transport provision could include increased frequencies and improved integration between bus and rail routes together with the provision of new stops or routes. The Council will look towards proposals contributing towards solutions which enhance the sustainability of the site together with the location generally. This is because improving access to sustainable transport modes to the existing population should create capacity within the network to cope with new development. This policy is consistent with the LAA (NI 175 and 198).

CP7 - Biodiversity

Sites designated as of importance for nature conservation at an international or national level will be conserved and enhanced and inappropriate development will be resisted. The degree of protection given will be appropriate to the status of the site in terms of its international or national importance.

Development:

- A) Which may harm county designated sites (Local Wildlife Sites in Berkshire), whether directly or indirectly, or
 - B) Which may harm habitats or, species of principle importance in England for nature conservation, veteran trees or features of the landscape that are of major importance for wild flora and fauna (including wildlife and river corridors), whether directly or indirectly, or
 - C) That compromises the implementation of the national, regional, county and local biodiversity action plans
- will be only permitted if it has been clearly demonstrated that the need for the proposal outweighs the need to safeguard the nature conservation importance, that no alternative site that would result in less or no harm is available which will meet the need, and:
- i) Mitigation measures can be put in place to prevent damaging impacts; or
 - ii) Appropriate compensation measures to offset the scale and kind of losses are provided.

- 4.40 SEP Policy NRM5 (criterion iii) recognises that the need to protect European sites from likely significant effects could mean that housing targets in Policy H1 are not achievable. The Habitats Regulations Assessment (see paragraph 2.67) indicates that the development currently envisaged through the Core Strategy can be delivered without likely significant harm upon any European sites (either on their own or in-combination with other plans or projects). However, the Council will assess each plan or project in line with NRM5 to confirm that they can be delivered without likely significant harm (either on their own or in-combination with other plans or projects).
- 4.41 The need for a development that affects a Site of Special Scientific Interest will be deemed to outweigh the need to safeguard the nature conservation interest where the development has clear social or economic benefits of national importance. The need for a development that affects Local Wildlife Sites, habitats or, species of principal importance in England for nature conservation, ancient woodland, veteran trees or features of the landscape that are of major importance for wild flora and fauna will be deemed to

outweigh the need to safeguard the nature conservation interest where the development has clear social or economic benefits of regional or national importance.

- 4.42 The conservation of sites designated as important to nature conservation, habitats or species of principal importance in England for nature conservation and features of the landscape that are of major importance for wild flora and fauna are essential for the maintenance of the area's biodiversity and the quality of life of the borough's residents. All developments should take account of the biodiversity, and where possible developments should contribute to the enhancement of the borough's biodiversity. The Wokingham District Biodiversity Action Plan⁴⁸ highlights targets where proposals can contribute towards their achievement and the Council has identified a number of Biodiversity Opportunity Areas (in line with SEP Policy NRM5) that are priorities for the maintenance, restoration and creation of priority habitats. Biodiversity Opportunity Areas have the highest concentration of existing ecological sites e.g. Local Wildlife Sites. Consequently, in these areas, measures to support and enhance biodiversity are most likely to deliver benefits. Thames Valley Environmental Records Centre surveyed the borough for potential Biodiversity Opportunity Areas during the 2007/08 financial year. Information on biodiversity within the Borough can be obtained from the Thames Valley Environmental Records Centre (TVERC)⁴⁹. Further details on the level of protection appropriate to international, national and local sites are detailed in PPS9 (including the accompanying Good Practice Guide), ODPM Circular 06/2005 and SEP Policies NRM5 and NRM7. Where a proposal is likely to have a significant effect upon a Natura 2000 site, the authority will expect the applicant to supply it with sufficient information to demonstrate how these impacts will be avoided.
- 4.43 The Managing Development Delivery DPD will provide further details on the application of this policy. The Berkshire Nature Conservation Forum advises on the boundaries of Local Wildlife Sites (formerly Wildlife Heritage Sites), including deletions, additions and amendments. Consequently, they may change from the current ones defined in WDLP Policy WNC5 (as amended by the Council decision on 27 July 2006). Details of international, national, regional and county biodiversity sites are available on the Council's website.

CP8 - Thames Basin Heaths Special Protection Area

Development which alone or in combination is likely to have a significant effects on the Thames Basin Heaths Special Protection Area will be required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

- 4.44 Within 400m (linear) of the TBH SPA, the authority and Natural England do not consider it is generally possible to avoid impact from development. Therefore, no proposal for residential development will be allowed due to the risks of fires, fly-tipping, cat predation and other impacts. This view has been

⁴⁸ Available at

<http://www.wokingham.gov.uk/environment/countryside/biodiversity/biodiversity-action-plan>

⁴⁹ See www.tverc.org

accepted by the Assessor⁵⁰ who considered the validity of Natural England's evidence on the matter as part of the examination into the SEP. This approach is also consistent with the Appropriate Assessment and SEP Policy NRM6.

- 4.45 Having regard to the findings of Natural England's visitor surveys⁵¹, SEP Policy NRM6 and the Delivery Framework⁵², the authority (in the Appropriate Assessment) concludes that residential proposals involving increases of one or more net additional dwelling within 5km (linear) of the SPA will need to be assessed for whether there is likely to be significant impacts. This distance covers 70% of all visitors. Furthermore, within the area from which 80% of visitors come (equates to 7km linear), the Appropriate Assessment recognises that proposals of 50 dwellings or more dwellings will need to be assessed for whether they are likely to generate significant impacts. The Appropriate Assessment indicates that as all of the SDL (policies CP18-21) propose at least 50 dwellings within 7km of the TBH SPA, they are likely to have a significant affect upon the site. Where residential schemes include avoidance and mitigation measures, the likely significant effects upon the TBH SPA will have been addressed.
- 4.46 Whilst each SDL will include their own measures to avoid the significant impacts upon the TBH SPA, the Council recognises that other schemes for residential development will come forward before 2026 on sites where a likely significant impact without avoidance measures would occur. The Council is working with the National Trust to deliver an impact avoidance site at Simons Wood, Wellingtonia Avenue, Crowthorne. This site will function as part of a suite of Suitable Alternative Natural Greenspaces (SANG) within the borough, alongside those of the SDL. The Simons Wood SANG will be complimented by other sites identified in the Managing Development Delivery DPD to avoid the impacts of development on the TBH SPA.
- 4.47 The Council recognises that Gorrick Plantation, Nine Mile Ride, Crowthorne contains populations of Woodlarks and Nightjars. The density of nightjars in every year from 1999 to at least 2004 has been higher than any part of the SPA. In the review of Natura 2000 sites expected between 2008 and 2010, the Joint Nature Conservation Committee may conclude that Gorrick Plantation should be included within a Special Protection Area. Whilst its potential inclusion may affect the ability to deliver residential schemes on sites to be identified in the Managing Development Delivery DPD, it will however not affect the SDL around Wokingham as the impact avoidance measures to address the issues associated with the TBH SPA, will also apply in the event that Gorrick Plantation is designated. Pending the Joint Nature Conservation Committee's review of Natura 2000 sites, the Council in line with the requirements of the Wildlife and Countryside Act 1981 will consider the impacts of development on the Habitats Directive Annex 1 birds (Nightjar and Woodlark) at Gorrick Plantation under policy CP7 and SEP Policy NRM5.

⁵⁰ See paragraphs 4.7.19 and 10A(ii)(b) of the Assessor's Report on the Thames Basin Heaths Delivery Plan, published 19 Feb 2007. The Assessor's Report is available at <http://www.eipsoutheast.co.uk/downloads/documents/20070220094714.doc>.

⁵¹ Liley, D, Jackson, D. & Underhill-Day, J. (2005). Visitor Access Patterns on the Thames Basin Heaths. English Nature Research Report. English Nature, Peterborough.

⁵² Available at http://www.southeast-ra.gov.uk/documents/sustainability/thames_basin_heaths/delivery_framework_march2009.pdf

- 4.48 In line with the findings of the Appropriate Assessment, it is recognised that non-residential development could also have a significant effect upon the SPA. This could either be from linked trips including a recreational use of the SPA⁵³ or from workers employed close to the SPA using the area during breaks (especially lunch time). Consequently, proposals for non-residential development will also need assessing for whether they are likely to have a significant effect upon the SPA. Where non-residential schemes include avoidance and mitigation measures, the likely significant effects upon the TBH SPA will have been addressed.
- 4.49 The Appropriate Assessment indicates that to ensure that development avoids its likely significant impact upon the SPA, the following principles will apply:
- i) Dwellinghouses and other residential development (including staff accommodation in use class C2) will need to provide avoidance and mitigation measures where:
 - a. The proposal involves the provision of one or more net additional residential unit and is within 5km (linear) of the SPA. Contributions to on site SPA access management measures and monitoring in line with the Delivery Framework will be required together with provision of SANG at a minimum of 8ha/1,000 population (calculated at a rate of 2.4 persons per household). This monitoring includes the effectiveness of the SANG;
 - b. The proposal provides 50 or more residential units within 7km (linear). In this case, the proposal will be individually assessed for whether a significant effect upon the SPA is likely either on its own or in combination with other plans or projects around the site. Where avoidance and mitigation measures are required to address likely significant effects, this is likely to involve SANG together with funding towards monitoring the effectiveness of the solution agreed;
 - c. There is a 400m exclusion zone from the SPA for any net additional dwellings due to the inability to avoid likely significant effects upon the SPA.
 - ii) SANG to be provided and maintained in perpetuity in line with the quality and quantity standards advocated by Natural England. The size and location of SANG contributes towards the delivery of healthy communities in line with advice from the Department of Health and NICE. In order to ensure access to avoidance sites in perpetuity, the Council's preference is for the authority to own any SANG. Where SANG also meets the definition of open space (see Appendix 4), it can also count towards this provision i.e. at least 1 ha/1,000 of the SANG could also contribute towards the Natural Greenspace requirement and vice versa; and
 - iii) Non-residential development will be individually assessed for their likely significant effects. Where avoidance and mitigation measures are required, monitoring of their effectiveness will be necessary.

⁵³ See paragraph 4.5.8 of the Assessor's Report.

Managing growth

CP9 – Scale and location of development proposals

The scale of development proposals in Wokingham borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility. Development proposals (in addition to the Strategic Development Locations in policies CP18-21) within development limits will be acceptable in:

- 1) The major development locations of Earley, Green Park, Shinfield (North of M4), Twyford, Winnersh, Wokingham and Woodley;
- 2) The modest development locations of Arborfield Garrison, Pinewood (Crowthorne), Finchampstead North, Ruscombe, Shinfield, Spencers Wood, Three Mile Cross and Wargrave.
- 3) The limited development locations of Arborfield Cross, Barkham Hill, Charvil, Finchampstead, Hurst, Riseley, Sindlesham, Sonning and Swallowfield.
- 4) The boundary of the Science Park proposed under policy CP16 as defined in the Managing Development Delivery DPD.

Affordable housing on rural exception sites will be permitted adjoining the Development Limits of Modest or Limited Development Locations, if a need is demonstrated for residents, workers or other people with family connections within the Parish Council's area.

- 4.50 The Council has had regard to the advice in SEP Policies SP2, SP3, CC6, RE3, H1, H2, T1, C4, C5, BE1, BE4, BE5, TC2, WCBV1, WCBV2 & WCBV3 and the information on facilities and services detailed in appendix 3 (as to be enhanced by proposals in the Core Strategy). The SDL in policies CP18-21 have been selected on the basis of compliance with this policy. Proposals will need to demonstrate how they can achieve sustainable development, especially if they precede significant improvements in services and facilities (including good public transport) envisaged in this Plan. The accessibility of sites will be assessed having regard to whether good public transport services are available (or can be made available) as defined in paragraph 4.37. The Council will have regard to the cumulative impact of all proposals during the Plan period with regard to these limits. This is to ensure balanced communities and sustainable development is achieved which reflects the social fabric of the borough.
- 4.51 For consistency, appendix 5 indicates how settlements in adjoining authorities (along the main public transport routes from the borough) would have been classified under policy CP9 (see also SEP Policy T8).
- 4.52 The Assessment of Hierarchy of Settlements applies the Spatial and Sustainability Objectives of the Sustainability Appraisal to each settlement. Having regard to its findings, the Core Strategy divides each of the borough's settlements into one of the three categories identified in policy CP9.
- A) Major development locations are those with the greatest range of facilities and services which also allow residents the greatest choice in modes to access them. It is within the development limits of these settlements

where major development (including urban extensions within these limits) would be acceptable;

- B) Modest development locations are those with access to some facilities and services either within them or through good public transport services to major development locations or centres in neighbouring areas e.g. Bracknell, Crowthorne and Reading. It is within the development limits of these settlements where modest development would be acceptable. The limits on the acceptable scale of development are based upon former BSP policy DP1 together with the dwelling completion information summarised in appendix 3;
- C) Limited development locations are those containing a basic range of services and facilities and are physically and socially cohesive. Within the development limits of these settlements, limited development would be acceptable. This includes affordable housing to meet identified local needs. The limits on the acceptable scale of development are based upon the dwelling completion information summarised in appendix 3.

- 4.53 Associated with each SDL, the Council will be producing individual Development Brief (including masterplan) SPD together with an overarching Infrastructure Delivery SPD. The Infrastructure Delivery SPD will detail the phasing of all the associated improvements to infrastructure, facilities and services within each SDL. For the SDL proposed through policies CP18 and CP19, these improvements would enhance the overall sustainability of Arborfield Garrison, Shinfield, Spencers Wood and Three Mile Cross. Consequently, once the following improvements envisaged through policies CP18 and CP19 (respectively) have been achieved or are programmed (as part of the proposal) in a legal agreement associated with a planning permission, major development proposals in line with CP9 would also be acceptable in Arborfield Garrison, Shinfield, Spencers Wood and Three Mile Cross.
- a. Arborfield Garrison – the secondary school and district centre (in line with CP13);
 - b. Shinfield, Spencers Wood and Three Mile Cross – appropriate additional retail facilities

- 4.54 Until the adoption of the Managing Development Delivery DPD, the Council will treat the settlement boundaries defined in the WDLP⁵⁴ as the relevant Development Limit, subject to the areas defined for development in the SDL concept plans. The CS Map Changes also indicates the amendments to the Proposals Map arising from the re-classification of settlements through this policy (from Category A/B to major/modest/ limited). The definition of Development Limits recognises the consistent approach in planning to identify appropriate and sustainable areas for development.

CP10 - Improvements to the Strategic Transport Network

Improvements to the Strategic Transport Network will be provided to ameliorate major environmental or safety problems and to support new development in partnership with other authorities. The improvements to the strategic transport network are:

⁵⁴ WDLP Policy WOS2, available at www.wokingham.gov.uk/localplan. As Arborfield Garrison has no settlement boundary, the Development Limit will reflect the SDL.

Improvement to Strategic transport network	Extent Improvement is part of Core Strategy			Funding		
	Sub-Regional ⁵⁵	Integral to Core Strategy	Adjacent authority strategy	National/regional funding	Apply for through LTP	S106 and WBC funds
1 – Measures to improve cross Thames travel which may include a bridge ⁵⁶			✓	✓	✓	
2 – Reading Road to Wellington road link, Wokingham		✓		✓		✓
3 – Improvements to the railway bridges on the A321 Finchampstead Road, Wokingham		✓				✓
4 – Re-building Wokingham station as a public transport interchange, including provision of access by foot, cycle and public transport	✓	✓		✓		✓
5 – Provide a Park & Ride near the Coppid Beech roundabout on the A329 in Wokingham		✓				✓
6 - Improvements to M4 Junction 11 and A33 Mere oak roundabout, Three Mile Cross	✓	✓	✓	✓		
7 – Provide a Park & Ride in the vicinity of M4, Junction 11	✓	✓	✓			✓
8 – Winnersh relief road		✓				✓
9 – Twyford Eastern relief road						✓
10 – High quality express bus services or mass rapid transit along the A4 and A329 corridors		✓	✓			✓
11 – High quality express bus services or mass rapid		✓	✓			✓

⁵⁵ See SEP paragraphs 8.46-8.47, 8.52 (including tables 2 & 3), paragraphs 21.21 & 21.22

⁵⁶ Measures to be developed to provide alternatives for north-south movement across the river with Reading Borough, South Oxfordshire District and Oxfordshire County

Improvement to Strategic transport network	Extent Improvement is part of Core Strategy			Funding		
	Sub-Regional ⁵⁵	Integral to Core Strategy	Adjacent authority strategy	National/ regional funding	Apply for through LTP	S106 and WBC funds
transit between Reading and Woodley town centres						
12 – High quality express bus services between Green Park and Twyford stations via the Park & Rides in the vicinity of M4, J11 and Loddon Bridge and Winnersh Triangle railway station		✓				✓
13 – Reading station improvements	✓		✓	✓		
14 – Great Western mainline improvements	✓		✓			
15 – Western access by rail to Heathrow airport including Airtrack	✓					
16 – Crossrail	✓			✓ ⁵⁷		
17 – Improvements listed in policies CP18-21		✓				✓
18 – Measures to maintain the operation of the network during times of flooding		✓		✓		✓
19 – Improvements to the quality and frequency of public transport services along any part of the network		✓				✓
20 – Improvements to increase the use of bicycles, including cycle paths		✓				✓
21 – Enhancements to footpath and cycle networks to improve access to services and		✓				✓

⁵⁷ Funding only in place for route east from Maidenhead, however the route from Maidenhead to Reading was safeguarded with effect from 29 April 2009 – see <http://www.crossrail.co.uk/construction/safeguarding/maidenhead-to-reading>.

Improvement to Strategic transport network	Extent Improvement is part of Core Strategy			Funding		
	Sub-Regional ⁵⁵	Integral to Core Strategy	Adjacent authority strategy	National/ regional funding	Apply for through LTP	S106 and WBC funds
facilities.						
22 - Improvements to M4 Junction 10.				✓		✓

4.55 Infrastructure improvements associated with the SDL are detailed in CP18-21. Depending upon the improvements, proposals outside of the SDL may need to contribute as part of the cumulative resolution of the issue. It is imperative that these are provided otherwise the scheme would not achieve a sustainable quality of life. Indicative alignments for the improvements to the Strategic Transport Network will be shown in the Managing Development Delivery DPD. Improvements associated with the SDL are included in the concept plans. Other proposals for improvements to the Strategic Transport Network may arise including those to ensure that the Community Resilience functions of the authority are maintained e.g. access along the Strategic Transport Network at times of flooding for the emergency services.

4.56 The strategic transport network through the borough comprises all the motorways, A and B class roads together with the railway lines from Reading to Guildford & Gatwick Airport, Basingstoke, London Paddington and London Waterloo together with the line from Twyford to Henley-on-Thames. This Strategic Transport Network is consistent with that defined in the LTP.

CP11 - Proposals outside Development Limits (including countryside)

In order to protect the separate identity of settlements and maintain the quality of the environment, proposals outside of development limits will not normally be permitted except where:

- 1) It contributes to diverse and sustainable rural enterprises within the borough, or in the case of other countryside based enterprises and activities, it contributes and/or promotes recreation in, and enjoyment of, the countryside; and
- 2) It does not lead to excessive encroachment or expansion of development away from the original buildings; and
- 3) It is contained within suitably located buildings which are appropriate for conversion, or in the case of replacement buildings would bring about environmental improvement; or
- 4) In the case of residential extensions, does not result in inappropriate increases in the scale, form or footprint of the original building;
- 5) In the case of replacement dwellings the proposal must:
 - i) Bring about environmental improvements; or
 - ii) Not result in inappropriate increases in the scale, form or footprint of the original building.

- 6) Essential community facilities cannot be accommodated within development limits or through the re-use/replacement of an existing building;
- 7) Affordable housing on rural exception sites in line with CP9.

- 4.57 Restricting development outside of development limits also helps protect the separate identity of settlements and maintain the quality of the borough's environment which is recognised in the Audit Report. Preventing the proliferation of development in areas away from existing development limits is important, as they are not generally well located for the facilities and services. Proposals for development, which would be an increase over what currently exists (outside development limits) are likely to lead to increased use of the private car as they are poorly served by other transport modes contrary to Policy CP6. Proposals may be able to address deficiencies in accessibility to services through contributions in line with Policy CP4.
- 4.58 Proposals for agricultural workers dwellings will need to demonstrate that they comply with this policy and PPS7. Community facilities are listed in paragraph 4.17. The Council recognises the role of leisure and recreational activities (that do not require significant buildings) to maintain the character of the countryside. Cemeteries can also perform this role. Proposals within the Green Belt must also comply with PPG2 and Policy CP12.

CP12 - Green Belt

Planning permission will not be granted for inappropriate development within the Metropolitan Green Belt as defined in PPG2.

The Metropolitan Green Belt in the borough as illustrated on the key diagram comprises the land north and east of Twyford but excluding Wargrave. It also includes the land in the parish of St. Nicholas Hurst east of The Straight Mile and north of Carter's Hill.

- 4.59 In line with the guidance in PPG2, one of the key features of Green Belts is their permanence. SEP Policy SP5 indicates that Green Belts in the region will be supported. PPG2, paragraph 2.6 indicates that changes to Green Belt boundaries should only be made in exceptional circumstances. The Council does not consider that exceptional circumstances exist to warrant changes to the Green Belt during the Plan period as all the development needs for the Borough can be accommodated sustainably elsewhere. This is consistent with the findings of the SHLAA and SEP paragraph 21.6 which does not indicate that a review of the Green Belt is required at any locations within Wokingham Borough.
- 4.60 Within the borough's Green Belt any proposal that harms the open character of the area or entails inappropriate development will not be acceptable. Forms of appropriate development are listed in PPG2 (paragraphs 3.4 to 3.10).
- 4.61 The precise boundary of the Green Belt will be defined in the Managing Development Delivery DPD. Pending the production of this DPD, the extent of the Green Belt will reflect that designated by WDL Policy WGB1. There is currently one major developed site within the Green Belt at the Star Brick &

Tile Works, Knowl Hill (WDLP Policy WGB6). The Managing Development Delivery DPD will consider whether this or any other major developed site is necessary within the borough.

CP13 – Town centres and shopping

Wokingham and Woodley town centres, Lower Earley district centre, Shinfield Road centre, Twyford village centre and Winnersh centre are suitable in principle to accommodate town centre uses. The roles of all existing and new retail centres will be protected and maintained, in addition to local shopping centres and parades that meet the day to day needs of the local community. Losses of retail from primary retail frontages will not be permitted in order to maintain vitality and viability.

New retail centres that will not impact upon existing retail centres may be designated through the Local Development Framework. The hierarchy of centres within the borough is:

- a) Wokingham town centre is designated as a major town centre;
- b) Arborfield Garrison district centre (proposed through policy CP18), Lower Earley district centre, Shinfield Road district centre, Twyford village centre, Winnersh village centre and Woodley town centre are designated as small town/district centres
- c) Local centres – as defined in subsequent Development Plan Documents

4.62 The existing retail centres in Wokingham borough are Lower Earley district centre, Twyford village centre together with Wokingham and Woodley town centres. The various centres of the borough took 15% of all retail expenditure in 2005⁵⁸, which the authority aims to increase to improve the vitality and viability of centres within the borough. Centres outside the borough (including details of their share of borough retail expenditure) include Bracknell (7.5%), Maidenhead (1.4%) and Reading (62.1%). Town centre uses are defined as retailing, entertainment, arts and culture, indoor recreation, leisure, health, community and office uses. Community uses are defined in paragraph 4.17.

4.63 Table 4.2 provides information (derived from the Retail Study) on the current and potential needs during the plan period of retail floorspace within the four main centres of the borough. Having regard to this, the Council expects that the roles of each centre during the Plan period will be as follows:

- a) Earley – to serve the convenience needs of its catchment together with some limited comparison goods. It will also become a stronger focus for the community, providing for an enhanced civic function.
- b) Twyford – to serve the convenience needs of its catchment together with some limited comparison goods. The Retail Study indicates a number of improvements to the quality of the centre which will be considered through the Managing Development Delivery DPD.
- c) Wokingham – to serve the convenience needs of its catchment and to reduce leakage of comparison expenditure to other centres. Policy CP15 sets out the broad approach to achieving this in line with the findings of the Retail Study. As table 4.1 indicates, Wokingham town is the largest retail centre in the borough.

⁵⁸ Information derived from CACI Balance of Trade Report for Wokingham District

- d) Woodley – to serve the convenience needs of its catchment together with some limited comparison goods. The Retail Study indicates a number of improvements that could be made to the usage of the main pedestrian precinct. These will be considered through the Managing Development Delivery DPD.

Table 4.1 – Summary of current floorspace and potential future capacity for centres in Wokingham Borough (convenience & comparison)

Centre	Floorspace (2007) (m ²) ⁵⁹		Potential additional floorspace (m ²)					
			2011		2021		2026	
	Conv	Comp	Conv	Comp	Conv	Comp	Conv	Comp
Wokingham	3,305	12,902	500	1,050	900	3,900	1,800	12,350
Earley	5,101	3,184	2,450	350	3,000	800	4,200	1,950
Twyford	1,938	1,948	250	200	350	450	600	1,050
Woodley	2,709	5,413	900	650	1,100	1,450	1,450	3,350
Rest of borough			3,102	0	3,972	1,299	6,075	4,549

- 4.64 Table 4.1 supports a hierarchy of centres within the borough with Wokingham town at the top, then Earley & Woodley and finally Twyford. The Council's Retail Study (August 2007) indicates that there is potential for additional floorspace to maintain the roles of the centres and support this hierarchy. The Study recognises that the longer term estimates for floorspace needs are less accurate than those for the short term due to the extent that other factors e.g. growth of internet shopping may generate impacts. Additional sites to support the findings of the Retail Study for improving the vitality and viability of the centres will be identified in the Managing Development Delivery DPD. Further guidance to support the vitality of the centres will be provided in Development Guide SPD.
- 4.65 In order to achieve the development strategy, new centres will be developed between 2006 and 2026 to achieve a more sustainable pattern of development. New or enhanced centres will arise as part of the Arborfield Garrison, south of the M4, North Wokingham and South Wokingham SDL (policies CP18-21). The improvement and provision of retail centres is consistent with the findings of the Audit Report which emphasised the importance of improving access to facilities and services to enhance residents' quality of life. The Shinfield Road local centre in Shinfield (North of M4) will be upgraded to a district centre in conjunction with the proposals in Reading's Core Strategy (Policy CS26). It is likely that the existing local centre at Winnersh will be upgraded to district centre status. The Retail Study (paragraph 5.2) recognises that it may be appropriate for some of the 2,000m² likely convenience needs for Earley to be provided within the SDL proposed under policy CP19.
- 4.66 The extent of town, district, village and local centres will be defined in the Managing Development Delivery DPD. This DPD will also provide definitions for the retailing areas together with any primary and secondary shopping frontages within the centres following a review of those within the WDLP (Policies WSH1, WSH5, WSH6, WSH7 and WSH9).

⁵⁹ Convenience shopping includes food, drink, tobacco, confectionary and newspapers. Comparison is other products including clothing, electrical goods and hardware.

- 4.67 To maintain the range of activities available in defined centres so that they are at the heart of sustainable communities, proposals leading to the loss of town centre uses will not be allowed unless it is substantiated that there is no deficiency in the catchment. Furthermore, proposals for the loss of convenience stores outside defined centres but within development limits will need to demonstrate that appropriate alternative provision is available or there is no demand for the unit. Further guidance on this will be set out in the Managing Development Delivery DPD.

CP14 - Growth and Renaissance of Wokingham Town Centre

Wokingham, as a major town centre in Berkshire is considered suitable for growth. Proposals should retain and enhance the historic market town character of Wokingham and maintain its position in the Berkshire retail hierarchy by:

- 1) Strengthening shopping in the retail core to reduce leakage of expenditure;
- 2) Conserving and enhancing historic quality and interest;
- 3) Improving existing public space;
- 4) Ensuring development cumulatively provides and maintains:
 - a) A wide range of services, learning opportunities, community facilities and tourist facilities that complement existing provision;
 - b) Housing;
 - c) Office accommodation;
 - d) Public open space providing for a range of activities;
 - e) Leisure and entertainment;
 - f) Improved pedestrian links between the station and the shopping streets;
 - g) Improved pedestrian and cycle links between the centre and other parts of the town;
 - h) Appropriate car parking to facilitate a viable and sustainable town centre;
 - i) Enhanced environmental and design quality.
- 5) The use of compulsory purchase powers to facilitate site assembly and the delivery of renewal and regeneration schemes.

- 4.68 Further information on how the proposals in Wokingham town centre will contribute towards this policy will be set out in both the Managing Development Delivery DPD and the Wokingham Town Centre Development Guide SPD. The former BSP (Policy S1) recognised that Wokingham town centre was a major centre.
- 4.69 The rejuvenation of Wokingham town centre is consistent with the views of the community (LPS3) and the Audit Report's conclusions. Improving the centre means that it can better meet the needs of residents and prevent decline associated with loss of expenditure following expansion in nearby larger centres. The Retail Study indicates proposals within the town centre should contribute towards lengthening the time visitors stay (including into the evenings), as this will contribute towards the vitality and viability of the centre. The Retail Study (see table 4.1 earlier) indicates that there is scope for additional comparison floorspace in the centre to help reduce the current leakage. The main funding for the regeneration is from the Council's own land

interests in the town centre, S106 and regional funding that comes with the LTP and private funding from developers. The indicative timetable for completion of the competitive dialogue process is Spring 2010.

CP15 - Employment Development

Development for business, industry or warehousing will be permitted, including the expansion or intensification of existing employment uses provided it is within one of the following Core Employment Areas:

- 1) Green Park Business Park, Reading;
- 2) Headley Road East, Woodley;
- 3) Hogwood Industrial Estate, Park Lane, Finchampstead;
- 4) Molly Millars Industrial Estate, Wokingham;
- 5) Ruscombe Business Park, Ruscombe;
- 6) Sutton's Industrial Estate, Earley;
- 7) Thames Valley Business Park, Earley;
- 8) Toutley Industrial Estate, Wokingham; or
- 9) Winnersh Triangle Business Park, Winnersh.

Elsewhere within development limits the redevelopment, refurbishment or minor extension of buildings in employment use will be acceptable in principle.

Some scope for limited additional employment development may be identified in:

- i) The Managing Development Delivery DPD;
- ii) Within the Strategic Development Locations as detailed within the proposed SDL Masterplan SPDs (Policies CP18-21); or
- iii) The retail centres defined in policy CP13 for office proposals.

Any proposed changes of use from B1, B2 & B8 should not lead to an overall net loss of floorspace in B Use within the borough. Provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on, expansion and investment accommodation needs and having regard to the needs of specific sectors of the business community.

All proposals for employment development (including offices in line with Policies CP13 and CP14) will include mitigation commensurate with the impact of the development on the demand for housing, labour, skills, traffic and highways.

- 4.70 A good supply of a range of sizes, types and location of available sites and buildings is a pre-requisite to a thriving economy. This will be monitored through the AMR. The Employment Land Study indicates the current level of floorspace for industry and warehousing would need to rise by 51,000sq m to meet forecast employment growth in the Borough over the Plan period. This represents approximately a 10% increase in stock and can be met through the intensification of use brought about through the redevelopment of existing employment areas and new allocations in the Managing Development Delivery DPD. The increase in floorspace of 40% approved as part of the

redevelopment of Winnersh Triangle (Planning application no. O/2006/9071) demonstrates the ability to significantly intensify the use of existing employment sites. The provision of limited employment within SDL will help achieve sustainable development.

- 4.71 Through the creation of additional floorspace on existing and new sites, it will also be possible for the reuse of some existing employment sites for other uses, especially in those locations where there is a demand for other uses and/or a lack of demand for business uses without a net loss in employment floorspace. Such areas could include Molly Millars Industrial Estate and land on the south side of Headley Road, Woodley.
- 4.72 The Employment Land Study indicates that around 78,000sq m additional office space (7% uplift in stock), should be allocated between Wokingham and Reading boroughs. It is anticipated that this will be provided through the implementation of commitments at Green Park and Thames Valley Park, redevelopment of existing sites in Wokingham and South Reading and the development of new town centre office accommodation in Reading Borough. The uplift in floorspace anticipated through redevelopment leaves scope for The Manor at Shinfield, which was allocated for 18,750m² of Class B1 floorspace in the WDLP to be used for a wider purpose consistent with the proper planning of the South of the M4 SDL (policy CP19). This could include the provision of a science park under policy CP16 on an alternative site. In addition some employment provision could be in the form of live/work units.
- 4.73 The extent of Core Employment Areas will be defined in the Managing Development Delivery DPD. Until this is adopted, the boundaries of the Core Employment Areas defined under WDLP Policy WEM2 will be used. The Managing Development Delivery DPD will also consider how the identified shortfall in office space may be met in Wokingham Borough should it be required. The shortfall in office floorspace needs to be addressed to reflect the conclusions of the Appropriate Assessment. For employment policy for sites outside development limits see Policy CP11. The Managing Development Delivery DPD will include a criteria based policy on the application of this policy outside Core Employment Areas, replacing Policy WEM5 of the WDLP.
- 4.74 In the recent past, employment development has been undertaken with a relatively limited examination of its wider impact. In particular, in Berkshire there has been a faster rate of growth in the number of jobs than in the labour supply. SEP (Policies RE5 and RE6) recognise the importance of smart growth within the Western Corridor & Blackwater Valley sub-region. Policy RE6 recognises the need to maximise the productive capital of the sub-region's resources including human capital, land and natural resources whilst addressing transport and skill constraints. Furthermore, SEP paragraph 21.10 recognises the status of Reading within the sub-region and the challenges posed by issues such as congestion, labour shortages and a globalised economy. To address these issues, there are a variety of measures. For transport, this could take the form of contributions to public transport investment schemes outlined in LTP or policy CP10. As regards housing pressure, it could involve contributions towards the provision of affordable housing. Housing pressures arising from development may be reduced if ways could be found of increasing opportunities for the existing workforce to take employment. For example, childcare provision may help parents to undertake paid work more easily, training facilities can help people gain skills,

which are now needed in the marketplace. In pursuit of this more holistic approach, employment proposals will need to include an Employment Impact Statement, which shows the number and type of jobs likely to be generated, how they expect to source their labour and what the wider implications of doing so will be taking account of any mitigation under this policy.

CP16 – Science Park

A Science Park will be developed South of the M4 in Shinfield parish. The proposal will include mitigation commensurate with its impact on the demand for housing, labour, skills, traffic and highways as required in CP15.

- 4.75 The Employment Land Study has indicated that the provision of a Science Park within the borough would enhance the Borough's employment base. Its provision would also overcome an issue identified in the Audit Report concerning the need to maintain and enhance the highly skilled and knowledgeable workforce in the borough. The RES (page 25) recognises the role of universities and other higher education institutions in encouraging knowledge based industries and it identifies the potential for nationally important innovation cluster to be developed in the Thames Valley. The SEP (paragraph 21.13) recognises that the Greater Reading authorities should work together to facilitate the expansion and diversification of the University of Reading as a promoter of research and development in collaboration with the commercial sector via the development of a research-based science park within this area. The identification of a location within Shinfield Parish south of the M4 is consistent with the SEP (paragraph 21.16). Any site for a Science Park must be able to be made readily accessible to non-car transport modes to help mitigate its impact. Initially in the period to 2016, a high quality campus of approximately 20,000m² will be developed which fully reflect the landscape characteristics of its site. Further development will take place in the remainder of the plan period subject to there being identified need and demand together with resolution of any transport, landscape and design considerations to maintain the exceptionally high quality environment initially developed. It is likely that some 55,000m² of floorspace will have been completed by 2026.
- 4.76 The Council will work with the University of Reading (as the potential associated higher education institution) and relevant landowners to identify an appropriate site in the Managing Development Delivery DPD for the Science Park. Having regard to the scale of development, before planning permission is granted for the development of the Science Park, the authority should ensure the following have taken place:
- a) Appropriate pre-application discussions;
 - b) Appropriate public consultation has been carried out (see Tier 1 of the Statement of Community Involvement (SCI) (paragraphs 3.45 to 3.47)); and
 - c) The Managing Development Delivery DPD confirming the Science Park allocation and a subsequent Development Brief SPD (incorporating a masterplan) for the Science Park has been adopted.
- The site will be restricted to appropriate uses for a Science and Innovation Park such as research and development, laboratories and high tech uses together with ancillary and related uses such as a crèche provided that they do not undermine its key purpose.

CP17 - Housing delivery

Provision will be made for the development of at least 13,230 dwellings and associated development and infrastructure in the Borough in the period 2006-2026 for which substantial investment in infrastructure will be required. These will be provided in the following phases:

- April 2006 to March 2011 – an average of 600 dwellings per annum
- April 2011 to March 2016 – an average of 700 dwellings per annum
- April 2016 to March 2021 – an average of 723 dwellings per annum
- April 2021 to March 2026 – an average of 623 dwellings per annum

The Council through subsequent DPD will phase and manage the release of allocated sites to ensure the overall targets for the Plan period are met. This will include the identification of reserve housing sites in subsequent DPD, which will be allocated for development post 2026. Allocated sites may be brought forward from a later phasing period where this would not undermine the delivery of sustainable development, including the availability of infrastructure. The early release of sites will be considered by the authority's Executive to ensure the achievement of the overall requirement and the maintenance of a rolling five year supply of housing land.

In summary, based at 1 April 2008, the Council expects the at least 13,230 dwelling requirement to be met from the following sources:

Completions (1/4/06-31/3/08)	1,506
Existing commitments (planning permissions, resolutions to grant, unimplemented allocations in WDLP) (excludes sites within an SDL)	2,373
Sites to be identified in Major Development Locations	550
Sites to be identified in Modest Development Locations where they should generally not exceed 100 dwellings.	350
Sites to be identified in Limited Development Locations where they should generally not exceed 25 dwellings.	100
Arborfield Garrison SDL (CP19)	3,400
South of the M4 SDL (CP20)	2,500
North Wokingham SDL (CP21)	1,500
South Wokingham SDL (CP22)	2,500
Flexibility	-1,292
TOTAL:	13,487

4.77 The housing targets for the Borough are based on achieving the overall requirements of the SEP (12,460 dwellings) together with the backlog against the requirements of the former BSP (772 dwellings) at April 2006 (see table 3.1). The Council accepts that the backlog must be eliminated by 31 March 2016 in line with SEP Policy H2 (criterion viii). In considering the opportunities for this, paragraphs 3.13 to 3.19 indicate that there are risks to both the achievement of sustainable communities and the overall vision if targets were increased before 2011. The Council also recognises the implications of the lead in times for development following adoption of the both the Core Strategy (with its allocated SDL (Policies CP18-21)) and the subsequent

Managing Development Delivery DPD together with the need to deliver mitigation for the TBH SPA (SEP Policy WCBV3). Consequently, the Council considers that the phasing targets in policy CP17 are the most appropriate means of requiring the delivery of the overall target (based upon table 3.1).

4.78 Table 4.2 provides a summary of the elements of housing land supply in line with the phasing requirements of policy CP18. Explanations of each source together with details of the housing trajectory are included in appendix 6. The majority of future residential development will occur in one of the four SDL in policies CP18-21. This concentration reflects the approach of the Core Strategy for a few locations taking a large proportion of all development, in order to protect the existing character of the area.

Table 4.2 – Summary of housing land supply by phasing period.

Supply Source	2006-11	2011-16	2016-21	2021-26	2006-26
Completions (1/4/06-31/3/08)	1,506	0	0	0	1,506
Hard Commitments (10+ dwellings)	554	80	0	0	634
WDLP sites (including reserve sites but excludes those in an SDL)	332	795	0	0	1,127
Soft Commitments (10+ dwellings)	126	130	0	0	256
Hard commitments (< 10 dwellings)	327	29	0	0	356
Sites to be identified in Major locations	0	275	0	275	550
Sites to be identified in Modest locations	0	175	0	175	350
Sites to be identified in Limited locations	0	50	0	50	100
Arborfield Garrison SDL	0	950	1,250	1,200	3,400
South of the M4 SDL	125	1,150	1,150	75	2,500
South Wokingham SDL	0	900	1,000	600	2,500
North Wokingham SDL	50	800	650	0	1,500
Flexibility	-119	-531	-405	-238	-1,292
TOTAL:	2,901	4,804	3,645	2,138	13,487
Requirement	3,000	3,500	3,615	3,115	13,230

4.79 The Managing Development Delivery DPD will identify sites for at least 1,000 dwellings. The initial split between major, modest and limited locations in table 4.2 is based upon the share of completions achieved in these areas in 2001-08 (table 4.3). The SHLAA indicates that potentially there is sufficient land, which could be earmarked for development through these DPD to meet these targets. Allocations within this DPD will be made using the following approach:

- a) The locational and other policies of the Core Strategy (including CP9);
- b) National and regional policy;
- c) The results of the Sustainability Appraisal/Strategic Environmental Assessment;
- d) The results of the SHLAA;
- e) The provision of necessary infrastructure at an appropriate time;
- f) Delivery of necessary measures to avoid impacts upon Natura 2000 sites;

g) Any other factors that could affect their delivery.
 Having regard to these factors, the final distribution of dwellings to be identified in this DPD may therefore not exactly reflect that indicated in the policy.

Table 4.3 – Net dwelling completions (2001-2008) by CP9 classification

CP9 Location	Large sites	Medium sites	Small sites	Total	%
Major	1,055	418	578	2,001	54
Modest	1,044	43	181	1,268	34
Limited	14	80	88	212	6
Countryside	68	13	122	203	6

4.80 The Government's SHLAA Guidance⁶⁰ (paragraphs 8 and 25) recognises that the recent pattern of development could be relevant in looking at the future strategy. Table 4.3 summarises the information in appendix 3 on the distribution of dwelling completions between 2001 and 2008. Further guidance on the acceptable scale of development by settlement will be provided in the Managing Development Delivery DPD having regard to the approach of this policy, the vision for the borough and the availability and deliverability of housing land.

4.81 The accompanying concept maps (Appendix 7) illustrate where development is likely to be accommodated within the SDL in policies CP18-21. The inclusion of SDL concept maps is consistent with the advice in PPS12 (paragraphs 4.6 and 4.7) concerning strategic sites and also helps demonstrate that land is available and deliverable as required in PPS3 (paragraphs 54 to 57). Policies CP18-21, together with the additional guidance in Appendix 7 provides certainty to the developer/landowner that development will take place and will reduce the time taken until construction starts. This will provide certainty to infrastructure and other service providers to deliver timely improvements to the network, so that the SDL can be delivered as envisaged. To aid the delivery of a sustainable proposal development brief (including a masterplan) will be sought for each SDL, in line with the guidance within the Core Strategy. The inclusion of SDL concept maps will also help the authority in discussions with neighbouring authorities to ensure that cross-boundary issues such as maintaining the distinct identity of separate settlements and transport generation can be resolved at the early stages.

4.82 The Council recognises that unforeseen circumstances may result in delays in the delivery of identified housing sites (including potentially the SDL in policies CP18-21). In order to address this, it is expected that the Managing Development Delivery DPD will identify sites for at least 500 dwellings in reserve allocations for development post 2026 which could be released earlier if there was a need to maintain supply against the broad annual targets of the policy (including the five year land supply requirements). The AMR (in tandem with the process detailed in the Managing Development Delivery DPD) will be used to release reserve housing sites to maintain land supply. The Council anticipates minimal if any development on unidentified

⁶⁰ Available at <http://www.communities.gov.uk/archived/publications/planningandbuilding/landavailabilityassessment>.

sites and consequently such sites have not been included as a source of supply in table 4.2. Any development on unidentified sites will be rigorously assessed against national and local policies (CP1 and CP3) on compatibility with the character of the area and the need for development to be of high quality. If the Council does not have a five year housing land supply⁶¹, it will initially consider the scope for extensions to major development locations before assessing ones for modest development locations and finally limited development locations.

Major locations for growth (Strategic Development Locations)

CP18 – Arborfield Garrison Strategic Development Location

Within the area identified at Arborfield Garrison, a sustainable, well designed mixed use development will be delivered including:

- 1) Phased delivery of around 3,500 dwellings including affordable homes in accordance with policy CP5;
- 2) Employment;
- 3) Appropriate retail facilities;
- 4) Social and physical infrastructure (including provision of at least two new primary schools and a secondary school, together with children's centre and youth facilities);
- 5) Measures to maintain separation from Arborfield Cross, Barkham Hill and Finchampstead North;
- 6) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's latest standards. This will include sufficient Suitable Alternative Natural Greenspace (subject to monitoring of the quality and quantity standards);
- 7) Improvements to transport capacity along the A327 (to both the M3 and Reading) and routes towards Bracknell and Wokingham (including the extension of Nine Mile Ride to the A327); and
- 8) Measures to improve accessibility by non-car transport modes along the A327, B3030, B3349 and B3430 corridors especially on the routes to Bracknell, Reading, Winnersh and Wokingham.

The development will be guided by a Development Brief Supplementary Planning Document produced with the involvement of stakeholders including all interested landowners in the area covered by the Strategic Development Location as defined on the Proposals Map.

A co-ordinated approach to the development of the Strategic Development Location will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

⁶¹ Having regard to the advice in PPS3 (paragraphs 68-73) and National Indicator 159 (available at <http://www.communities.gov.uk/documents/localgovernment/pdf/735143.pdf>). With respect to the latter, this means whether a five year supply is available at the 1st April both preceding and subsequent to the date of determination i.e. for an application determined in June 2010, this would included assessments of 5 year housing land supplies at both 1 April 2010 and 1 April 2011.

- 4.83 Without proper consideration of long term planning of the area around the Garrison, there is a risk that unsustainable travel patterns will arise once the MoD vacate the site in 2012. To address this and take account of the opportunities for redeveloping an existing site, the Council has identified the Garrison as an SDL. The authority will negotiate with the landowners a phased programme for the delivery of service and facility improvements, especially education, together with enhanced accessible public transport associated with development.
- 4.84 The Council's Employment Land Study (July 2006) indicates that there is scope to increase floorspace within the existing boundaries of the Hogwood Farm Industrial Estate by around 30,800m². If this is impractical to provide on site, other land within the SDL may need to be identified to accommodate this uplift in employment. At present Arborfield Garrison is a major employment location and it will be necessary to consider any impacts of its closure in the context of the employment situation in the borough as a whole (see policy CP15). Work undertaken by Children's Services indicates that a long term development of 3,500 dwellings will require at least 2 two form entry primary schools. A secondary school of 1,500 places will be necessary at an early stage in the development. It is important to ensure that improved public transport services are provided to link Arborfield Garrison to Reading, Wokingham and Bracknell as well as adequate highway capacity. The delivery of the site may need to await adequate capacity in the sewage network as highlighted in the SFRA. Further guidance is set out in the concept plan (in appendix 7), which will be amplified in the Development Brief SPD (incorporating a masterplan). The need to maintain the separation of settlements reflects the Core Strategy's Spatial Issues (paragraph 2.68) and Spatial Vision (paragraphs 3.1 and 3.5). The Study of Gaps and Green Wedges found that it is essential to maintain them and this reflects the Community Strategy and Audit Report.

CP19 – South of the M4 Strategic Development Location

Within the areas identified South of the M4 motorway, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 1) Phased delivery of around 2,500 dwellings including affordable homes in accordance with policy CP5;
- 2) Appropriate employment;
- 3) Appropriate retail facilities;
- 4) Social and physical infrastructure (including provision for up to 2 new primary schools and the likely expansion of existing primary provision together with existing children's centre and youth facilities);
- 5) Measures to maintain separation of these settlements from each other and from Green Park Business Park (Reading), settlements within the administrative Borough of Reading, Shinfield (North of M4) and Swallowfield;
- 6) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's latest standards. This will include sufficient Suitable Alternative Natural Greenspace (subject to monitoring of the quality and quantity standards).;

- 7) Improvements to highway capacity along the A327 (on routes to Reading and the M3, including Shinfield eastern relief road) and the A33 (route to Reading);
- 8) measures to improve accessibility by non-car transport modes along the A327 and A33 corridors and routes to the stations at Green Park and Winnersh Triangle; and
- 9) Provision of a Park and Ride in line with CP10.

The development will be guided by a Development Brief Supplementary Planning Document produced with the involvement of stakeholders including all interested landowners in the area covered by the Strategic Development Location as defined on the Proposals Map.

A co-ordinated approach to the development of the Strategic Development Location will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

4.85 The Council recognises that development at these settlements will have the opportunity to access Reading through improved public transport along the A33 and A327 corridors. It is necessary to ensure that the distinct identity and separation of these settlements is retained to ensure compliance with the Community Strategy and Audit Report. As part of development in this SDL, it is important that space for adequate services should be found within the area for development together with appropriate safeguarding for high quality public transport services to link the area with facilities and services in Reading. The Council will work with the infrastructure and service providers and Reading Borough to ensure the integration of improvements with those along the A33 and A327 corridors.

4.86 Enhanced facilities and services should ideally be concentrated around either existing local centres in Shinfield and Spencers Wood or at a district centre to serve all the communities in the parish. The Borough Retail Study (August 2007) (paragraph 5.2) indicates that the 2,000m² of additional convenience expenditure likely to be required for Earley could alternatively be provided as part of the new centre for this SDL. As part of development at this location, additional primary education facilities will be required. The additional primary education requirements will include:

- a) Expansion of some of the existing primary education facilities; and
- b) Two further two form entry primary schools, with the potential to expand to three form entry.

Appendix 7 includes the concept plan for the SDL, which will be amplified in a Development Brief SPD (incorporating a masterplan).

4.87 As paragraph 2.78 recognises, there is an unimplemented permission for around 19,000m² of employment floorspace in Shinfield. The Employment Land Study indicates that there is potential to increase the floorspace at Wellington Industrial Estate, Spencers Wood by almost 1,900m². The implementation of this unimplemented permission or the Science Park under policy CP17 would meet the employment needs for this SDL. The need to maintain the separation of settlements reflects the Core Strategy's Spatial Issues (paragraph 2.68) and Spatial Vision (paragraphs 3.1 and 3.5). The Study of Gaps and Green Wedges found that it is essential to maintain them and this reflects the Community Strategy and Audit Report.

CP20 – North Wokingham Strategic Development Location

Within the area identified at North Wokingham, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 1) Phased delivery of around 1,500 dwellings including affordable homes in accordance with policy CP5;
- 2) Appropriate retail facilities;
- 3) Appropriate employment located west of Twyford Road, north of Matthewsgreen Farm and east of Toutley Industrial Estate;
- 4) Social and physical infrastructure (including provision for one new primary school if required);
- 5) Measures to maintain separation from Binfield/Bracknell and Winnersh;
- 6) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's latest standards. This will include sufficient Suitable Alternative Natural Greenspace (subject to monitoring of the quality and quantity standards).;
- 7) Improvements to transport capacity along the A321 and A329 including the provision of a new route from the A329 (near the M4 over-bridge) to the vicinity of the Coppid Beech roundabout;
- 8) Measures to improve accessibility by non-car transport modes along the A321 and A329 corridors; and
- 9) Measures to improve access by non-car modes to Wokingham town centre (including the station interchange).

The development will be guided by a Development Brief Supplementary Planning Document produced with the involvement of stakeholders including all interested landowners in the area covered by the Strategic Development Location as defined on the Proposals Map.

A co-ordinated approach to the development of the Strategic Development Location will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

4.88 Development around Wokingham will help support the rejuvenation of the town through increasing its catchment population and could remove traffic from the centre leading to an improved environment. It is therefore important that development north of the town is accessed from a distributor road through the SDL to connect satisfactorily into the strategic transport network (paragraph 4.56) to both the west and east of the town. Development in north Wokingham will need to be phased in line with the build rates to the south of the town, to ensure sufficient market demand is available. Furthermore, it is necessary to improve links by non-car transport modes to the town centre (including the station interchange) to both support the vitality and viability of the centre and reduce overall private car trips.

4.89 The Council's Employment Land Study indicates that there is scope to increase floorspace within the existing boundaries of the Toutley Industrial Estate by around 22,100m². If this uplift does not occur, it may be located on an extension within the part of this SDL north of Matthewsgreen Farm, west of the A321 Twyford Road, and east of Toutley Industrial Estate within land

owned by Wokingham Borough Council or elsewhere within alternative employment sites within the Borough providing that the tests of CP15 are met. The extension into the SDL should only be within this area so that housing delivery is not hindered. Cantley Park lies partly within the North Wokingham SDL and is one of the main recreational facilities for the borough. There may be opportunities as part of the proposals for the SDL to expand and enhance these facilities.

- 4.90 In order to ensure the sustainability of development at North Wokingham, it will be necessary to ensure adequate provision of facilities including retail within walking and cycle distance of residents. This could be achieved by upgrading the existing shopping parades at either Beanoak Road or Clifton Road to the standard of a local centre, or the provision of limited facilities within the site. Alternatively, improvements to the Ashridge Road local centre could be included. If upgrading any of these existing parades or the local centre is proposed, it is important to ensure safe pedestrian, cycle and mobility aid access is provided to the local facilities as well as to Wokingham town centre. Proposals within the SDL will need to demonstrate that they do not prejudice the achievement of a sustainable solution to development, particularly regarding development in Wokingham town centre. Within the SDL, it is likely that 1 two form entry primary school will be required. Further guidance is set out in the concept plan (in appendix 7), which will be amplified in the Development Brief SPD (incorporating a masterplan).
- 4.91 The need to maintain separation of Wokingham from Binfield/Bracknell and Winnersh reflects the Core Strategy's Spatial Issues (paragraph 2.68) and Spatial Vision (paragraphs 3.1 and 3.5) together with the adopted Bracknell Forest Core Strategy (policies CS4 and CS9 together with paragraph 123). The maintenance of the separation of Wokingham from the other settlements reflects the approach of the Core Strategy's Spatial Issues and Spatial Vision. The study of Gaps and Green Wedges in the borough has found that it is essential to maintain them and this reflects the Community Strategy and Audit Report.

CP21 – South Wokingham Strategic Development Location

Within the area identified at south Wokingham, a sustainable, well designed mixed use development will be delivered by 2026 including:

- 1) Phased delivery of around 2,500 dwellings including affordable in accordance with policy CP5;
- 2) Appropriate retail facilities;
- 3) Social and physical infrastructure (including provision for two new primary schools);
- 4) Measures to maintain separation from Binfield/Bracknell, Crowthorne/Pinewood (Crowthorne) and Finchampstead North;
- 5) Measures to protect and enhance pedestrian (including using mobility aids) access to the countryside from Wokingham town centre;
- 6) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's latest standards. This will include sufficient Suitable Alternative Natural Greenspace (subject to monitoring of the quality and quantity standards).;

- 7) Improvements to transport capacity along the A321 and A329 including the provision of south Wokingham relief road from the vicinity of the Coppid Beech roundabout to the Finchampstead Road;
- 8) Measures to improve accessibility by non-car transport modes along the A321 and A329 corridors; and
- 9) Measures to improve access by non-car modes to Wokingham town centre (including the station interchange).

The development will be guided by a Development Brief Supplementary Planning Document produced with the involvement of stakeholders including all interested landowners in the area covered by the Strategic Development Location as defined on the Proposals Map.

A co-ordinated approach to the development of the Strategic Development Location will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the expanded community.

- 4.92 Development around Wokingham will help support the rejuvenation of the town through increasing its catchment population and could remove traffic from the centre leading to an improved environment. It is therefore important that development south-east of the town is accessed from a distributor road through the SDL to connect into the A329 east of the town and the A321 to the south. In order for this road to function effectively, it will be necessary to resolve the height restrictions at the railway bridges on the A321 Finchampstead Road. Development in south Wokingham will need to be phased in line with the build rates to the north of the town, to ensure sufficient market demand is available. Furthermore, it is necessary to improve links by non-car transport modes to the town centre (including the station interchange) to both support the vitality and viability of the centre and reduce overall private car trips. The Council is aware that transport solutions for development at the south Wokingham SDL may impact upon land within Bracknell Forest Borough and therefore is working with Bracknell Forest Borough Council to ensure cross-boundary issues associated with development at the south Wokingham SDL are resolved.
- 4.93 The boundaries of the development shown in the concept plan (appendix 7) have had regard to the landscape features, topography and the potential pressure for further development south of the town. Development further south and east of this location would encroach into the gaps separating Wokingham from Binfield/Bracknell, Finchampstead North and Pinewood (Crowthorne) contrary to the Core Strategy's Spatial Issues (paragraph 2.68) and Spatial Vision (paragraphs 3.1 and 3.5). The former and latter gaps also accord with the adopted Bracknell Forest Core Strategy (policies CS4 and CS9 together with paragraph 123). The study of Gaps and Green Wedges found that it is essential to maintain them and this reflects the Community Strategy and Audit Report.
- 4.94 In order to ensure the sustainability of development at south Wokingham, it will be necessary to ensure adequate provision of facilities including retail. This could be achieved by upgrading the existing shopping parade at Rances Lane to the standard of a local centre, or the provision of limited facilities within the site. If upgrading Rances Lane is proposed, it is important to ensure safe pedestrian, cycle and mobility aid access is provided to the local facilities (e.g. Rances Lane) as well as to Wokingham town centre. Proposals

within the SDL will need to demonstrate that they do not prejudice the achievement of a sustainable solution to development, particularly regarding development in Wokingham town centre. Within the SDL, 2 two form entry primary schools will be required. Further guidance is set out in the concept plan (in appendix 7), which will be amplified in the Development Brief SPD (incorporating a master plan).

5 Implementation and Monitoring

- 5.1 All local planning authorities now have to produce an Annual Monitoring Report (AMR) for submission to the Secretary of State. The AMR forms part of the LDF for each authority.
- 5.2 A set of indicators has been developed for monitoring the LDF, based on guidance in the “Annual Monitoring Reports: A Good Practice Guide”⁶². The indicators comprise:
- **Core Output Indicators:** These are indicators that all local authorities must monitor and they appear in the Good Practice Guide. The Core Indicators address topic areas such as Business Development, Housing , Transport, Local Services, Flood Protection, Biodiversity and Renewable Energy,
 - **Local Indicators:** These address outputs of policies that are not covered by the Core Indicators. Local indicators allow scope to address issues of local importance and reflect the local circumstances in Wokingham Borough.
 - **Significant Effects Indicators:** These are drawn from the Sustainability Appraisal Scoping Report and can help to measure the impact of a policy by looking at any unintended positive and negative effects of the policy.
 - **Contextual Indicators:** Describes the wider social, environmental and economic background against which the LDF Core Strategy policy operates.
- 5.3 This guidance together with the targets in the Sustainability Appraisal has informed the targets for the Core Strategy.
- 5.4 In order to assess whether the Core Strategy has helped achieve these indicators and objectives it is important that the Council monitors the impact of the policies. The Council arranged meetings with the Centre for Sustainability to assess the appropriateness of the targets for the Core Strategy and the measures that should be undertaken to ensure the overall objectives of the Plan are met. Annual monitoring will be carried out having regard to the annually produced reports on planning commitments for housing and planning commitments for employment. With regard to monitoring of consented applications the GIS layers on the Council’s mapping system should allow for this.
- 5.5 The Council may arrange workshops (potentially every summer) with a selection of stakeholders to assess whether the policies of the Core Strategy are working as envisaged. These workshops could help identify if additional guidance on the implementation of a policy through a LDD or an informal Planning Advice Note is required. If this is necessary, the authority through its AMR and subsequent revisions to the LDS can outline the process and timetable.
- 5.6 The Council will regularly monitor National Indicators to see if spatial planning is responding to the needs of the Borough, as appropriate.

⁶² Available at <http://www.communities.gov.uk/index.asp?id=1143905>.

Core Strategy – Indicators and Targets

Information on the Council's progress towards meeting these targets each year will be summarised in the Annual Monitoring Report that is submitted to the Secretary of State by 31 December each year.

Policy Number	Proposed Indicator	Proposed Target	Comments
CP1	Percentage of Conservation Areas with up to date character appraisals (local output)	All conservation areas to have an up to date appraisal.	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. Character appraisals would be a useful indicator as they would help preserve the natural environment and the integrity of sensitive areas.
CP1	Number of listed buildings to be demolished (local output)	No loss	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. Maintaining listed buildings will provide an indication of the ability to maintain and enhance the local environment.
CP1	Number of article 4 directions made each year (local output)	No divergence from plan	Annual monitoring of planning consents to assess if applications have diverged, without justified reason, from the development plans policies.
CP1	Amount of inappropriate development allowed in floodplain contrary to advice of Environment Agency (core output 7)	No inappropriate development allowed in floodplain contrary to advice of Environment Agency	Appropriate development in Flood Zones 2 3a and 3b are defined in PPS25. Liaison with Environment Agency
CP1	Applications for development in flood zones 2,3a and 3b are accompanied by a FRA as appropriate and in line with the Council's SFRA (local output)	Only appropriate development allowed in these flood zones.	Annual monitoring of planning consents in these zones to see if this is increasing /decreasing. Regard to annual report produced by EA. 3/5 year report to have regard to extant planning permissions.
CP1	Number of applications containing information on SUDs and drainage	New development should not increase the risk of flooding	Annual monitoring of planning consents on developments over 10 houses and over 1000sqm

Policy Number	Proposed Indicator	Proposed Target	Comments
	in line with PPS25 and the Council's SFRA (local output)		of non residential. 3/5 year report to have regard to extant planning permissions. Also consider sites for major roads.
CP1	Number of schemes (of 10 or more dwellings) adopting SUDS (local indicator)	Increase over time	Flood risk assessments where appropriate and drainage impacts provided by applicants on submission. Main agencies will be all promoters of development
CP1	Impact of development on built and natural environment (local output).	Development should have regard to the design guide and village design statements.	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. Will be assessed through planning decisions.
CP1	Number of days per annum when air pollution is high/moderate (local indicator)	Development should have regard to PPS9 regarding maintaining and enhancing biodiversity in landscaping schemes. Reduction over time	Main agencies will be landowners, developers Borough Council, local and voluntary groups.
CP1	River quality (local indicator)	High river quality (target will be set once temporal monitoring has occurred).	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established.
CP1	Number of roads flooding (per annum) (local indicator)	Reduction over time	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. Assessing the biological and chemical quality of the water to assess the impacts of developments.
CP1	Renewable energy capacity by type (Core output indicator)	Increase over time	To establish how adequate drainage is around the borough. Main agency in this indicator will be TVERC and SEE-Stats

Policy Number	Proposed Indicator	Proposed Target	Comments
CP1	Capacity of new waste management facilities by type (Core Output indicator)	Increase the number of units	In conjunction with national indicators
CP1	Amount of municipal waste 1) Landfilled; 2) Recycled; 3) composted (local indicator)	Increase over years	In conjunction with national indicators.
CP1	Number of developments on the best and most agricultural land (Grades 1, 2 and 3a) (local indicator)	No loss of good quality agricultural land	Assessments of planning decisions.
CP2	Number of lifetime homes completed. (local indicator)	Use of site specific allocations to ensure inclusive communities	Monitoring number of consented applications over 10 dwellings.
CP2	No net loss of community facilities (local indicator)		Amount of new community facilities provided 3-5 yearly reporting. Main agencies will be developers and the Managing Development Delivery DPD.
CP2	Number of pitches provided for permanent or traveller accommodation, relative to needs identified in SEP and Local assessments.	Allocation of sites in the Managing Development Delivery DPD	Monitoring of number of pitches provided 3-5 yearly reporting.
CP2	Safe roads to schools (local indicator)	All roads to be accessible and safe for school children.	As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. Main agency will be the Borough Council.
CP2	Homes (in schemes of 10 or more) built to wheelchair standards (local indicator)	All schemes to have regard to design principles	Monitoring of Planning Decisions will provide information on this indicator.
CP3	The amount and range of open space provided relating to the requirements set out in the most	The standard will be refined in Managing Development Delivery DPD	Monitoring of consented applications requiring provision of open space. Maintain up to date open space audit to identify shortfalls. Main agencies will

Policy Number	Proposed Indicator	Proposed Target	Comments
CP3	<p>recent open space audit (summarised in appendix 4). Alternatively whether there is on site provision or financial contribution to open space.</p> <p>Regarding high quality environment. Number of applications for development that have had regard to design guidelines.</p>	<p>The use of planning briefs, Design Guide SPD and Village Design SPD an design statements in applications for major development</p>	<p>be the Borough Council, developers and Managing Development Delivery DPD.</p>
CP3	<p>Number of listed buildings on the 'at risk' register. (local indicator)</p>	<p>Reduction over time</p>	<p>Monitoring of consented applications which where accompanied by a design statement Main agencies will be developers, Design Guide SPD and Village Design Statements.</p> <p>As a new indicator, the policy requires monitoring over a period of time before firm targets can be established. The fewer the number of listed buildings classified as being 'at risk' will indicate the boroughs ability to maintain and enhance the local environment. Main agencies will be English Heritage and the Borough Council. Will be assessed through S106 agreements.</p>
CP3	<p>Provision of Open Space in New Dwellings (local indicator)</p>	<p>Adequate provision sought in design guides.</p>	<p>Monitoring of section 106 agreements. Main agencies will be the Borough Council and developers.</p>
CP4	<p>That the completion of improvements to or provision of infrastructure reflects that agreed in the Section 106 agreement (scale and timing of provision).</p>	<p>Number of agreements signed. No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)</p>	<p>Monitoring of section 106 agreements. Main agencies will be the Borough Council and developers.</p>
CP5	<p>Percentage of new dwellings completed at i) less than 30 dwellings per hectare; ii) between 30 and 50 dwellings per hectare; and iii) above 50 dwellings per hectare (core output2c)</p>	<p></p>	<p>Monitoring of number of applications for 10 or more dwellings consented at appropriate densities through annual monitoring report. 3-5 yearly reporting</p>

Policy Number	Proposed Indicator	Proposed Target	Comments
CP5	The mix and balance of housing both in terms of numbers and proportion of housing stock. Number of affordable houses completed. Number of affordable houses by exception completed. Completed (local output)	Target indicator to be set within the Managing Development Delivery DPD.	Monitoring of consented applications on all sites to confirm affordable housing is included either on or off site. Main agency will be developers, registered social landlords and the Managing Development Delivery DPD.
CP6	Percentage of households within 30 minutes by good public transport from health, education, shopping and work (core output 3b)	Targets to be identified in the Managing Development Delivery DPD	Monitoring of major consented applications. Completion of improvements to transport network reflects that agreed in the Section 106 agreement. Main Agencies will be developers and the Managing Development Delivery DPD.
CP6	Vehicular parking on non residential and residential schemes complies with Council's car parking standards (Core indicator 3a)	Standards to be identified in the Managing Development Delivery DPD and having regard to Manual for Streets	Monitor number of applications of applications over 10 dwellings and 1000m ² consented on an annual basis 3-5 yearly reporting. Main agencies will be developers and Managing Development Delivery DPD.
CP6	Number of road deaths per annum	As few as possible, as established in the Boroughs performance plan.	As a national indicator, monitoring of this indicator is under the Performance Plan review.
CP6	Travel Plan adoptions (local indicator)	All schools and businesses to have an adopted and established travel plan	To ensure that the council meets its sustainability targets.
CP6	Travel to school mode (local indicator)		In conjunction with national indicator
CP7	Change in area and populations of biodiversity importance (Core indicator 8)	Maintain the favourable condition and extent of all key habitats. Use of area action plans for major developments and site –specific allocations in providing new habitats.	Effective management of designated sites and up to date information on local biodiversity

Policy Number	Proposed Indicator	Proposed Target	Comments
CP7	Number of new developments incorporating biodiversity features (local indicator)		Monitor number of consented applications on an annual basis which recognise adverse effects and provide measures to mitigate 3-5 yearly reporting. Main agencies will be TVERC and local groups
CP8	Mitigation provided in line with Natural England advice. (local indicator)	All relevant residential development provides mitigation	Monitor cumulative impact of development having regard to the amount of mitigation provided. Monitor number of applications consented in mitigation zone on annual basis 3-5 yearly reporting.
CP9	Proportion of residential development on previously developed land (Core output 2b)		Annual monitoring of planning consents. Report to be published 3 / 5 yearly rolling averages to take account of fluctuations in the delivery of housing and employment provision. Main agencies will be developers and the Managing Development Delivery DPD
CP9	Proportion of employment development on previously developed land (core output1c)	Ensure at least 80% of employment development by 2026 is on previously developed land within development limits.	Annual monitoring of planning consents. Report to be published 3 / 5 yearly rolling averages to take account of fluctuations in the delivery of housing and employment provision. Main agencies will be developers and the Managing Development Delivery DPD.
CP9	Development outside of SDL should reflect the hierarchy of settlements (local indicator)	Development limits, sites and phasing will be allocated in the Managing Development Delivery DPD	Allocation of specific sites in the Managing Development Delivery DPD will aid delivery.
CP9	Density of schemes (10 dwellings or more) (local indicator)		Monitoring of densities in new developments to ensure that appropriate use of land is used.
CP10	Number of transport network improvements completed. (local indicator)	Transport network improvements completed where linked to a development proposal in the Core	Monitoring of section 106 agreements and liaison with Council's highways and engineering

Policy Number	Proposed Indicator	Proposed Target	Comments
CP11	Only appropriate development allowed in outside of development limits. (local indicator)	No inappropriate development allowed.	Monitor number of applications consented in on land outside of settlements on an annual basis 3-5 yearly reporting. Main agency will be the Managing Development Delivery DPD.
CP11	Number of permissions outside of development limits (dwellings, employment/commercial properties).(local indicator)	No inappropriate development allowed.	Monitoring will occur through planning permissions.
CP12	Only appropriate development allowed in the Green Belt (local indicator)	No inappropriate development allowed	Monitor number of applications consented in green belt on an annual basis 3-5 yearly reporting. Main Agency will be the Managing Development Delivery DPD.
CP12	Amount of Green Belt in borough. (local indicator)	No net loss of Green Belt area.	If a review of the Green Belt is necessary, the total area should not decline.
CP13	Amount and proportion of retail development within defined centres; (local indicator)	No more than 5% of retail development outside existing or new centres identified in during the Plan period.	Annual monitoring of floor space. Five yearly reporting. Main agencies will be developers and Managing Development Delivery DPD.
CP13	Vacancy levels in designated frontages (local indicator)	No increase in vacancy rates	Assessing the number of vacancy rates in local and district centres to assess their vitality and viability whilst ensuring that they provide a key service to local residents.
CP13	Number of basic convenience shopping facilities in local and district centres (local indicator)	No loss of key services and amenities.	Ensuring that our residents have local centres that are resourceful and provide the main requirements for daily essentials encourages economic buoyancy whilst discouraging unnecessary leakage of expenditure.

Policy Number	Proposed Indicator	Proposed Target	Comments
CP14	Amount of retail floor space within Wokingham town centre. (local indicator)	No net reduction in retail floor space. No long term trend to increased vacancies.	Annual monitoring of floor space. Five yearly reporting. Main agencies will be developers and Managing Development Delivery DPD.
CP15	Amount of land/ floor space developed by employment type (core output 1a)		Annual monitoring of floor space. Five yearly reporting. Main agencies will be developers and Managing Development Delivery DPD.
CP15	Amount of employment land or floor space lost in Core Employment Areas (including intensification of the Core Employment Area)	No net loss of employment floor space in Core Employment Areas.	Annual monitoring of floor space. Five yearly reporting. Main agencies will be developers and Managing Development Delivery DPD.
CP16	Whether Science Park is allowed. (local indicator)	Science Park to not exceed 20,000 m ² before 2016.	Use section 106 agreement to monitor progress. Annual monitoring of floor space. Five yearly reporting. Main Agencies will be the University and the Core Strategy.
CP17	Housing trajectory showing net additional dwellings every year either completed or forecasted during the plan period (2006-26). (local indicator)	Meet the housing requirements of CP18 by the end of the Plan period.	Table 4.2 indicates that there is likely to be sufficient housing coming forward within the borough to meet the overall target in CP17. However, paragraph 4.82 indicates that reserve sites for at least 500 dwellings will be identified in the Managing Development Delivery DPD which could be released in order to either maintain a five year supply and/or achieve the overall requirement.
CP18	That around 3,400 dwellings are completed by 2026	That at least 100 dwellings are completed each year on the site from 2016 until all capacity has been used.	Table 4.2 indicates that there is likely to be sufficient housing coming forward within the borough to meet the overall target in CP17. However, paragraph 4.82 indicates that reserve sites for at least 500 dwellings will be identified in the Managing Development Delivery DPD which could be released in order to either maintain a five

Policy Number	Proposed Indicator	Proposed Target	Comments
CP18	That the completion of local services and facilities reflects that agreed in the Section 106 agreement (scale and timing of provision). That the completion of improvements to transport network reflects that agreed in the Section 106 agreement (scale and timing of provision).	No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council). No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)	year supply and/or achieve the overall requirement. Main Agencies will be the Borough Council and Developers. Main Agencies will be the Borough Council and Developers
CP18	Only appropriate development allowed in gap and countryside between settlements.	No inappropriate development in gap.	Development should have regard to policy CP11 and the concept statement.
CP19	That around 2,500 dwellings are completed by 2026	That at least 100 dwellings are completed each year on the site from 2011 until all capacity has been used.	Table 4.2 indicates that there is likely to be sufficient housing coming forward within the borough to meet the overall target in CP17. However, paragraph 4.82 indicates that reserve sites for at least 500 dwellings will be identified in the Managing Development Delivery DPD which could be released in order to either maintain a five year supply and/or achieve the overall requirement. Main Agencies will be the Borough Council and Developers
CP19	That the completion of local services and facilities reflects that agreed in the Section 106 agreement (scale and timing of provision). That the completion of improvements to transport network reflects that agreed in the Section 106 agreement (scale and timing of provision).	No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council). No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)	Main Agencies will be the Borough Council and Developers

Policy Number	Proposed Indicator	Proposed Target	Comments
CP19	Only appropriate development allowed in gap and countryside between settlements.	No inappropriate development in gap.	Development should have regard to policy CP11 and the concept statement.
CP20	That around 1,500 dwellings are completed by 2026.	That at least 100 dwellings are completed each year on the site from 2016 until all capacity has been used.	Table 4.2 indicates that there is likely to be sufficient housing coming forward within the borough to meet the overall target in CP17. However, paragraph 4.82 indicates that reserve sites for at least 500 dwellings will be identified in the Managing Development Delivery DPD which could be released in order to either maintain a five year supply and/or achieve the overall requirement. Main Agencies will be the Borough Council and Developers
CP20	That the completion of local services and facilities reflects that agreed in the Section 106 agreement (scale and timing of provision).	No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)	Main Agencies will be the Borough Council and Developers
CP20	That the completion of improvements to transport network reflects that agreed in the Section 106 agreement (scale and timing of provision).	No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)	Main Agencies will be the Borough Council and Developers
CP20	Only appropriate development allowed in gap and countryside between settlements	No inappropriate development in gap.	Development should have regard to policy CP11 and the concept statement.
CP20	Mitigation provided in line with Natural England advice	All relevant residential development provides mitigation	Monitor cumulative impact of development having regard to the amount of mitigation provided. Monitor number of applications consented in mitigation zone on annual basis
CP21	That around 2,500 dwellings are completed by 2026 assuming the Executive agrees its release in 2011	That at least 100 dwellings are completed each year on the site from 2011.	Table 4.2 indicates that there is likely to be sufficient housing coming forward within the borough to meet the overall target in CP17.

Policy Number	Proposed Indicator	Proposed Target	Comments
CP21	and completions occur from 2016.		However, paragraph 4.82 indicates that reserve sites for at least 500 dwellings will be identified in the Managing Development Delivery DPD which could be released in order to either maintain a five year supply and/or achieve the overall requirement. Main Agencies will be the Borough Council and Developers
CP21	That the completion of sustainable facilities reflects that agreed in the Section 106 agreement (scale and timing of provision). That the completion of improvements to transport network reflects that agreed in the Section 106 agreement (scale and timing of provision).	No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council) No departure from the timing or scale of the agreed Section 106 agreement (unless authorised by the Council)	Main Agencies will be the Borough Council and Developers
CP21	Only appropriate development allowed in gap and countryside between settlements	No inappropriate development in gap.	Development should have regard to policy CP11 and the concept statement.
CP21	Mitigation provided in line with Natural England advice	All relevant residential development provides mitigation	Monitor cumulative impact of development having regard to the amount of mitigation provided. Monitor number of applications consented in mitigation zone on annual basis
<i>Contextual indicator</i>	Number of new and converted dwellings on previously developed land, as a percentage of all new and converted dwellings. (Core output indicator 2b)	In line with Government targets	Monitoring of developments through planning applications.
<i>Contextual indicator</i>	Housing vacancy rates	Government target of 3%	Indicates levels of demand and provision. Main information will come from the Valuation Office
<i>Contextual indicator</i>	House prices		

Policy Number	Proposed Indicator	Proposed Target	Comments
<i>Contextual/indicator</i>	Educational attainments – percentage of students in the borough gaining level 4 or above in KS2 Maths/English and Number of pupils achieving 5 or more A* - C grades.		Agency.
<i>Contextual/indicator</i>	Number of employees in the Borough		Assesses job density
<i>Contextual/indicator</i>	Business VAT registrations		To highlight economic development and buoyancy. Information will come from the NOMIS website.
<i>Contextual/indicator</i>	Mode of journey to work for residents		Main agency will be the Primary Care Trust
<i>Contextual/indicator</i>	Number of GP's in Wokingham Borough (per 1000 population)		Assesses how the boroughs design guide is utilised in creating sustainable communities. In accordance with national indicators.
<i>Contextual/indicator</i>	Dealing with local concerns about anti-social behaviour		Information is in line with National indicators, and will be collated by the Borough Council.
<i>Contextual/indicator</i>	Civic participation in Local Authority.		

Appendix 1 – Details of how Core Strategy replaces saved policies of the Wokingham District Local Plan

A1.1 Table A1.1 below fulfils the requirements of Regulation 13(5) of the Town and Country Planning (Local Development) (England) Regulations 2004 by identifying how the policies of the Core Strategy supersede certain policies of the WDLP.

Table A1.1 – Schedule of Policies superseded by the Core Strategy

Core Strategy Policy	Superseded WDLP policy	Core Strategy Policy	Superseded WDLP policy
CP1	WOS1, WOS5, WOS6, WOS7	CP12	WGB1
CP2	WIC2, WIC4, WIC7, WIC10, WIC11	CP13	WSH1
CP3	WOS3, WIC1	CP14	WSH15
CP4	WOS4	CP15	WEM2, WEM12-14, WR8, WR10, WIC7
CP5	WH12	CP17	
CP6	WT2, WT5-9	CP17	
CP7	WNC6	CP18	
CP8		CP19	
CP9	WOS2, WH14	CP20	
CP10	WT11-14	CP21	
CP11	WCC1, WCC2, WRE3, WR11, WR18, WR25		

A1.2 The remaining saved policies of the WDLP will be replaced by the Managing Development Delivery DPD. A similar table to that above will be included in this DPD showing how the remaining policies are superseded.

A1.3 Policies to be replaced by the Managing Development Delivery DPD upon adoption – WCC3, WLL2-5, WNC3, WNC5, WNC7, WNC8, WGB2, WGB6, WBE2-7, WBE9, WHE3, WHE4, WHE9, WHE10, WHE12, WH3-6, WH8-10, WH13, WH15-17, WEM1, WEM3-7, WEM9-11, WSH4-13, WSH14, WSH16-18, WSH21-23, WR4, WR7, WR14-17, WR19, WR20, WT10, WIC5, WIC8 and WIC9.

A1.4 Policies that were not saved by the Secretary of State beyond 28 September 2007 - WOS8-10, WCC4-7, WLL1, WNC1, WNC2, WNC4, WGB3-5, WGB7, WBE1, WBE8, WHE1, WHE2, WHE7, WHE8, WHE11, WH1, WH2, WH7, WH11, WEM8, WRE1, WRE2, WRE4, WRE5, WSH2, WSH3, WSH19, WSH20, WSH24, WR1-3, WR5, WR6, WR9, WR12, WR13, WR21-24, WT1, WT3, WT4, WT15, WIC3, WIC6 and WIC12-17.

Appendix 2 – Comparison of Core Strategy policies with Spatial and Sustainability Objectives of the Core Strategy

Compatibility with Spatial Objectives

	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	CP13	CP14	CP15	CP16	CP17	CP18	CP19	CP20	CP21		
A			Y						Y									Y		Y		Y	
B	Y																						
C	Y		Y		Y				Y			Y					Y	Y	Y	Y	Y	Y	Y
D			Y						Y		Y	Y						Y	Y	Y	Y	Y	Y
E									Y		Y	Y	Y					Y	Y	Y	Y	Y	Y
F		Y			Y				Y		Y	Y	Y					Y	Y	Y	Y	Y	Y
G									Y		Y	Y	Y		Y	Y		Y	Y	Y	Y	Y	Y
H																Y							
I																							
J	Y		Y			Y																	
K	Y		Y				Y																
L	Y		Y																				
M	Y			Y									Y	Y									

The blanks in this and the subsequent table mean that the policy is not relevant to the spatial or sustainability objectives.

Compatibility with Sustainability Objectives

	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	CP10	CP11	CP12	CP13	CP14	CP15	CP16	CP17	CP18	CP10	CP20	CP21
1		Y		Y	Y				Y		Y						Y	Y	Y	Y	Y
2	Y		Y	Y																	
3	Y		Y																		
4			Y	Y																	
5			Y										Y	Y	Y						
6			Y												Y						
7				Y											Y						
8				Y					Y		Y	Y	Y	Y			Y	Y	Y	Y	Y
9				Y		Y			Y	Y	Y	Y	Y	Y				Y	Y	Y	Y
10	Y		Y																		
11	Y		Y																		
12	Y		Y				Y	Y													
13	Y		Y				Y	Y			Y	Y									
14	Y																				
15	Y																				
16	Y		Y																		
17	Y		Y																		
18	Y																				
19	Y		Y					Y													
20															Y	Y					
21															Y	Y					
22															Y	Y					

Appendix 3 – Summary of facilities and scale of existing settlements at 1 April 2008

Settlement ⁶³	Estimated Population (2001)	Estimated population Apr 2008 ⁶⁴	Net Dwelling completions 2001-2008 ⁶⁵				Estimated number of dwellings (Apr 2001)	Service or facility available ⁶⁶										
			Large	Medium	Small	Total		Good Public Transport ⁶⁷	Public House	Primary School	Secondary School	Place of worship	Community hall	Shop(s)	Library	Doctor	Dentist	Core Employment Area
Arborfield Cross	728	748	0	0	8	8	294	x	✓	x	✓	✓	✓	x	x	○		
<i>Arborfield Garrison</i>	2,471	3,640	317	0	0	317	670	x	✓	x	x	✓	x	x	x	✓		
Barkham Hill	1,776	1,849	0	12	14	26	646	x	◇	x	x	✓	x	x	x	x		
Charvil	2,990	3,089	0	36	0	36	1,057	x	x	x	✓	✓	x	x	x	x		
Earley	32,044	32,903	149	84	87	320	11,934	✓	✓	✓	✓	✓	✓	✓	✓	✓		
Finchampstead	633	633	0	0	0	0	237	x	✓	x	✓	✓	x	x	x	x		
<i>Finchampstead North</i>	8,530	8,684	0	0	57	57	3,100	x	x	x	✓	✓	x	✓	✓	◇		
Green Park	0	0	0	0	0	0	0	x	x	x	x	x	x	x	x	✓		
Hurst	971	1,054	0	10	22	32	374	x	◇	x	✓	✓	x	x	x	x		

⁶³ As defined in Core Strategy Policy CP9. Settlement in bold are major locations, modest locations are shown in italics. The others are limited locations.

⁶⁴ Based upon multiplying dwelling completions by the average household size for the settlement

⁶⁵ Large site covers at least 1ha. Medium sites are less than 1 ha with at least 10 dwellings (net) proposed. Small sites are less than 1 ha with up to 9 dwellings (net) proposed.

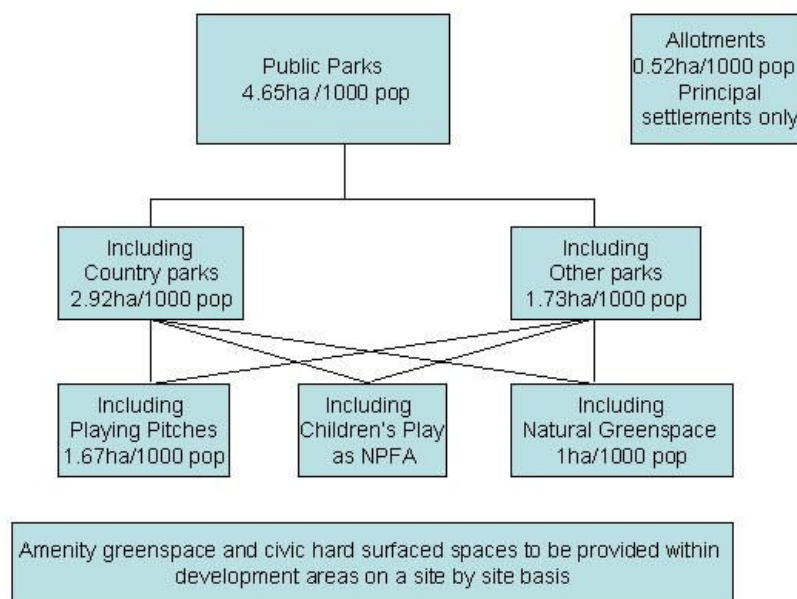
⁶⁶ The ◇ symbol indicates that facility lies within 400 m walk of the settlement boundary. The ○ symbol indicates that employment or secondary school lies within 800 m walk of the settlement boundary. The Council Executive's decision of 16 August 2007 to close Ryeish Green Secondary School in phases from September 2008 to July 2010 has been taken into account in this table.

⁶⁷ See paragraph 4.37 of Core Strategy for definition

Appendix 4 – Guidelines for the provision of Public Open Space associated with residential development.

- A4.1 The Council's open space requirements will be amplified in future LDD, particularly the Managing Development Delivery DPD.
- A4.2 Following the completion of the Council's Open Space Audit, the authority has agreed the following standards. The Audit was undertaken in accordance with the advice in PPG17.

PROPOSED OPEN SPACE STANDARDS (to meet needs up to 2016)



- A4.3 The principal settlements in the Borough are Earley, Shinfield (North of M4), Winnersh, Wokingham and Woodley.

Appendix 5 – Settlements outside the borough along public transport routes radiating from Wokingham Borough

Settlement	Service or facility available										
	Good Public Transport	Public House	Primary School	Secondary School	Place of worship	Community Hall	Shop(s)	Library	Doctor	Dentist	Employment Area
Basingstoke	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Binfield/Bracknell	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bramley	✓	✓	✓	x	✓	✓	✓	x	✓	x	x
Crowthorne	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Eversley	x	✓	x	x	x	x	x	x	x	x	x
Eversley Centre	x	✓	✓	x	x	x	x	x	x	x	x
Eversley Cross	x	✓	x	x	x	x	✓	x	x	x	x
Henley-on-Thames	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lower Shiplake	x	✓	x	x	✓	✓	✓	x	x	x	x
Maidenhead	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Reading	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

A5.1 The information in the above table indicates that the authority should regard Basingstoke, Binfield/Bracknell, Crowthorne, Maidenhead and Reading as major development locations with Bramley and Henley-on-Thames modest development locations. The remaining settlements listed would be the equivalent of limited development locations if they were within Wokingham Borough.

Appendix 6 – Expected Housing Land Supply to 2026

Explanations of each supply source is at the end of the table

	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2006-2026
Completions	1,018	488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,506
Hard Commitments	0	0	286	98	170	60	20	0	0	0	0	0	0	0	0	0	0	0	0	0	634
WDLP sites	0	0	0	92	240	354	367	74	0	0	0	0	0	0	0	0	0	0	0	0	1,127
Soft Commitments	0	0	0	0	126	100	30	0	0	0	0	0	0	0	0	0	0	0	0	0	256
Identified small pdl in settlements	0	0	99	99	99	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326
Other identified small sites	0	0	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Sites in major locations	0	0	0	0	0	55	55	55	55	55	0	0	0	0	0	55	55	55	55	55	550
Sites in modest locations	0	0	0	0	0	35	35	35	35	35	0	0	0	0	0	35	35	35	35	35	350
Sites in limited locations	0	0	0	0	0	10	10	10	10	10	0	0	0	0	0	10	10	10	10	10	100
S Wokingham SDL	0	0	0	0	0	100	200	200	200	200	200	200	200	200	200	200	200	150	50	0	2,500
N Wokingham SDL	0	0	0	0	50	50	150	200	200	200	200	200	200	50	0	0	0	0	0	0	1,500
S of M4 SDL	0	0	0	25	100	150	250	250	250	250	250	250	250	250	150	75	0	0	0	0	2,500
Arborfield Garrison SDL	0	0	0	0	0	50	150	250	250	250	250	250	250	250	250	250	250	250	250	200	3,400
Flexibility	0	0	-29	-22	-69	-96	-127	-107	-100	-100	-90	-90	-90	-75	-60	-63	-55	-50	-40	-30	-1,292
Total	1,018	488	372	307	716	897	1,140	967	900	900	810	810	810	675	540	563	495	450	360	270	13,487
Core Strategy	600	600	600	600	600	700	700	700	700	700	723	723	723	723	723	623	623	623	623	623	13,230
Difference	418	-112	-228	-294	116	197	440	267	200	200	87	87	87	-48	-183	-61	-128	-173	-263	-353	257
Cumulative	418	306	78	-215	-99	98	538	805	1,005	1,205	1,292	1,379	1,466	1,418	1,235	1,174	1,046	873	610	257	257

Notes on table:

Hard commitments are sites with a planning permission (at 1/4/08) for at least 10 dwellings (excluding sites allocated in the WDLP).

Soft commitments are sites with a resolution to grant planning permission (at 1/4/08) for at least 10 dwellings (excluding sites allocated in the WDLP)

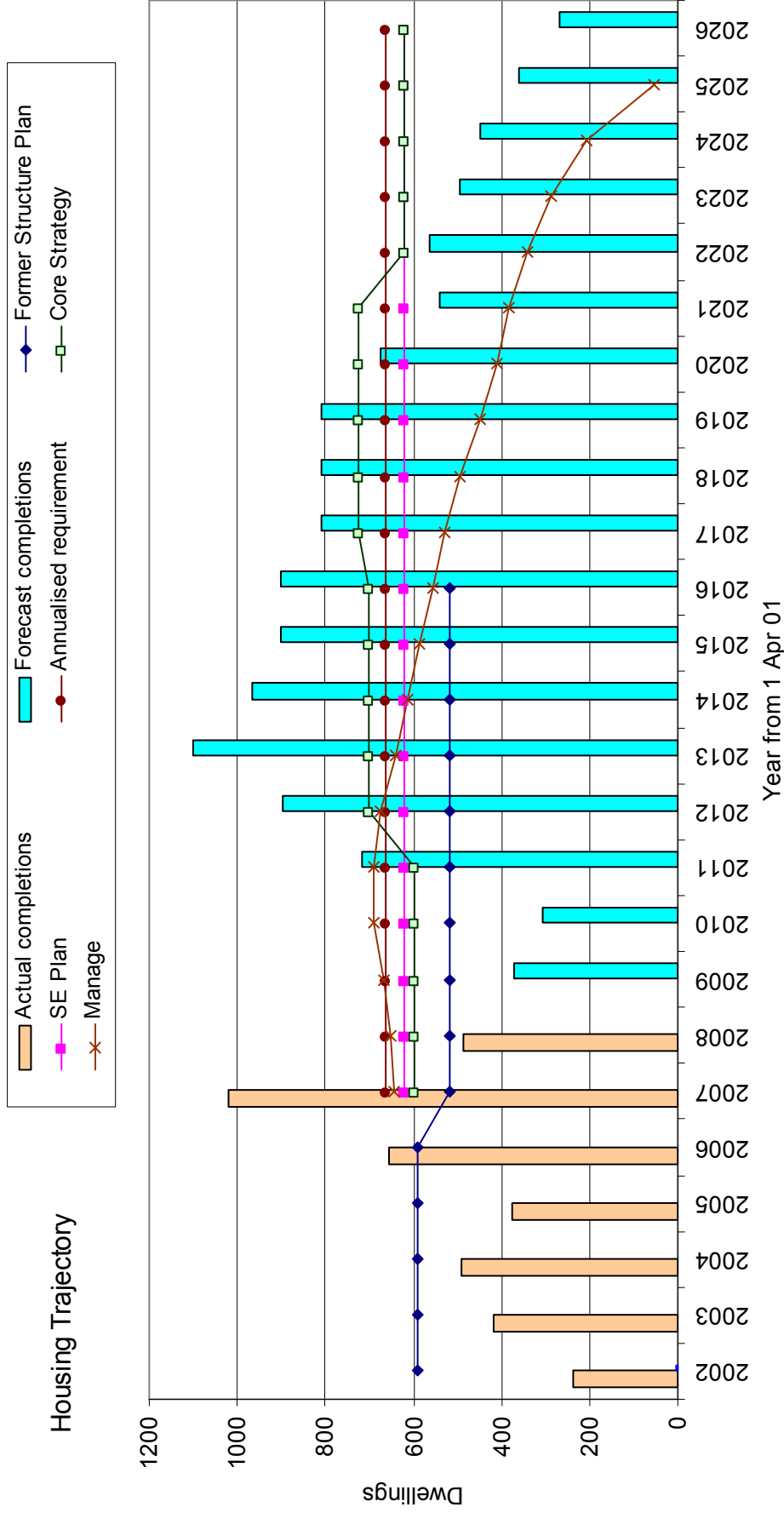
WDLP sites are those allocated through policies WH3, WH4 and WH5

Identified small previously developed land (pd) sites are those brownfield sites within settlements that have a planning permission (at 1/4/08) for up to 9 dwellings. The Council has added the total and then removed 10% for non-implementation. The stock of permissions is then built out at the historic rate achieved 1998-2008.

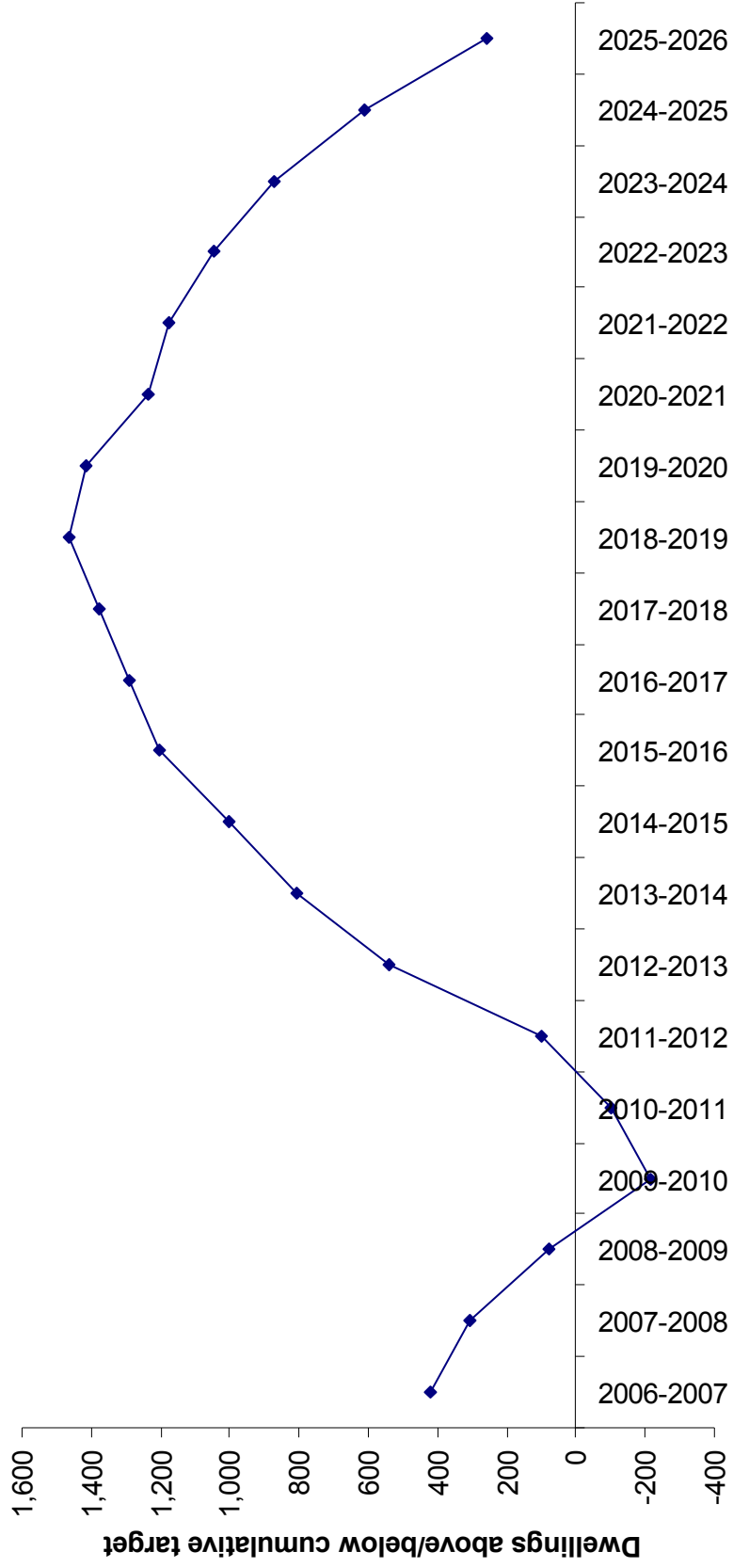
Other identified small sites are any other scheme for up to 9 dwellings with a planning permission (at 1/4/08). The Council has added the total and then removed 10% for non-implementation. The stock of permissions is then built out at the historic rate achieved 1998-2008.

Flexibility is the Council's non-implementation rate. This equates to 10% of all the totals of other elements of land supply excluding completions and small sites.

Housing trajectory for Wokingham Borough 2006-26

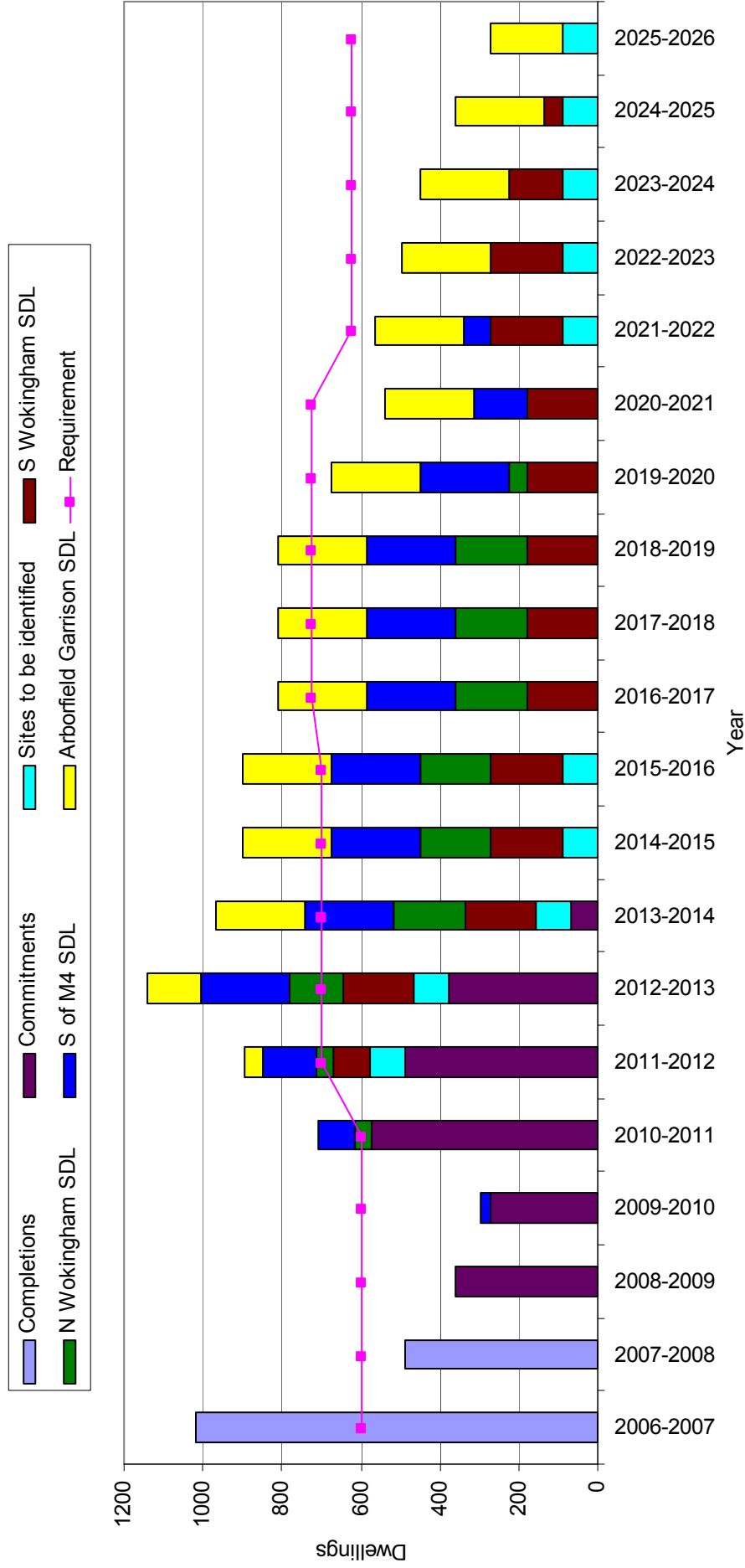


Comparison of annual progress against phased housing requirements



The above chart indicates that during the period from 2009/10 until 2010/11, the authority will be below the cumulative targets for each year of the Core Strategy.

Sources of housing land supply



Notes: Commitments include hard/soft commitments, WDLP sites, non-SDL reserve allocations and both identified small site sources
 Sites to be identified include those within major, modest and limited locations.

Data to inform trajectory

Year ending	Former Berkshire Structure Plan requirement	Core Strategy	Completions	Forecast completions	Manage
31/03/2002	590		237		
31/03/2003	590		418		
31/03/2004	590		492		
31/03/2005	590		376		
31/03/2006	590		655		
31/03/2007	516	600	1,018		642.7
31/03/2008	516	600	488		651.3
31/03/2009	516	600		372	667.7
31/03/2010	516	600		307	690.3
31/03/2011	516	600		716	688.6
31/03/2012	516	700		897	673.7
31/03/2013	516	700		1,140	637.8
31/03/2014	516	700		967	610.4
31/03/2015	516	700		900	584.1
31/03/2016	516	700		900	552.5
31/03/2017		723		810	523.9
31/03/2018		723		810	488.2
31/03/2019		723		810	442.2
31/03/2020		723		675	403.4
31/03/2021		723		540	376.0
31/03/2022		623		563	329.4
31/03/2023		623		495	274.2
31/03/2024		623		450	186.4
31/03/2025		623		360	12.7
31/03/2026		623		270	

Appendix 7 – Additional Guidance for the Development of Strategic Development Locations.

Arborfield Garrison

- A7.1 Core Strategy Policy CP18 identifies Arborfield Garrison as a site for a sustainable, well designed, mixed use development to provide 3,500 dwellings, new employment, appropriate retail facilities, and transport, social and physical infrastructure. In addition, the Policy requires the provision of sufficient Suitable Alternative Natural Green Space (SANGS) to avoid and mitigate the impacts on the Thames Basin Heath Special Protection Area, and the retention of separation from Finchampstead North, Arborfield Cross and Barkham Hill.

Concept Rationale

- A7.2 Proposals for a free-standing development on the site of the Arborfield Garrison amount to what will essentially be a large village. As a result of the location of the Strategic Development Location (SDL), away from the areas main centres of population and services, there are a range of important ingredients which must be included in the development to ensure a reasonable degree of self-sufficiency and containment, whilst ensuring good connections with nearby settlements. Consequently, the following elements are all considered fundamental to its success:
- a) The scale of the settlement, which has been determined through a balanced view of the physical capacity of the site, the number of dwellings required to create a sense of community and support some local services, the desired character of the development (which is derived in part through development densities), and a requirement to provide a mix of dwelling types and sizes.
 - b) The mix of uses, which should be concentrated in a new district and neighbourhood centres to provide for convenience retail, nursery, primary and secondary education, primary health care and community facilities.
 - c) The attractive rural setting, which requires a design response to ensure the development, is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through an open space strategy.
 - d) The strategic transport needs of the Borough, which highlight the need for public transport, walking and cycling to be promoted alongside convenient road links in the future planning of Arborfield Garrison. The concept is underpinned by a raft of measures to achieve this, including a development form which will provide local networks for alternative modes of travel, connecting to a strategic framework of high order movement corridors. An interchange facility between local and strategic transport networks is integral to the concept.
 - e) The integration of the existing residential development peripheral to the SDL, which should have convenient and safe access to new services and facilities.
 - f) The enhancement of employment facilities within the community to provide scope for living and working in close proximity. Hogwood Industrial Area will remain as a principal employment area although there may be scope for some minor expansion or intensification.
 - g) The integration of listed buildings (which may lend themselves to potential re-use) and the scheduled ancient monument within the scheme.

Concept Statement

- A7.3 This concept statement provides further details in support of Core Strategy policy CP18 and should be used to guide future master plans and development proposals for the Arborfield Garrison site.
- A7.4 Strategic objectives for the site
- a) To create a sustainable, mixed use and distinctive new community which is self-sufficient in its local needs. It should comprise 3,500 homes, new employment, new district and neighbourhood centres and associated physical and social infrastructure.
 - b) To create a cohesive place with a singular identity which is inspired by the landscape setting and which provides an attractive living environment for a wide range of household types.
 - c) To absorb the development into the landscape setting through careful planning of the built form.
 - d) To ensure efficient public transport, walking and cycling modes to be promoted alongside convenient road links for connections to Wokingham, Reading, Winnersh and Bracknell. These will provide the new community with genuine travel choices and present a range of options for journeys of different purposes and distances.
 - e) To make possible through the urban structure and built form the use of sustainable modes of travel to access on-site services and facilities, including public transport stops.
 - f) To ensure a good degree of physical and social integration with existing settlements within the location through the detailed planning of the site.
- A7.5 Landscape Structure
- a) The development should remain physically separate from the settlements of Arborfield Cross, Barkham Hill and Finchampstead North.
 - b) A linear park acting as a biodiversity corridor, recreational space and sustainable urban drainage system should be created along the existing drains and watercourses running from the west to the north east.
 - c) Existing woodland areas and hedgerows should be retained, enhanced and where possible extended.
 - d) A network of green spaces should be created including:
 - i. Formal playing fields and children's play facilities to Wokingham Borough Council standards
 - ii. Informal parks and recreational areas
 - iii. Community gardens, orchards, allotments and cemetery

Sustainability

- A7.6 A strategy to deliver sustainable development, demonstrating current best practice, must be provided and implemented in accordance with the Council's SPD on sustainable development. It must address at least the following:
- a) the Code for Sustainable Homes
 - b) BREEAM standards for non-residential buildings
 - c) energy efficiency
 - d) energy generation
 - e) water efficiency
 - f) bio-diversity and habitat protection
 - g) waste reduction and management
 - h) flood risk
 - i) infrastructure provision to support sustainable travel

Infrastructure

A7.7 Access and Movement

- a) Consideration should be given to ensuring strategic car movements from Arborfield Garrison to both the M3 and M4 are accommodated and avoid loading further traffic on existing routes through Arborfield Cross and Shinfield.
- b) Provision for public transport interchange should be made within the district centre to cater for direct services to Wokingham, Bracknell, Reading and Winnersh. This should include secure cycle parking, high quality real time passenger information portals and covered, heated and secure passenger waiting facilities.
- c) Commonfield Lane should be closed to general traffic to create a segregated bus and cycle priority route to Wokingham via Barkham and the B3349.
- d) Measures to improve non-car travel along the B3349 to facilitate improved public transport.
- e) Greenways for cyclists and pedestrians running north-south and linking sites of historic interest and recreational value as well as Wokingham, Finchampstead North, Barkham Hill and Shinfield should be provided.
- f) A wayfaring system is required for cyclists and pedestrians. It should be distinctive in design and style, complementing the semi-rural character of the area.
- g) Improvements to the A327 where necessary including safe crossing points to allow for cycle and pedestrian access, and improved public transport access.
- h) Two new primary routes, both of which should be bus priority corridors, should be provided:
 - i. A new primary route linking Nine Mile Ride at the eastern edge to the A327 in the north of the site should be created, to connect from Finchampstead North to the development and on towards Reading.
 - ii. A further route should continue to Nine Mile Ride westwards to a new junction with the A327, close to Farley Hill, to serve the southern half of the site.

Improvements to transport capacity along the A327 could include a variety of measures such as widening the existing highway, provision of bus lanes or signalisation of junctions (all within the highway boundary) through to the provision of a new route avoiding existing settlements or junction such as at Arborfield Cross. Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.

A7.8 Physical

- a) Improvements should be made to the Sewage Network Capacity.
- b) Any development scheme should accommodate sufficient SANG in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's adopted standards. SANG can be delivered in phases provided each one meets the requirements of c below.
- c) The provision of SANGS within any proposed development scheme for Arborfield Garrison will need to reflect Natural England's quality standards and requirements regarding size, access, character, availability and function.

A7.9 Community and social

- a) At least 35% of homes must be affordable in accordance with Policy CP5.
- b) Two two-form entry primary schools and one secondary school for 1,500 pupils should be provided during an early phase of the development
- c) A new district centre and two neighbourhood centres should include a range of community uses including primary health care, a library, a children's centre, youth facilities and multi-purpose community buildings.

Housing Land, Mix and Density

A7.10 Approximately 110 hectares of land should be allocated for residential use within the master plan. Average development density will be between 30 - 35 dwellings per hectare (calculated in accordance with PPS3 annex B). Variation on site should occur through the concentration of above average densities around the district and local centres, and less than average densities towards the site edges.

A7.11 A predominance of houses with private gardens should prevail throughout the development. In addition, consideration should be given to the design of life time homes, elderly person housing and live-work units.

Key Design Principles

A7.12 A master plan for the SDL should demonstrate adherence to current best practice in urban design, to include:

- a) A continuous network of streets to permit easy movement within the development. Within this network a legible street hierarchy should be established to distinguish those streets associated with through movement from quieter residential streets.
- b) The proposed district centre at a central and most accessible point, well integrated with educational facilities. The district centre should include a store of around 4,000 square metres primarily selling convenience goods as well as a range of community facilities and services.
- c) A clear landscape framework which integrates the development with the landscape and shows how the urban edge will be managed.
- d) A positive response to the topography of the site and existing tree planting, which should be incorporated into the layout.
- e) A built form which supports the strategic objectives for the development and assists in creating a recognisable identity.
- f) Existing listed buildings integrated within the development, with due regard to the character and setting of the buildings
- g) Consideration wherever possible to reusing other existing buildings on the site.
- h) Development which is inclusive and accessible for all in accordance with Policy CP2.
- i) Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
- j) Architectural design of a high quality and ensuring a sense of cohesion. New buildings should be inspired by the character of existing high quality architecture in the Borough. Regard must be given to the Borough's Residential Design Guide.
- k) Public art integrated within the design of the development.
- l) Careful attention to the composition of the street frontage and street corners to ensure a continuous building line and help define the street. Long featureless blank frontages should be avoided.
- m) Vehicle parking as an integral part of the plan for the scheme to ensure limited impact on visual amenity and residential privacy. Larger surface

level car parks should make provision for generous planting to aid visual containment.

- n) A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and education within the early years of the scheme.

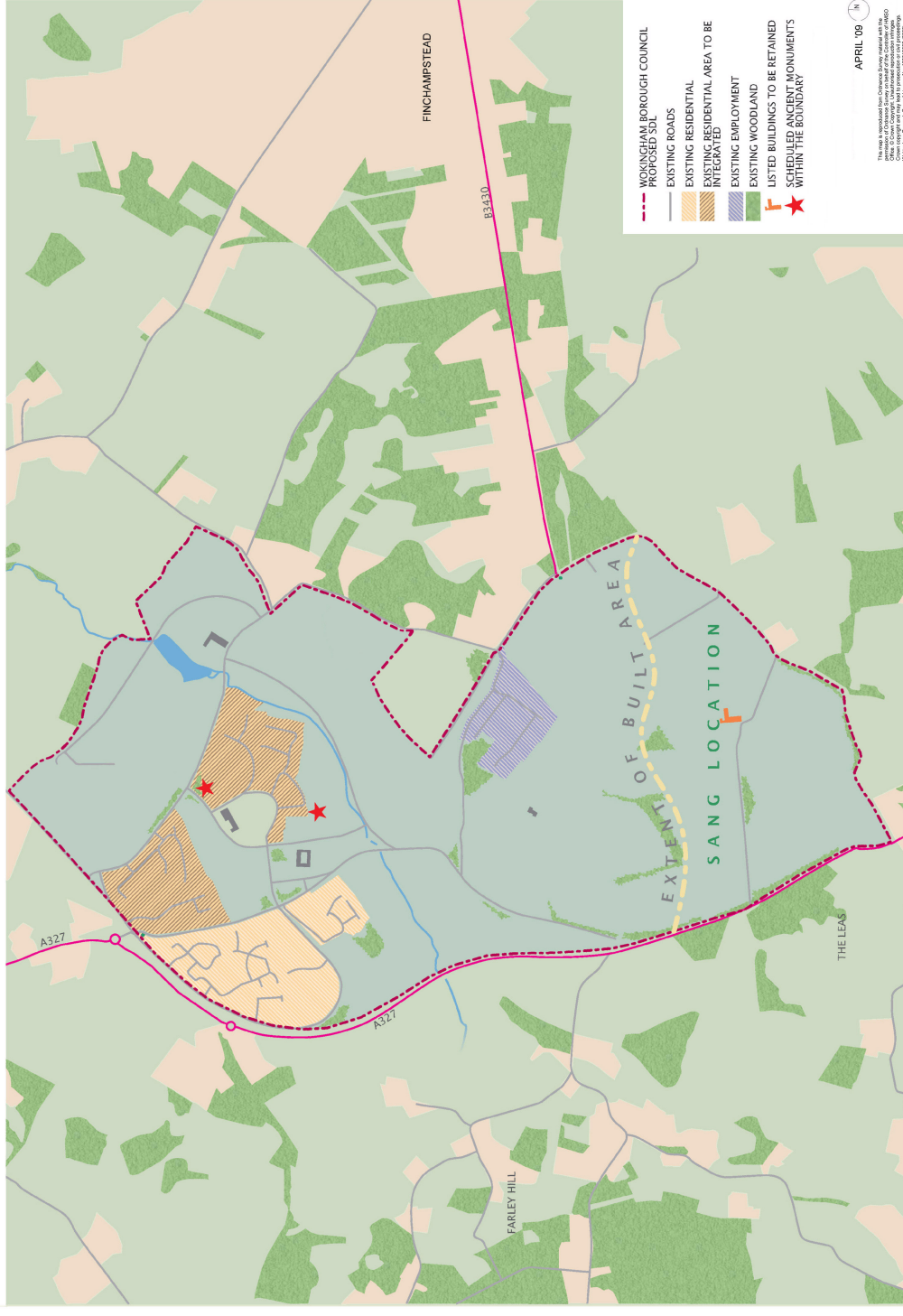
Planning Obligations

A7.13 In accordance with Circular 5/05, and Council SPD relating to Infrastructure Delivery for the SDL, developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in this Statement in order to make the development acceptable.

These will include:

- a) Transport
 - i) Improvements to transport capacity along the A327 (to both the M3 and Reading) and routes toward Bracknell, Wokingham (including the extension of Nine Mile Ride to the A327)
 - ii) Measures to improve accessibility by non-car transport modes along the A327, B3030, B3349 and B3430 corridors, especially on the routes to Bracknell, Reading, Winnersh and Wokingham
 - iii) Improvements to the quality and frequency of public transport services along any part of the network
 - iv) Improvements to increase the use of bicycles including cycle paths
 - v) Enhancements to footpath and cycle networks to improve access to services and facilities
 - vi) The need to avoid traffic on rural roads
 - vii) Measures to maintain the operation of the network in times of flooding
- b) Education
 - i) Two new primary schools (2 form entry)
 - ii) A secondary school to serve the south of the Borough (up to 1,500 pupils)
 - iii) Affordable housing
 - iv) 35% affordable housing (common to all schemes in line with CP5)
- c) Community facilities
 - i) New GP surgery
 - ii) Appropriate leisure/recreational facilities
 - iii) Appropriate retail facilities
 - iv) Childrens' centre
 - v) Youth facilities
 - vi) Faith facilities
 - vii) Other communities buildings e.g. community centres
 - viii) Appropriate requirements of the emergency services
 - ix) Appropriate requirements for utilities
- d) Thames Basin Heaths Mitigation:
 - i) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area.
- e) Water/drainage/sewerage:
 - i) Sewage capacity
 - ii) Any necessary flood mitigation measures especially in relation to California Country Park and impact on the SSSI

WOKINGHAM ARBORFIELD SDL



APRIL 08

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South of the M4 (Junction 11)

- A7.14 Core Strategy Policy CP19 identifies the area around Shinfield, Spencers Wood and Three Mile Cross for a sustainable mixed use development to provide around 2,500 dwellings alongside a range of supporting employment and retail uses, open space and social infrastructure.
- A7.15 Furthermore, it requires that the separation between settlements be maintained, a park and ride and other transport improvements be provided for and that any impacts on the Thames Basin Heaths Special Protection Area are mitigated against.
- A7.16 The allocation of 2,500 dwellings includes existing WDLP allocations.

Concept Rationale

- A7.17 The area to the south of the M4 is characterised by existing small settlements set within a rural context, which has thus far been retained through the former allocation of green gaps. This sets it apart from the area to the north of the M4, which is perceived as being more closely aligned to Greater Reading. The character of the area is considered worthy of retention as it forms part of the identity of the Borough. New development must therefore seek to balance the demand for new housing with the prevailing settlement configuration and setting. To achieve this:
- a) New growth should be focused around the existing settlements of Shinfield, Spencers Wood and Three Mile Cross. In pursuing a strategy based on village expansion, additional support for existing services can be provided, whilst simultaneously retaining the separation between distinctive settlements.
 - b) Development in a series of locations around the periphery of the three villages is required. This approach should consider the relationship between the current built areas and the open countryside. Opportunities to form new edges to the existing villages exist, allowing a managed transition between urban and rural.
 - c) Shinfield could be extended to the west, east and north west and should include new and enhanced local services and facilities, including a primary school.
 - d) A new connection should be provided to the east of Shinfield to accommodate demand for travel on the A327 resulting from the SDLs at South of M4 and Arborfield Garrison. This should include a crossing of the M4, and should include measures for bus priority.
 - e) Spencers Wood could be extended to the north-east and to the east with a new primary school provided in the latter location.
 - f) Three Mile Cross could be extended to the west and east.
 - g) To accommodate this development, a review of the local highway network will be required, leading to a package of measures to promote and achieve non-car travel, in order to help reduce congestion within and around the villages and beyond.

Concept Statement

- A7.18 This concept statement provides further details in support of Core Strategy policy CP19 and should be used to guide future master plans and development proposals for the Shinfield / Spencers Wood / Three Mile Cross.
- A7.19 Strategic objectives for the site

- a) To accommodate new housing (up to 2500 units) through the expansion of the three existing settlements, and to provide local services including two new primary schools, and public open space;
- b) To ensure the maintenance of meaningful open countryside between Shinfield and Spencers Wood, and the former gap between Spencers Wood and Three Mile Cross, in order to retain a sense of separation between settlements;
- c) To provide high quality, convenient public transport connections within the area and to Arborfield Garrison, Bracknell, Reading, Twyford, Winnersh and Wokingham.

A7.20 Landscape Structure

- a) The existing floodplain should be retained as part of an open space network.
- b) Open countryside between villages should have minimal intervention to ensure its existing character is retained. However, improvements to rights of way and public footpaths may be carried out to improve pedestrian access.
- c) Existing woodland areas and hedgerows should be retained, enhanced and where possible extended.
- d) The landscape strategy for the development should incorporate proposals to help manage the transition between the new development and the open countryside.
- e) A network of green spaces should be created including:
 - i) Formal playing fields and children's play facilities to Wokingham Borough Council's Standards
 - ii) Informal parks and recreational areas
 - iii) Community gardens, orchards, allotments and cemetery

Sustainability

- A7.21 A strategy to deliver sustainable development, demonstrating current best practice, must be provided and implemented in accordance with the Council's SPD on sustainable development. It must address at least the following:
- a) the Code for Sustainable Homes
 - b) BREEAM standards for non-residential buildings
 - c) energy efficiency
 - d) energy generation
 - e) water efficiency
 - f) bio-diversity and habitat protection
 - g) waste reduction and management
 - h) flood risk
 - i) infrastructure provision to support sustainable travel

Infrastructure Requirements

A7.22 Access and Movement

- a) A park and ride facility will be required in the vicinity of Junction 11 of the M4. This will provide direct and efficient public transport links to Reading, with future capacity for the proposed Reading Mass Rapid Transit scheme. A landscape strategy should be integral to the proposals to help reduce the visual impact of this facility.
- b) Provision for public transport interchange should be made within the district centre to cater for direct services to Arborfield Garrison, Bracknell, Twyford, Reading, Winnersh and Wokingham. This should include secure cycle parking, high quality real time passenger information portals and covered, heated and secure passenger waiting facilities.

- c) A strategy for prioritising public transport services and facilities within and beyond the SDL is required, including improvements to the A327 and A33.
- d) A strategy for prioritising walking and cycling within and between settlements should be provided.

Improvements to transport capacity along the A327 and A33 could include a variety of measures such as an eastern relief road to Shinfield together with a new link between these highways through the SDL. Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.

A7.23 Physical

- a) Improvements should be made to the Sewage Network Capacity.
- b) Any development scheme should accommodate sufficient SANG in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's adopted standards. SANG can be delivered in phases provided each one meets the requirements of c below.
- c) The provision of SANGS within any proposed development scheme for Shinfield / Spencers Wood / Three Mile Cross will need to reflect Natural England's quality standards regarding size, access, character, availability and function.

A7.24 Community and social

- a) At least 35% of homes must be affordable in accordance with Policy CP5.
- b) Improved neighbourhood and local centres facilities should include a range of community uses including expansion of existing primary health care, children's and youth facilities, two new primary schools and other community buildings.

Housing Land, Mix and Density

A7.25 Approximately 77 hectares of land should be allocated for residential use within the master plan. Average development density will be between 30 - 35 dwellings per hectare (calculated in accordance with PPS3 annex B). Variation on site could occur through the concentration of above average densities near to local facilities and bus routes.

A7.26 A predominance of houses with private gardens should prevail throughout the development. In addition consideration should be given to life time homes, elderly person housing and live-work units.

Key Design Principles

A7.27 A master plan for the SDL should demonstrate adherence to current best practice in urban design, to include:

- a) A layout which respects the existing settlement form, includes a high degree of connectivity between old and new areas of housing, and provides a legible hierarchy of streets which distinguishes through routes from quieter residential streets.
- b) A positive response to the topography of the site and existing tree planting, which should be incorporated into the layout.
- c) New primary schools at Shinfield and Spencers Wood, at a location accessible by public transport.
- d) A new local centre at a location at Shinfield which is easily accessible on foot to new and existing homes. This could accommodate a store of around 2,500m² primarily selling convenience goods.

- e) Development which is inclusive and accessible for all in accordance with Policy CP2.
- f) Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
- g) Architectural design that is high quality and distinctive. New buildings should reflect the character of existing high quality architecture in the Borough as well as current best practice. Regard must be given to the Borough's Residential Design Guide.
- h) A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside.
- i) Public art which is integrated within the design of the development.
- j) Careful attention to the composition of the street frontage and street corners to ensure a continuous building line and help define the street. Long featureless blank frontages should be avoided.
- k) All vehicle parking is integral to the plan, to ensure limited impact on visual amenity and residential amenity. Larger surface level car parks should make provision for generous planting to aid visual containment.
- l) A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and education within the early years of the scheme.

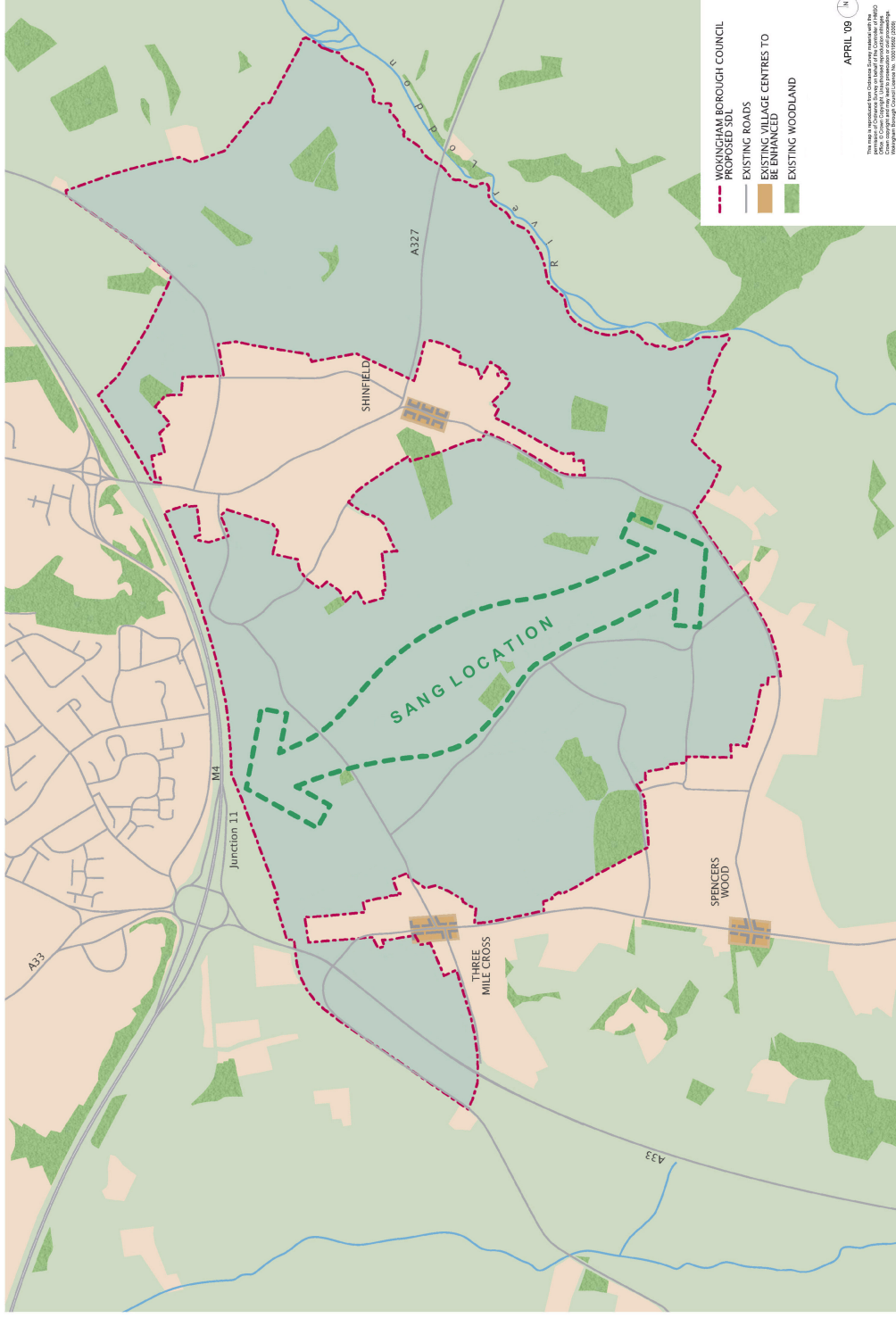
Planning Obligations

A7.28 In accordance with Circular 5/05, and Council SPD relating to Infrastructure Delivery for the SDL, developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilitates detailed in this Statement in order to make the development acceptable. These will include:

- a) Transport
 - i) Measures to maintain the operation of the network in times of flooding
 - ii) Contribute towards Park and Ride in the vicinity of M4 junction 11
 - iii) Measures to improve accessibility by non car transport modes along the A327 and A33 corridors
 - iv) High quality express bus services between Green Park and Twyford stations via the Park and Rides in the vicinity of M4 junction 11 and Loddon Bridge and Winnersh Triangle railway stations
 - v) Improvements to the quality and frequency of public transport services along any part of the network
 - vi) Improvements to increase the use of bicycles including cycle paths
 - vii) Enhancements to footpath and cycle networks to improve access to services and facilities
- b) Education
 - i) Up to 2 new primary schools (each of up to three form entry)
 - ii) Expansion of existing primary provision (Shinfield Infant and Junior) from two form entry to three form entry
 - iii) Contributions towards new Secondary School to serve the development
- c) Affordable housing
 - i) 35% affordable housing (common to all schemes in line with CP5)
- d) Community facilities
 - i) Expansion of existing local centres in Shinfield and Spencers Wood or at a district centre
 - ii) Appropriate retail facilities
 - iii) Expansion of existing children's centre and youth facilities
 - iv) Leisure/recreational facilities
 - v) Expanded GP surgery

- vi) Faith facilities
- vii) Other communities buildings e.g. community centres
- viii) Appropriate requirements of the emergency services
- ix) Appropriate requirements for utilities
- e) Thames Basin Heaths Mitigation
 - i) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area.
- f) Water/drainage/sewerage
 - i) Any necessary flood mitigation measures

WOKINGHAM SOUTH OF M4 SDL



North Wokingham

- A7.29 Along with the SDL at South Wokingham, the North Wokingham SDL presents an opportunity to plan comprehensively for the future of the town. In accordance with Policy CP20, the SDL should provide 1,500 dwellings and associated local services including a primary schools, public open space and SANGS provision.

Concept Rationale

- A7.30 At North Wokingham, the concept places emphasis on the physical and social integration of new development with existing neighbourhoods, and on the widespread use of sustainable travel modes by existing and new households to access local facilities and the town centre. To achieve this:
- a) Development should occur as a series of extensions to existing neighbourhoods as a means of relating new homes to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing residents.
 - b) Public open space, including the provision of SANGS, should extend outwards from the existing open spaces to form a well connected network of green areas suitable for formal and informal recreation. The Emm Brook should be included as part of the open space network, which should take account of flood risk and the potential for enhance bio-diversity.
 - c) Development should be integrated into the existing town through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the town, in order to disperse wider traffic movement and allow for direct journeys, thus supporting the feasible use of more sustainable modes of travel, including buses.
 - d) These new connections should be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
 - e) In particular, direct pedestrian and cycle access to the proposed Park & Ride facilities at Coppid Beech and any other public transport interchanges within or near to the site should be provided to facilitate more sustainable movement across a wider area. These will need to take into account various opportunities along the current A329(M) corridor which are currently under consideration.

Concept Statement

- A7.31 This concept statement provides further details in support of Core Strategy policy CP20 and should be used to guide future master plans and development proposals for the North Wokingham SDL.
- A7.32 Strategic objectives for the site
- a) To create a series of integral neighbourhoods, providing 1,500 homes, which relate to and reinforce existing neighbourhoods around the northern edge of Wokingham.
 - b) To achieve a high quality landscape setting as a mechanism for defining the neighbourhoods and affording easy access to open space.
 - c) To reinforce Wokingham's street network by extending and connecting existing routes.
 - d) To provide a layout which maximises the potential for 'walkable neighbourhoods' where cycling and walking are the norm.

A7.33 Landscape Structure

- a) A network of green spaces should be created including:
 - i) Formal playing fields and children's play facilities to Wokingham Borough Council standards
 - ii) Informal parks and recreational areas
 - iii) Community gardens, orchards, allotments and a cemetery
- b) A linear public park parallel to the A329(M) should be created, which should provide mechanisms for noise mitigation. The linear form of this corridor should be opened up in places to provide playing fields and formal open space. It should incorporate the SANG (and therefore subject to SANG criteria), and accommodate the flood plain to ensure flood mitigation.
- c) Open space should provide a clear degree of separation between new housing and the existing sewage treatment works.
- d) The network of open space should integrate with Cantley Recreation Ground to enhance local amenity.

Sustainability

A7.34 A strategy to deliver sustainable development, demonstrating current best practice, must be provided and implemented in accordance with the Council's SPD on sustainable development. It must address at least the following:

- a) the Code for Sustainable Homes
- b) BREEAM standards for non-residential buildings
- c) energy efficiency
- d) energy generation
- e) water efficiency
- f) bio-diversity and habitat protection
- g) waste reduction and management
- h) flood risk
- i) infrastructure provision to support sustainable travel

Infrastructure Requirements

A7.35 Access and Movement

- a) Connections with the existing highway network should be provided for higher and lower order streets to ensure a high degree of integration with the existing town, to help disperse traffic movement and to facilitate public transport movement through the site. This will tie in to the Council's town centre traffic reduction scheme and reduce the need for residents living in the vicinity of the North Wokingham SDL to drive through the town centre in order to access local strategic highways.
- b) An internal network of Greenway routes should be provided to connect to existing routes within the town and to provide safe routes for primary and secondary school children. Where possible, existing cul-de-sacs should be opened up to connect into this network.
- c) Easy and safe access to the Park & Ride facility at Coppid Beech and any of public transport interchanges within or near to the site should be provided. These will create opportunities for the new and existing communities to 'walk and ride' and 'cycle and ride' to Bracknell, Reading and national rail links at Wokingham station.
- d) Easy and safe access to the new park and ride must be provided to create an opportunity for 'walk and ride' and 'cycle and ride'.
- e) Facilities and stops for local bus services to link to Wokingham town centre and mainline railway station should be provided.

- f) A Personalised Travel Planning Service should be delivered for new home owners to inform them of their transport options.

Improvements to transport capacity along the A321 and A329 could include a variety of measures such as: -

- i) widening the existing highway;
- ii) provision of bus lanes;
- iii) signalisation of junctions;
- iv) delivery of new sections of road connecting into the existing network such as an additional junction on the A329(M); and
- v) the provision of improvements to permeability east-west in a route north of Wokingham Centre from the M4 over-bridge to Coppid Beech.

Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.

A7.36 Physical

- a) Improvements should be made to the Sewage Network Capacity.
- b) Any development scheme should accommodate sufficient SANG in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's adopted standards. SANG can be delivered in phases provided each one meets the requirements of c below.
- c) The provision of SANG within any proposed development scheme for North Wokingham will need to reflect Natural England's quality standards and requirements for size, access, character, availability and function.

A7.37 Community and social

- a) At least 35% of homes must be affordable in accordance with Policy CP5.
- b) Provision should be made to enhance existing neighbourhood facilities to extend the range of services available at the neighbourhood level.
- c) A new primary school should be provided in close proximity to other local facilities and at a point which is easily accessible to new and existing homes.
- d) New primary health care facilities

Housing Land, Mix and Density

- A7.38 Approximately 50 hectares of land should be allocated for residential use within the master plan. Average development density will be between 30 - 35 dwellings per hectare (calculated in accordance with PPS3 annex B). Variation on site should occur through the concentration of above average densities in close proximity to local services and bus stops to enhance the concept of the walkable neighbourhood.

- A7.39 A predominance of houses with private gardens should prevail throughout the development. In addition, consideration should be given to the design of life time homes, housing for elderly people and live-work units.

Key Design Principles

- A7.40 A master plan for the SDL should demonstrate adherence to current best practice in urban design, to include:
 - a) A layout based on the extension and connection of the town's movement network and neighbourhood structure. This should form the basis for a continuous network of streets to permit a high level of connectivity at the local level. Within this network a legible hierarchy should distinguish between routes designed for through movement and low order residential

streets which should have an emphasis on shared surfaces. Higher order routes should be designed according to the principles set out in the Department of Transport's 'Manual for Streets'.

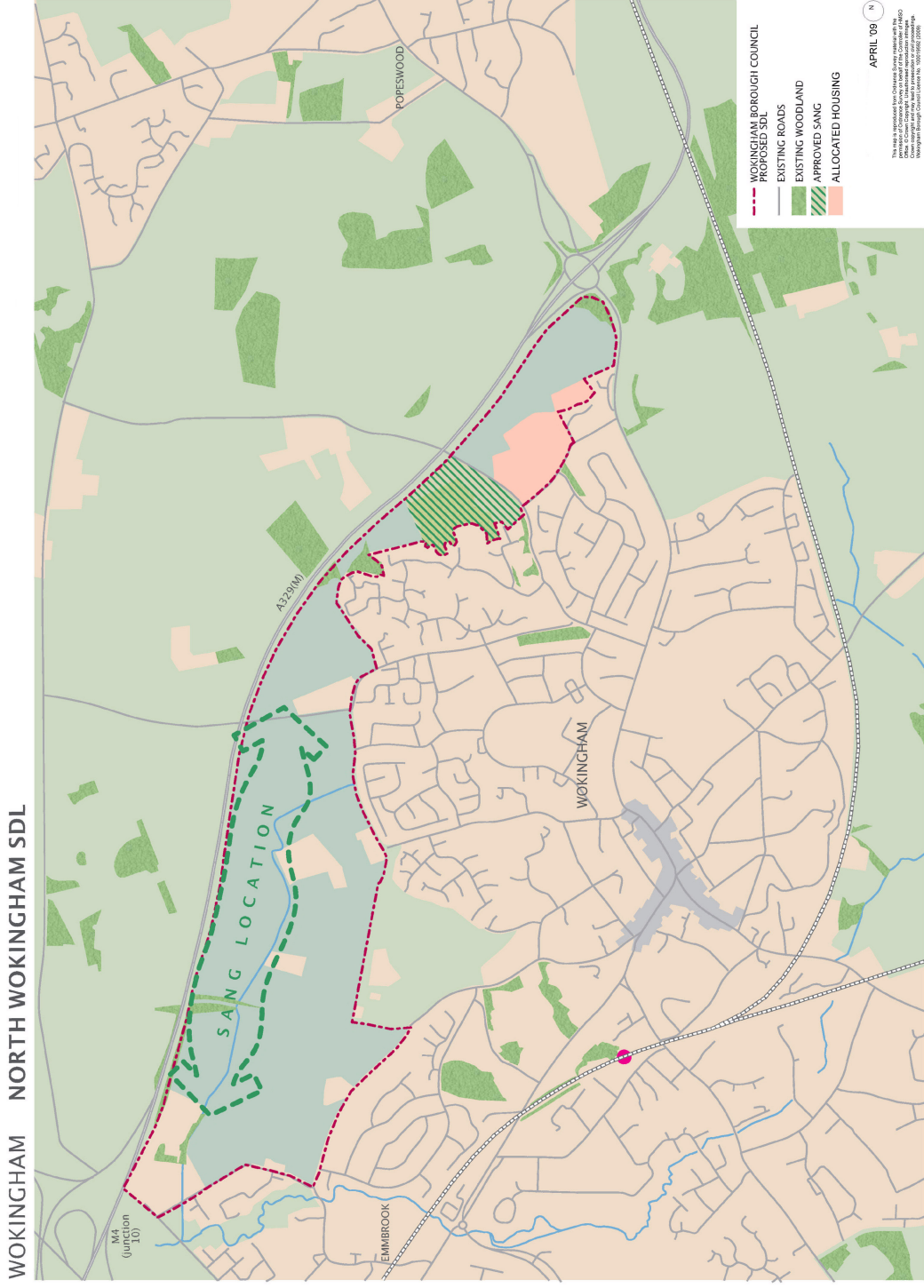
- b) A positive response to the topography of the site and existing tree planting, which should be incorporated into the layout.
- c) New local facilities, including the primary school, located to be easily accessible to new and existing households.
- d) A well connected network of open space to include provision for formal and informal recreation, SANGS provision, and mechanisms to mitigate against noise and odour.
- e) Consideration of the site topography should be reflected in the layout of the development.
- f) Development which is inclusive and accessible for all in accordance with Policy CP2.
- g) Architectural design which is high quality and distinctive, and a sense of visual cohesion. New buildings should reflect the character of existing high quality architecture in the Borough as well as current best practice. Regard must be given to the Borough's Residential Design Guide.
- h) Public art which is integral within the design of the development.
- i) Careful attention to the composition of the street frontage and street corners to ensure a continuous building line and help define the street. Long featureless blank frontages should be avoided.
- j) Vehicle parking, in all forms, which is integrally planned to ensure it does not compromise the visual and residential amenity of the place.
- k) A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and education within the early years of the scheme.
- l) A phasing strategy that ensures easy access to Wokingham town centre through the entire delivery of the development

Planning Obligations

A7.41 In accordance with Circular 5/05, and Council SPD relating to Infrastructure Delivery for the SDL, developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilitates facilities detailed in this Statement in order to make the development acceptable. These will include:

- a) Transport
 - i) Contribute to Reading Road to Wellington Road (Station) link, Wokingham
 - ii) Improvements to transport capacity along the A321 and A329 corridors including the provision of necessary and directly related parts of a new route from the A329 (near the M4 over-bridge) to the vicinity of Coppid Beech roundabout
 - iii) Contribute to rebuilding Wokingham station as a transport interchange
 - iv) Contribute towards Park and Ride near Coppid Beech roundabout on A329 in Wokingham
 - v) High quality express bus services or mass rapid transit along A329 corridor
 - vi) Measures to improve accessibility by non car modes along the A321 and A329 corridors
 - vii) Measures to improve access by non car modes to Wokingham town centre including the station interchange
 - viii) Investigation of scope for new railway stations to directly serve the development
 - ix) Improvements to the quality and frequency of public transport services along any part of the network

- x) Improvements to increase the use of bicycles including cycle paths
- xi) Enhancements to footpath and cycle networks to improve access to services and facilities
- xii) Measures to maintain the operation of the network in times of flooding
- b) Education
 - i) Provision of one new primary school (2 form entry)
 - ii) Contributions to extended/new secondary school to serve the development
 - iii) Affordable housing
 - iv) 35% affordable housing (common to all schemes in line with CP5)
- c) Community facilities
 - i) Provision of local centres through provision of a new centre (s) or upgrading existing locations such as Clifton Road, Beanoak Road and Ashridge Road
 - ii) Appropriate retail facilities
 - iii) Appropriate leisure/recreational facilities to take account of the potential to expand and enhance facilities at Cantley Park
 - iv) GP surgery
 - v) Faith facilities
 - vi) Other communities buildings e.g. community centres
 - vii) Appropriate requirements of the emergency services (including a contribution towards the fire service)
 - viii) Appropriate requirements for utilities
- d) Thames Basin Heaths Mitigation
 - i) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area.
- e) Water/drainage/sewerage
 - i) Any necessary flood mitigation measures



South Wokingham

Concept Rationale

A7.42 At South Wokingham, the importance of the landscape setting as the key determinant of the urban form and development composition forms the basis of the concept. In addition, the concept is founded on the fundamental need for improved east-west connection through the southern part of the town, and to accommodate a sizeable development designed and built according to the principles of sustainable development and good urban design. To achieve this:

- a) The southern extent of the SDL should be defined by the landscape setting, with reference in particular to the course of the Emm Brook, and with due consideration to notable buildings of importance or prominence, including the former Lucas Hospital, which have potential to act as important landmarks and points of architectural or community interest.
- b) Managing the transition between town and country will be critical to the successful integration of new development within the landscape. The configuration and relationship of development at the urban edge should create attractive views to the town as well as out of the town, and should support access to the open countryside.
- c) A continuous network of open space should be provided, to include SANGS mitigation, which takes advantage of the Emm Brook and acknowledges its role in flood water attenuation and the potential for enhanced bio-diversity.
- d) Continuous vehicle access through the site should be achieved between the existing Tesco supermarket on the A321 Finchampstead Road and the London Road/Coppid Beech roundabout. This route should fulfil three important functions:
 - i) It should enhance the street network within the town to allow for a wider dispersal of traffic, thus relieving some pressure on the town centre.
 - ii) It should act as a bus corridor serving both local and strategic needs, and should cater for comfortable and safe pedestrian and cycle movement
 - iii) It should be a key public street within Wokingham, with a civic quality. It should be fronted by development and can serve as a location for commercial and community activity.
- e) The planning of the site should acknowledge the need to connect the site to the A329 London Road to the west of the A329(M) Coppid Beech junction. This would afford access to any future park and ride facilities in the vicinity of Coppid Beech junction. Consideration of junction improvements to achieve this will be required.
- f) Provision should be made for the creation of an intermediate railway station at a future date, at the point where the new main access road crosses the railway. A master plan for the development should define an area to be safeguarded for a station. Reservation of a site for a railway station until 2026 is subject to discussions with Network Rail (and the Department of Transport) confirming both its feasibility and deliverability.
- g) Public transport interchange opportunities should be provided in the immediate future to permit interchange between local and strategic bus services, with provision for interchange between bus and rail in the future. The interchange should be served by high frequency weekday services as well as convenient evening and weekend services. This should be located at the site of the potential railway station (subject to comment in f above).

- h) A new district centre should be provided to act as a focus for community activity. It should be located to the south of the railway in close proximity to the railway to permit interaction with a future station (subject to comment in f above). The transport interchange should be closely related to the district centre.
- i) Two new primary schools should be accommodated within the scheme at a centrally accessible point. Given the linear nature of the site it is desirable to create a second community focal point away from the district centre.

South Wokingham Concept Statement

A7.43 This concept statement provides further details in support of Core Strategy policy CP21 and should be used to guide future master plans and development proposals for the South Wokingham SDL.

A7.44 Strategic objectives for the site

- a) To embed the new development of 2500 homes within the landscape setting, and to structure the scheme around existing landscape features and notable existing buildings in order to achieve an attractive place which relates to its setting.
- b) To achieve a sustainable development based around high quality local facilities and excellent public transport connections.
- c) To deliver a new east-west route as a focus for public transport and community activity, and to relieve pressure on the town centre.
- d) To safeguard the opportunity for a future railway station to enhance the integration of land use and public transport (subject to paragraph A7.42(f)).

A7.45 Landscape Structure

- a) A continuous open space network should be planned along the course of the Emm Brook, incorporating the flood plain, and giving access to the waterside for recreation. The linear form of this corridor should be opened up in places to provide playing fields and formal open space.
- b) SANGS provision should be made in the immediate vicinity of the SDL.
- c) Provision should be made within the master plan to ensure a continued clear separation between Wokingham and Bracknell.
- d) A network of green spaces should be created including:
 - i) Formal playing fields and children's play facilities to Wokingham Borough Council Standards
 - ii) Informal parks and recreational areas
 - iii) Community gardens, orchards, allotments and cemetery.

Sustainability

A7.46 A strategy to deliver sustainable development, demonstrating current best practice, must be provided and implemented in accordance with the Council's SPD on sustainable development. It must address at least the following:

- a) the Code for Sustainable Homes
- b) BREEAM standards for non-residential buildings
- c) energy efficiency
- d) energy generation
- e) water efficiency
- f) bio-diversity and habitat protection
- g) waste reduction and management
- h) flood risk
- i) infrastructure provision to support sustainable travel

Infrastructure Requirements

A7.47 Access and Movement

- a) A public transport interchange, to permit the transfer between strategic and local buses, with the potential for future interchange with rail services should be provided. A feature of the design must be secure cycle parking facilities, high quality real time passenger information portals and covered, heated and secure passenger waiting facilities.
- b) The master plan for the development should indicate safeguarded land for a future railway station at the public transport interchange site (subject to paragraph A7.42(f)).
- c) The bridge crossing over the railway should be designed to a high quality and act as a local landmark.
- d) A direct link between the A321 and London Road should be provided. The design of this road will have regard to the latest Manual for Streets guidance.
- e) Cycle and pedestrian movement should be supported by an internal network of Greenways to extend beyond the site to public green space, and footpaths leading to Gorrick Plantation and Queens Mere. In addition wayfaring signage should be provided and should be identifiably linked to the Wokingham Greenway network.

Improvements to transport capacity along the A321 and A329 could include a variety of measures such as widening the existing highway, provision of bus lanes or signalisation of junctions. Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.

A7.48 Physical

- a) Improvements should be made to the Sewage Network Capacity.
- b) Any development scheme should accommodate sufficient SANG in line with Policy CP8 to meet the requirements of the Habitats Regulations and in accordance with Natural England's adopted standards. SANG can be delivered in phases provided each one meets the requirements of c below.
- c) The provision of SANGS within any proposed development scheme for South Wokingham will need to reflect Natural England's quality standards and requirements for size, access, character, availability and function.
- d) Existing overhead power lines crossing the site should be undergrounded.

A7.49 Community

- a) At least 35% of homes must be affordable in accordance with Policy CP5.
- b) Provision should be made to enhance existing neighbourhood facilities to extend the range of services available at the neighbourhood level.
- c) A new district centre should be provided to the south of the railway, at the public transport interchange site
- d) Two new primary schools should be provided in easily accessible locations.
- e) New primary health care facilities.
- f) A site for a relocated fire station for the town

Housing Land, Mix and Density

- A7.50** Approximately 85 hectares of land should be allocated for residential use within the master plan. Average development density will be between 30 – 35 dwellings per hectare (calculated in accordance with PPS3 annex B). Variation in densities should occur through the concentration of above

average densities around the district centre and public transport facilities, with lower than average densities occurring around the edges of the build areas, and in particular to the southern edge of the development.

- A7.51 A predominance of houses with private gardens should prevail throughout the development. In addition, consideration should be given to the design of life time homes, elderly person housing and live-work units.

Key Design Principles

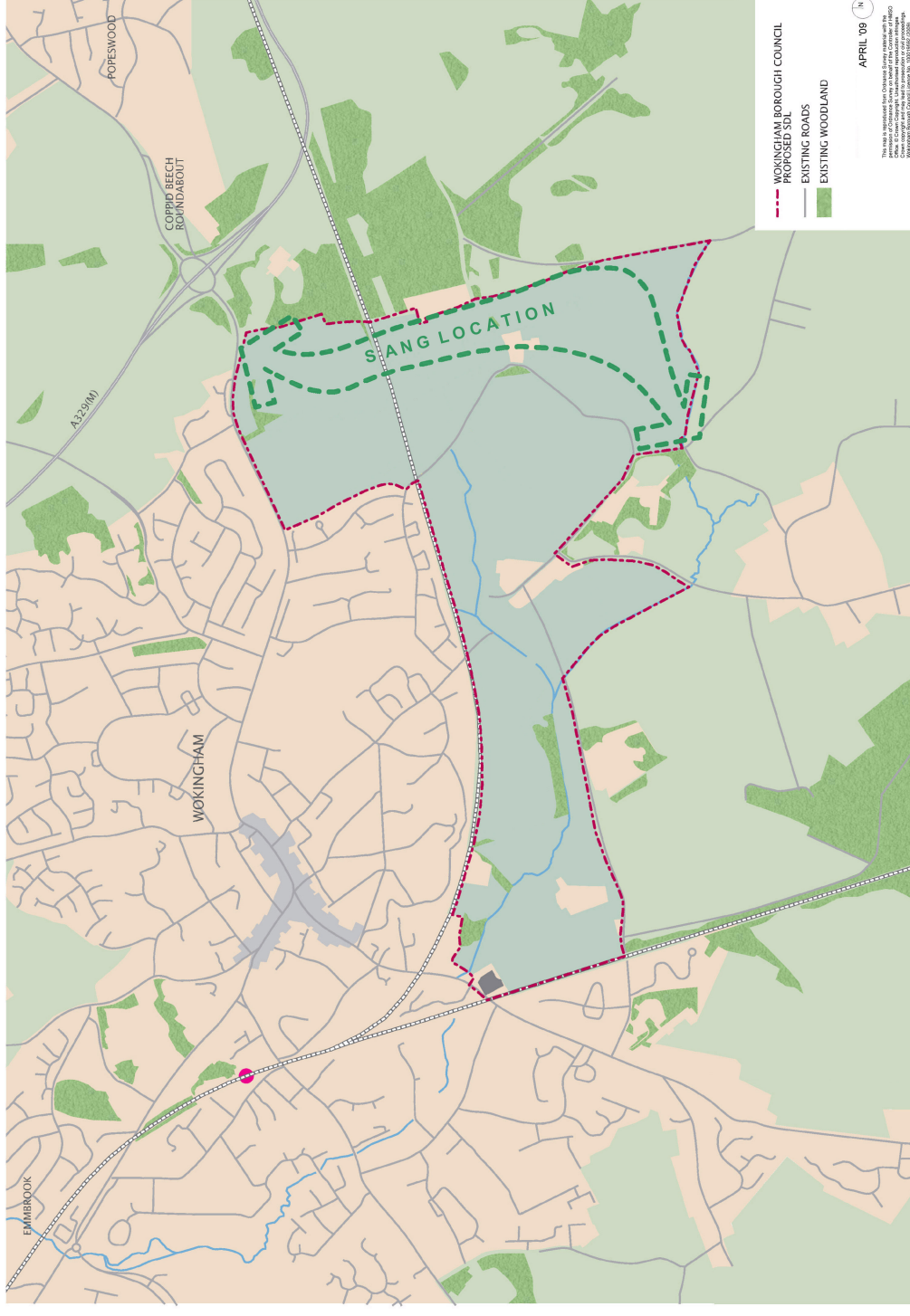
- A7.52 A master plan for the SDL should demonstrate adherence to current best practice in urban design, to include:
- a) A series of distinct community villages or neighbourhoods arranged to follow the linear nature of the site.
 - b) A positive response to the topography of the site and existing tree planting, which should be incorporated into the layout.
 - c) A continuous network of streets to permit a high level of permeability at the local level. Within this network a legible hierarchy should distinguish between routes designed for through movement and low order residential streets which should have an emphasis on shared surfaces.
 - d) A well designed district centre, planned to meet the needs of the southern and eastern parts of the town. It must be easily accessible by sustainable travel modes, and should be designed to have an attractive outdoor environment including a new public square and interchange facilities.
 - e) A clear design approach to the urban edge to allow managed transition between town and country, and to allow easy and convenient access through the site to the open countryside beyond.
 - f) A development which is inclusive and accessible for all in accordance with Policy CP2.
 - g) Architectural design which is of a high quality and distinctive, and introduces a sense of visual cohesion. New buildings should reflect the character of existing high quality architecture in the Borough as well as current best practice. Regard must be given to the Borough's Residential Design Guide.
 - h) Public art which is integral to the design of the development.
 - i) Careful attention should to the composition of the street frontage and street corners to ensure a continuous building line and help define the street. Long featureless blank frontages should be avoided.
 - j) Vehicle parking, in all forms, which is integrally planned to ensure it does not compromise the visual amenity of the place not the provision of private open space.
 - k) A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and education within the early years of the scheme.
 - l) A phasing strategy that ensures easy access to Wokingham town centre through the entire delivery of the development

Planning Obligations

- A7.53 In accordance with Circular 5/05, and Council SPD relating to Infrastructure Delivery for the SDL, developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilitates detailed in this Statement in order to make the development acceptable. These will include:
- a) Transport
 - i) Southern relief road

- ii) Improvements to transport capacity along the A321 and A329 including the provision of south Wokingham relief road from the vicinity of the Coppid Beech roundabout to the Finchampstead Road
- iii) Improvement to A321 Finchampstead Road bridge on the line to Guildford and contribute to the improvement to the bridge on the line to Waterloo
- iv) Contribute to Reading Road to Wellington Road (Station) link, Wokingham
- v) Measures to improve accessibility by non –car modes along the A321 and A329 corridors
- vi) Contribute to rebuilding Wokingham station as a transport interchange
- vii) Measures to improve access by non car modes to Wokingham town centre including the station interchange
- viii) Investigation of scope for a new railway station to directly serve the development (subject to paragraph A7.42(f))
- ix) Contribute towards Park and Ride near Coppid Beech roundabout on A329 in Wokingham
- x) High quality express bus services or mass rapid transit along A329 corridor
- xi) Improvements to the quality and frequency of public transport services along any part of the network
- xii) Improvements to increase the use of bicycles including cycle paths
- xiii) Enhancements to footpath and cycle networks to improve access to services and facilities
- xiv) Measures to maintain the operation of the network in times of flooding
- b) Education
 - i) Provision of two new primary schools (2 form entry)
 - ii) Contributions towards new/extended secondary school to serve the development:
- c) Affordable housing
 - i) 35% affordable housing (common to all schemes in line with CP5)
- d) Community facilities
 - i) Appropriate retail facilities through upgrading Rances Lane shopping parade or a new centre within the development at the site of the public transport interchange
 - ii) Appropriate leisure/recreational facilities
 - iii) Community hall
 - iv) Measure to protect access to the Countryside from Wokingham town centre
 - v) GP surgery
 - vi) Faith facilities
 - vii) Other communities buildings e.g. community centres
 - viii) Appropriate requirements of the emergency services (including a site and contribution towards a relocated fire station for the town).
 - ix) Appropriate requirements for utilities
- e) Thames Basin Heaths Mitigation
 - i) Necessary measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area.
- f) Water/drainage/sewerage
 - i) Any necessary flood mitigation measures

WOKINGHAM SOUTH WOKINGHAM SDL



Glossary

Adopted Proposals Map	A component of a LDF and an important part of the development plan, or DPD itself, showing the location of proposals in all current Development Plan Documents, on an Ordnance Survey base map.
Annual Monitoring Report (AMR)	A report submitted to the government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of a LDF.
Appropriate Assessment	This is required when a plan or project is likely to result in a significant effect upon a Natura 2000 site when considered in combination with other similar proposals. The Appropriate Assessment indicates how these likely significant effects will be avoided.
Area Action Plan (AAP)	A type of DPD focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
Audit Report	The State of the District Audit Report published in December 2005
Community Strategy	A strategy prepared by a local authority to improve local quality of life and aspirations, under the Local Government Act 2000.
Berkshire Structure Plan (BSP)	The old-style development plan setting out strategic planning policies for Berkshire. It was approved by the Secretary of State on 15 July 2005. It was replaced by the South East Plan (the RSS) following its approval by the Secretary of State on 6 May 2009.
Best and most versatile agricultural land	This is defined in paragraph 28 of PPS7 – Sustainable Development in Rural Areas
Biodiversity	Or Biological Diversity is a term given to the variety of life on Earth, and the natural patterns it forms.
Comparison goods	Clothing and footwear; household textiles and furnishings; furniture and floor coverings; household appliances; audio visual equipment; hardware, DIY goods, decorating supplies; chemist and medical goods, cosmetics and beauty products; books; jewellery, watches; china, glassware and kitchen utensils; recreational, personal and luxury goods.
Convenience goods	Food alcoholic drink, tobacco products, newspapers and periodicals, non-durable household goods.
Core Strategy	A DPD setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy (see also DPDs).
Delivery Framework	The strategic approach overseen by the Thames Basin Heaths Joint Partnership Board setting guidance for measures to avoid the impacts of residential development upon the Thames Basin Heaths Special Protection Area.
Development Limits & Development Boundaries	Development limits identify the area within which development proposals would be acceptable, subject to complying with other policies contained in the Development Plan. They seek to prevent development from gradually extending into the surrounding countryside.
Development Plan	A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. It includes Unitary, Structure, and Local Plans

prepared under transitional arrangements.

It also includes the new-look Regional Spatial Strategies and Development Plan Documents prepared under the Planning & Compulsory Purchase Act of 2004.

Development Plan Documents (DPD) DPD are prepared by local planning authorities and outline the key development goals of the local development framework.

DPD include the core strategy, site-specific allocations of land and, where needed, AAP. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.

All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

DPDs form an essential part of the LDF.

Green Belt A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt is to:

- check the unrestricted sprawl of large built up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land

Green belts are defined in a local planning authority's development plan.

Greenfield Land that is not previously developed (see glossary definition).

Housing Delivery Strategy Will identify and allocate sufficient housing land in accordance with requirements, vision and spatial strategy set out in the Core Strategy. This is a type of DPD.

Inclusive Communities Communities that promote integration and aim to tackle the exclusion of marginalised groups. This is primarily achieved through suitable housing provision, the co-ordination of appropriate services and addressing the requirements of the population.

Infrastructure Permanent resources service society's needs including: roads, sewers, schools, hospitals, railways and communications (see also paragraph 4.27).

Lifetime Homes What makes a Lifetime Home is the incorporation of 16 design features that together create a flexible blueprint for accessible and adaptable housing in any setting. The Lifetime Homes concept increases choice, independence and longevity of tenure, vital to individual and community well being.

Limited Limited development locations are those containing a basic range

Development Location of services and facilities and are physically and socially cohesive. Within the development limits of these settlements, limited development would be acceptable. This includes affordable housing to meet identified local needs. The limits on the acceptable scale of development are based upon the dwelling completion information summarised in appendix 3.

Local Area Agreement (LAA) A LAA sets out the key priorities for a three year period and its priorities and actions are agreed with the Government and other agencies involved in its implementation.

Local Development Documents (LDD) These include DPD (which form part of the statutory development plan) and SPD (which do not form part of the statutory development plan). LDD collectively deliver the spatial planning strategy for the local planning authority's area.

Local Development Framework (LDF) The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of:

- DPD (which form part of the statutory development plan)
- SPD

The local development framework will also comprise of:

- the SCI
- the LDS
- the AMR
- any Local Development Orders or Simplified Planning Zones that may have been added

Local Development Order (LDO) An order made by a local planning authority extending permitted development rights for certain forms of development, with regard to a relevant Local Development Document.

Local Development Scheme (LDS) The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.

Local Plan An old-style development plan prepared by district and other local planning authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

Local Planning Authority The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National parks and the Broads authority are also considered to be local planning authorities. County councils are the authority for waste and minerals matters.

Local Strategic Partnership (LSP) An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

Local Transport Plan (LTP) A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources

predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy.

LPS2	New Homes Survey – Response to a survey from about 1,000 dwellings in summer 2004. Provides information on where people in homes built in previous 5 years work, shop, are educated and undertake leisure activities in different parts of the borough.
Major Development Location	Major development locations are those with the greatest range of facilities and services which also allow residents the greatest choice in modes to access them. It is it within the development limits of these settlements where major development (including urban extensions within these limits) would be acceptable.
Modest Development Location	Modest development locations are those with access to some facilities and services either within them or through good public transport services to major development locations or centres in neighbouring areas e.g. Bracknell, Crowthorne and Reading. It is within the development limits of these settlements where modest development would be acceptable. The limits on the acceptable scale of development are based upon former BSP policy DP1 together with the dwelling completion information summarised in appendix 3.
Natura 2000 sites	These include Special Areas of Conservation and Special Protection Areas.
Planning Advice Note	An informal document produced by the authority providing additional guidance on an issue. These may be produced to provide additional guidance whilst the authority prepares Supplementary Planning Documents or commission’s further research to resolve any issues.
Planning Policy Guidance (PPG)	Issued by central government setting out its national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements.
Planning Policy Statement (PPS)	Issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.
Previously developed land re3	Defined in PPS3, Annex B Joint waste disposal strategy/contract of Bracknell Forest, Reading and Wokingham Boroughs
Regional Economic Strategy (RES)	These statutory strategies take an integrated and sustainable approach to economic development and regeneration by tackling business competitiveness, productivity and the underlying problems of unemployment, skills shortages, social exclusion and physical decay. They provide: <ul style="list-style-type: none"> • a regional framework for economic development, skills and regeneration to ensure better strategic focus for, and co-ordination of, activity in the region whether by the agency or by other regional, sub-regional or local organisations; • a framework for the delivery of national and European programmes and influence the development of government

- policy; and
- the basis for the Regional Development Agency's (RDA) detailed action plans.

Regional Spatial Strategy (RSS) See South East Plan

Saved Policies / Saved Plan Policies within unitary development plans, local plans and structure plans that are saved for a time period during replacement production of Local Development Documents.

Science Park A science park is essentially a cluster of knowledge-based businesses, where support and advice are supplied to assist in the growth of the companies. In most instances, science parks are associated with a centre of technology such as a university or research institute.

Site Specific Land Allocations Where land is to be allocated for a particular use or mixed use it should be identified in this document.

South East Plan (SEP) The Regional Spatial Strategy for South East England covering the period 2006-26. It was approved by the Secretary of State on 6 May 2009.

Special Areas of Conservation (SAC) Sites classified under the European Community Directive on Habitats to protect internationally important habitats.

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

Statement of Community Involvement (SCI) The SCI sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions. The SCI is an essential part of the LDF.

Statement of Consultation / Statement of Compliance A report or statement issued by local planning authorities explaining how they have complied with their SCI during consultation on LDD.

Strategic Development Location (SDL) These are the key sites identified through Core Strategy policies CP19-22 to take a significant proportion of the borough's development.

Strategic Environmental Assessment (SEA) An environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC. The environmental assessment involves the:

- preparation of an environmental report
- carrying out of consultations
- taking into account of the environmental report and the results of the consultations in decision making
- provision of information when the plan or programme is adopted
- showing that the results of the environment assessment have been taken into account

Strategic Flood Risk Assessment (SFRA)	PPS25 “Development and Flood Risk” requires Local Planning Authorities to prepare a SFRA in consultation with the Environment Agency. The primary purpose of the SFRA is to determine the variations in flood risk across the area so that informed planning decisions can be made. The SFRA for the borough was published in August 2007.
Strategic Housing Land Availability Assessment (SHLAA)	PPS3 indicates that a SHLAA should be undertaken as part of the evidence base for the Local Development Framework (LDF). PPS3, paragraph 54 emphasises the value of a SHLAA in helping the identification of sufficient deliverable sites for residential development. PPS3 also recognises the value of a SHLAA for the assessment of whether a rolling five year supply of housing land is available, as required under paragraph 7.
Strategic Housing Market Assessment (HMA)	Strategic Housing Market Assessments help local authorities and their partners to understand the dynamics and drivers of their housing market. It also provides the evidence base to inform LDF and ultimately seeks to identify the actions that will help deliver better housing and social and economic outcomes for those living in the area. Undertaking a Strategic Housing Market Assessment is a key requirement of Government’s planning for housing policy, set out in Planning Policy Statement 3 Housing (PPS3). The Berkshire Strategic Housing Market Assessment was published in October 2007
Structure Plan	An old-style development plan, which sets out strategic planning policies and formed the basis for detailed policies in local plans. The Structure Plan for Berkshire has been replaced by the South East Plan.
Submission Document	A Development Plan Document submitted to the Secretary of State for independent examination by a government-appointed planning inspector.
Supplementary Planning Document (SPD)	A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
Supplementary Planning Guidance (SPG)	Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. These were produced under the old planning system and have less weight than a Supplementary Planning Document that followed statutory procedures.
Sustainability Appraisal (including Environmental Appraisal)	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK.

The four aims, to be achieved simultaneously, are:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment.

Sustainable Urban Drainage (SUD)	Sustainable drainage systems use techniques to control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving away from traditional piped drainage systems towards engineering solutions, which mimic natural drainage processes.
Thames Basin Heaths Special Protection Area	A collection of sites on the borders of Berkshire, Hampshire and Surrey covering an area of 8,274 hectares. It was classified under the European Community Directive on Wild Birds to protect internationally important bird species on 9 March 2005 for the populations of three Annex 1 bird species – Nightjar, Woodlark and Dartford Warbler.
Wokingham District Local Plan (WDLP)	The old-style development plan prepared by the then district council setting detailing planning policies in the area. It was adopted on 11 March 2004. Following the implementation of the Planning & Compensation Act 2004, some of the policies ceased to be relevant for determining planning applications after 28 September 2007. See appendix 1 for more information on saved policies.

This Glossary has been derived from that available on the Planning Portal. Further information on the planning system and other terms can be found on the following websites:

www.wokingham.gov.uk/planning

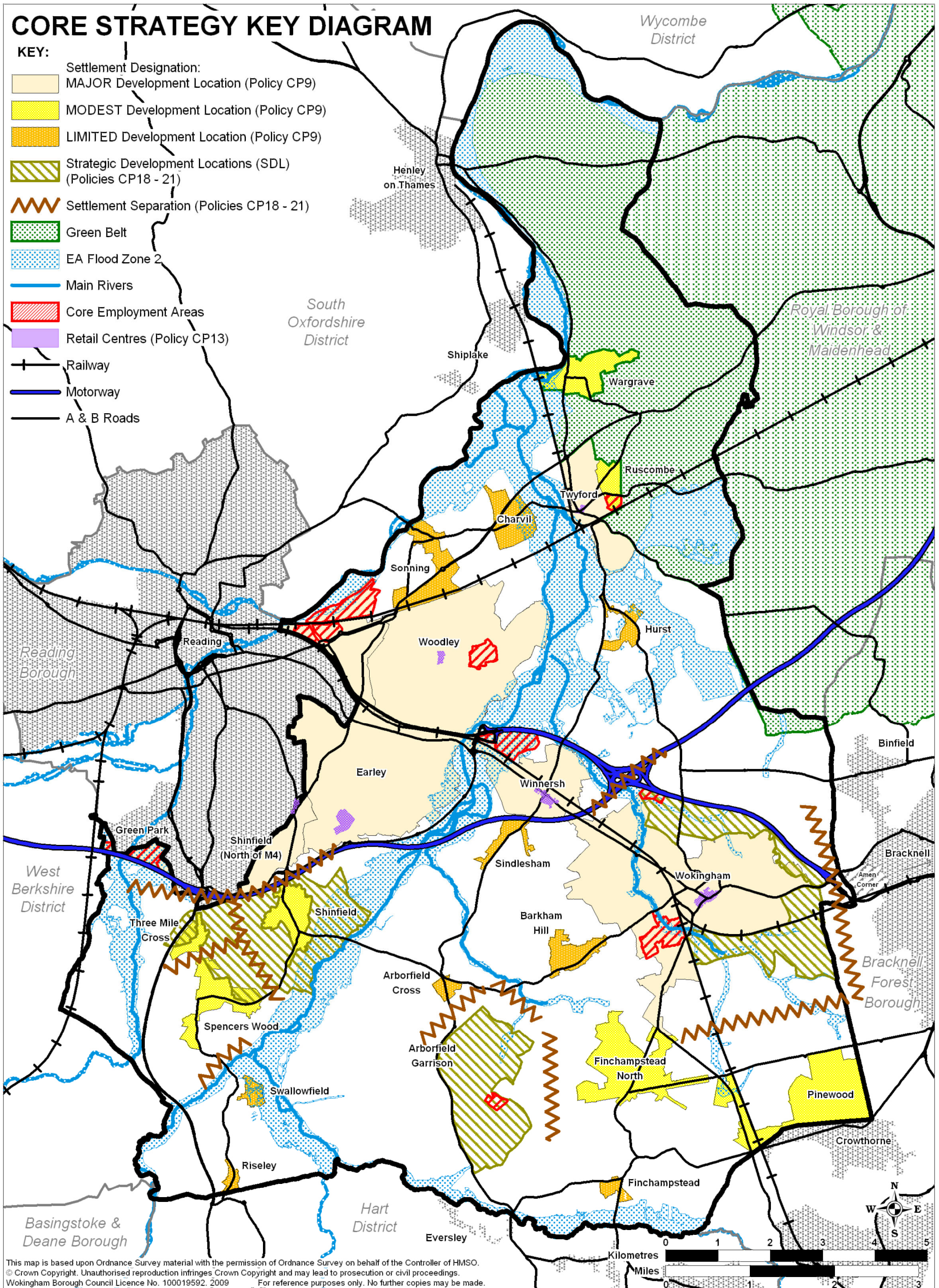
www.communities.gov.uk – The Department for Communities and Local Government (DCLG) provides information relating to housing, planning and regeneration bringing together regional and local government (including the regional Government Offices), housing, planning and regeneration along with the social exclusion unit and neighbourhood renewal.

www.planningportal.gov.uk - The Planning Portal is a system developed by The Planning Inspectorate providing general information on planning and related matters throughout England and Wales.

Please note: The glossary is only an introductory guide to planning terms and should not be used as a source for statutory definitions.

CORE STRATEGY KEY DIAGRAM

- KEY:**
- Settlement Designation:
 - MAJOR Development Location (Policy CP9)
 - MODEST Development Location (Policy CP9)
 - LIMITED Development Location (Policy CP9)
 - Strategic Development Locations (SDL) (Policies CP18 - 21)
 - Settlement Separation (Policies CP18 - 21)
 - Green Belt
 - EA Flood Zone 2
 - Main Rivers
 - Core Employment Areas
 - Retail Centres (Policy CP13)
 - Railway
 - Motorway
 - A & B Roads



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