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# **North Wokingham Strategic Development Location**

## **Supplementary Planning Document**

Adopted October 2011



**WOKINGHAM**  
BOROUGH COUNCIL

## Foreword

"Our approved Core Strategy (Local Plan) sets out the broad vision for how the Borough of Wokingham will develop in the period to 2026 and how the Council aims to protect and enhance the very good quality of life enjoyed in the Borough. The adoption of our SPDs further secures our control over development over that period.

The Core Strategy is a vitally important document that sets out the local policies we need to ensure the provision of the new roads we will drive on, the new homes we will live in, the new schools our children will go to, the new parks they will play in, the new shops and doctors' surgeries we will visit – in short, the way our communities will look across the Borough. It takes forward the views of the community for high quality development concentrated in a few locations with all necessary infrastructure delivered.

The Core Strategy identifies four Strategic Development Locations (SDLs). These are Arborfield Garrison, South of the M4, North and South Wokingham. Separate design briefs called Supplementary Planning Documents (SPD) have been produced for each SDL along with an overarching Infrastructure Delivery SPD which covers all of the SDLs (5 SPDs in all).

These documents have been subject of extensive public consultation which is summarised in the statement of consultation. Even the most recent consultation has produced more comments and suggestions which has proved valuable to further improving the documents. With the Supplementary Planning Documents in place we can promote the best possible standards of development and have more and stronger reasons to reject inappropriate aspects of any proposal.

I would personally like to thank the Council Officers, the many members of the community and others who have put so much effort in these documents. I also thank my predecessor Councillor Gary Cowan for his considerable input to the formulation of these documents.

The Infrastructure Delivery & Contributions SPD has evolved from work undertaken in preparing the Core Strategy. It is aimed at delivering a viable infrastructure rich solution to support the new developments and this was set out and endorsed in the Core Strategy through policies and Appendix 7. The key message is that I expect that the identified high level of new infrastructure be provided with the highest possible design quality.

I appreciate that many people did not want further development at all, but I have been encouraged that residents now recognise that if we show we need further development then it must be of the very highest standard. We do live in what is still a high growth area for our nation's economy and this brings with it inevitable housing needs. I challenge the developers to not only meet but exceed our current design standards.

Where possible we need to integrate developments with existing communities and ensure that they are in keeping with the area in which they will be located. I will expect developers to give particularly careful attention to this. Provision of community hubs within the new areas will help 'kick-start' the sense of community with the benefits that can bring to all. Work continues on further refining those requirements, e.g. by applying improved and updated traffic modelling results.

These SPDs and policies both in the adopted Core Strategy and in the emerging Managing Development Delivery Development Plan Document will provide the framework for developers to continue working with the Council as Planning Authority prior to the submission of any planning applications. Work continues to refine the requirements, such as on roads where recent updated traffic modelling work can inform detailed design and ensure the development does not adversely affect the local highway network. Ensuring any existing flood risks are not made worse is another vital area of continuing work. Any applications will be tested against all policies and guidance and those found wanting will be refused or re-negotiated in order to find the best possible solution.

In summary, this guidance aims at enabling infrastructure rich, high quality design solutions for our SDLs which we can be proud of when completed. "

**Councillor Angus Ross**

*Executive Member for Strategic Highways and Planning  
Wokingham Borough Council*

*October 2011*

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## Section 1: Introduction



*North Wokingham SDL is a major opportunity to deliver an infrastructure rich and high quality urban extension to Wokingham town. The location is identified in the Wokingham Borough Core Strategy as being capable of accommodating around 1,500 new dwellings with associated transport, green and community infrastructure. The development has the potential to create a series of well connected extensions to the existing communities along with enhanced services and extensive public open space.*

### 1.1 Background

1.1.1 Regard has also been taken to the intended revocation of the Regional Spatial Strategy (The South East Plan) by the Secretary of State in July 2010. Notwithstanding the intended revocation, the Council continues to regard the approach set out in the adopted Core Strategy as robust.

1.1.2 The identification of four Strategic Development Locations (SDLs) within Wokingham Borough represents a major and unprecedented opportunity to plan for new development in a comprehensive manner, to ensure that the development of new homes goes hand in hand with the provision of essential physical and community infrastructure. The objective is not simply to meet housing targets, but to plan for the long-term delivery of sustainable urban communities, and to avoid the need for piecemeal small-scale housing development which may harm the character of well-established communities. The four SDLs are:

- Arborfield Garrison;
- South of the M4 Motorway;
- South Wokingham; and
- North Wokingham.



**1.1.3** Each SDL is the subject of a separate Supplementary Planning Document (SPD) and an overarching Infrastructure Delivery SPD for the SDLs, which sets out how and when infrastructure is to be provided and the mechanisms for securing this.

**1.1.4** The North Wokingham SDL lies between the existing built-up area of Wokingham Town and the A329(M) and comprises a mix of uses including agricultural land, Cantley Recreational Ground, an existing Industrial Estate and a sewage treatment works.

## 1.2 The Purpose of this Document

**1.2.1** This SPD has been produced by WBC as a guide for future development of the SDL and to establish the Borough Council's expectations about the masterplanning and design quality that will be forthcoming in future planning applications and subsequent approved development. It does not contain detailed proposals for the SDL but, once adopted, will be a material consideration in determining the appropriateness of planning applications and in moving forward through implementation. The document has been prepared on the assumption that applications accompanied by a single co-ordinating Masterplan and SDL-wide Infrastructure Delivery Plan will be submitted followed by Reserved Matters applications as appropriate. For the avoidance of doubt, any standards or requirements set out in this document will also apply to submission of Full applications.

**1.2.2** The SPD relates to the area of land identified in red on Figure 2.1. The SPD does not include new policies for the SDL but builds on the Adopted Core Strategy (CS), in particular Policy CP20 and the North Wokingham Concept Statement contained in Appendix 7. It should be read in conjunction with the CS, including the Wokingham Local Plan saved policies, the emerging Managing Development Delivery Development Plan Document and the Infrastructure Delivery and Contributions SPD for the SDLs, as well as with other relevant planning documents.

**1.2.3** The SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended).

**1.2.4** The SPD has been prepared through a process involving the public, stakeholders, representatives from public sector agencies, the current development consortium, landowners, and Officers and Members of the Council. It aims to balance the aspirations and objectives of all of these groups with acknowledged best practice principles for the design and development of sustainable, high quality places.

**1.2.5** Extensive up-front consultation has taken place and views have been taken into account in the formulation of this document as summarised in Section 2 and set out in a separate Statement of Community Views (SCV). In February and March 2010, this SPD was subject to a formal 6-week consultation in accordance with Regulation 18 Town and Country Planning (Local Development) (England) Regulations 2004.

**1.2.6** The SPD was formally adopted in October 2010. This new document reflects the commitment under Section 13 Part 2 of the Planning and Compulsory Purchase Act 2004, to keep under review the matters which may be expected to affect the development of the area or the planning of its development, which includes the purposes for which land is used in the SDL.

### Previous stages:

**February–March 2010** – First statutory consultation.

**October 2010** – Adoption of North and South Wokingham SPDs and adoption of Infrastructure Delivery and Contributions SPD.

**November–December 2010** – Second statutory consultation of South of the M4 SPD.

**June–July 2011** – New Draft SPDs and consultation for all four SDLs and the Infrastructure Delivery and Contributions SPD.





**1.2.7** The SPD is accompanied by a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) and Habitats Regulations Assessment (HRA), which have also been subject to consultation. This guidance from both the European Commission and the Government indicates how local authorities can comply with the requirements of Directive 2001/42/EC and the subsequent “Environmental Assessment of Plans and Programmes Regulations 2004” (the SEA Regulations) which amplify its operation within England. Under the SEA Regulations, local authorities must, where appropriate, carry out a SEA of land-use and spatial plans. Regulation 5 (2) of the Regulations describes that an environmental assessment should be undertaken for a plan or programme which:

- (a) *is prepared for agriculture, forestry, fisheries, energy, industry, transport,*

*waste management, water management, telecommunications, tourism, town and country planning or land use, and*

- (b) *sets the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC.*

**1.2.8** The SPD falls under criterion (a) of Regulation 5(2), being a plan prepared for town and country planning or land use. In respect of sub-paragraph (b) the SPD will amplify policy within the Adopted Core Strategy, providing further guidance on the requirements in respect of a spatial framework plan which should form the starting point for master planning the SDL.

**1.2.9** Wokingham Borough Council considered whether the SPDs were likely to require an SA/SEA as the SPDs are required in the form of development briefs by the Core Strategy and will set the framework for the future development consent of EIA projects. Taking account of its conclusion that an SEA was required for the SPDs, the Council has produced a SA/SEA, which details the likely significant effects on the environment of implementing the SPDs and the reasonable alternatives considered, taking into account the objectives of the SPDs. It is important to stress that the final statutory consultation was based on new SPDs, rather than revised SPDs, in order that the SPDs could be assessed in the context of the SA/SEA exercise, and alternative options for the SPD given due regard under the provisions of the SA/SEA. The June–July 2011 consultation SPD presents the preferred option following the SA/SEA exercise.



**1.2.10** The Habitats Regulations Assessment (HRA) tests the likely impacts of a proposal on nature conservation sites of international importance. These internationally important sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA), which are often referred to as Natura 2000 sites. HRA assesses the possible effects of a plan's policies on the integrity of the Natura 2000 sites including possible effects in combination with other plan projects and programmes.

**1.2.11** In matters of biodiversity protection, flood risk management, sustainable surface water drainage and wider environmental sustainability the EA is supportive of the SPD approach. Consultation with the Environment Agency (EA) is part of an ongoing partnership approach to assessing and managing flood risk within the Borough. The EA worked with the Borough on the 2007 Strategic

Flood Risk Assessment, and is working in 2011 to update that as part of an ongoing monitoring exercise. The principles upon which the assessment and management of flood risk are based are set out in Planning Policy Statement 25: Development and Flood Risk (PPS25). In accordance with PPS25, the 2007 risk assessment informed the CS. The EA is content that ongoing partnership work, including further detailed assessments by the landowner/applicant, will inform planning decisions and lead to acceptable solutions. The SPDs will be monitored in light of this ongoing work, in accordance with Appendix 5 of the CS. The EA accept the principle of revision following adoption of the SPD.

**1.2.12** Regard will also be had to the Equality Act 2010 by Wokingham Borough Council in delivering the SDLs.

## **1.3 The Role of the SPD: Establishing Good Design and Delivery**

**1.3.1** This SPD sets out the minimum design standards which should be achieved to deliver the new development. Developers will be encouraged to exceed these standards where possible and will be expected to apply new standards that arise during the life of the document.

**1.3.2** The guidance given here reflects up to date best practice and the general principles can be used to inform all new development in Wokingham.

### 1.3.3 The key elements of the SPD are:

- *a spatial framework plan which should form the applicant's starting point for master planning the SDL;*
- *design principles aimed at delivering a high quality scheme;*
- *requirements for addressing sustainable design;*
- *requirements relating to the scheme's delivery; and*
- *requirements which should be met at the Outline planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.*

### 1.3.4 The SPD should be read in conjunction with other Government policy documents relating to large-scale development, sustainability, and design, in particular:

- *Planning Policy Statement (PPS) 1 including Planning and Climate Change Supplement;*
- *Planning Policy Statement (PPS) 3;*
- *Planning Policy Statement (PPS) 5;*
- *Planning Policy Statement (PPS) 25;*
- *By Design (DETR);*
- *The Urban Design Compendium (editions 1 & 2) (Homes and Communities Agency);*
- *Places Streets and Movement: Better Places to Live by Design (CABE);*
- *The Manual for Streets (DfT); and*
- *The Manual for Streets 2*

### 1.3.5 These documents collectively promote a consensus view of good design principles which should lie at the heart of the design of the SDL, comprising:

- **Character** – somewhere with a sense of place and local distinction;
- **Legibility** – a place which is easy to understand and navigate;
- **Permeability** – achieving a form of layout which makes for efficient pedestrian, vehicular movement and public transport provision ensuring places connect with each other;
- **An articulated townscape** – creating an interesting, contextually responsive townscape utilising building height, scale and massing, all of which should be related to human scale;

- **An integrated landscape** – a place which responds to its landscape setting and draws green space and infrastructure into the heart of the development;
  - **Human scale** – the arrangement of building forms which are easy for the human eye to read and provide a sense of scale and perspective;
  - **Secure, natural surveillance** – creating places which are properly overlooked and make for effective passive and active policing;
  - **Detailing, richness and interest** – promoting ornamentation, rhythm, consistent vernacular, richness, and intrigue to the built environment;
  - **Quality within the public realm** – promoting routes and spaces which are attractive, safe and uncluttered;
- 1.3.6 The remainder of this SPD covers the following:
- **Continuity and enclosure** – promoting the continuity of the street frontage and the definition of public and private space;
  - **Adaptability, robustness and sustainability** – the layout of the SDL and individual buildings should all contribute towards the minimisation of resources from the design stage; and
  - **Diversity** – promoting diversity and choice through a mix of developments and uses, responding to local need.
- **Vision and objectives for North Wokingham (Section 3):** A summary of the overall concept and vision for the SDL.
  - **Key Design Principles (Section 4):** An explanation of what will be required in the development proposals in order to meet the key design principles for the SDL.
  - **Climate change and sustainability (Section 5):** The development expectations for the SDL regarding sustainable design and construction.
  - **Delivery (Section 6):** A summary of the expectations for Outline application submissions, conditions and planning obligations, strategic phasing and management and maintenance.

1.3.7 The guidance provided in this SPD is intended as part of an ongoing design process. WBC will require the preparation of design codes and development briefs in advance of Reserved Matters applications in order to build upon the guidance, themes and principles set out in this document. Section 6 contains further advice on how design excellence will be carried through the planning and construction process.

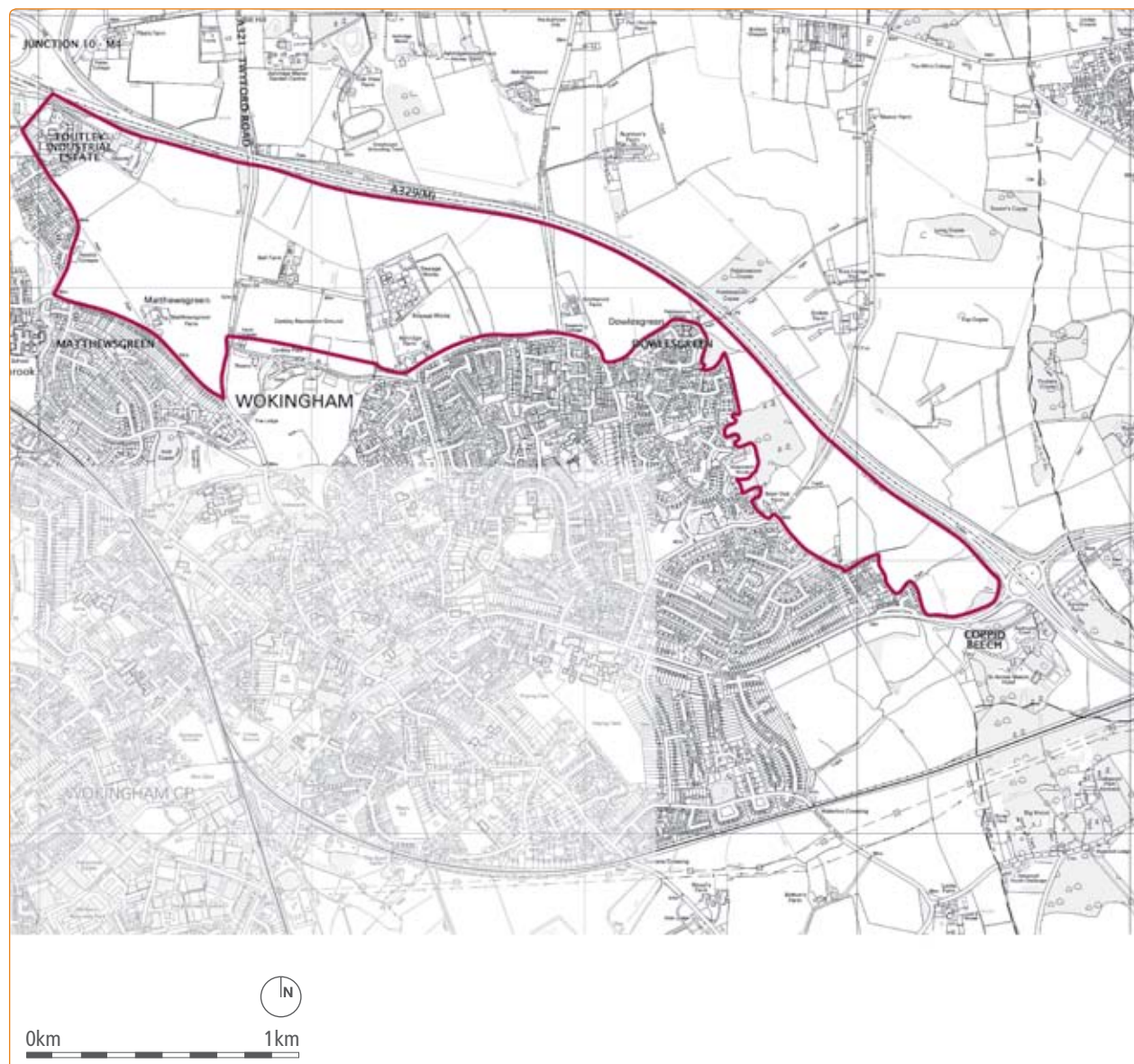
1.3.8 For the avoidance of doubt, areas not shown as having specific designation will be subject to policies contained within the Managing Development Delivery Development Plan Document, scheduled for adoption in December 2012.

## Section 2: Site Context

### 2.1 Location

- 2.1.1 The North Wokingham SDL is intended as an urban extension to the North of Wokingham town, on land adjoining the existing neighbourhoods of Kentwood and Matthewsgreen and south of the A329(M); broadly between Toutley Industrial Estate in the west (near to Junction 10 of the M4) and Coppid Beech roundabout in the east. The SDL is crossed by existing roads including the A321.

Figure 2.1: Strategic Development Location Boundary



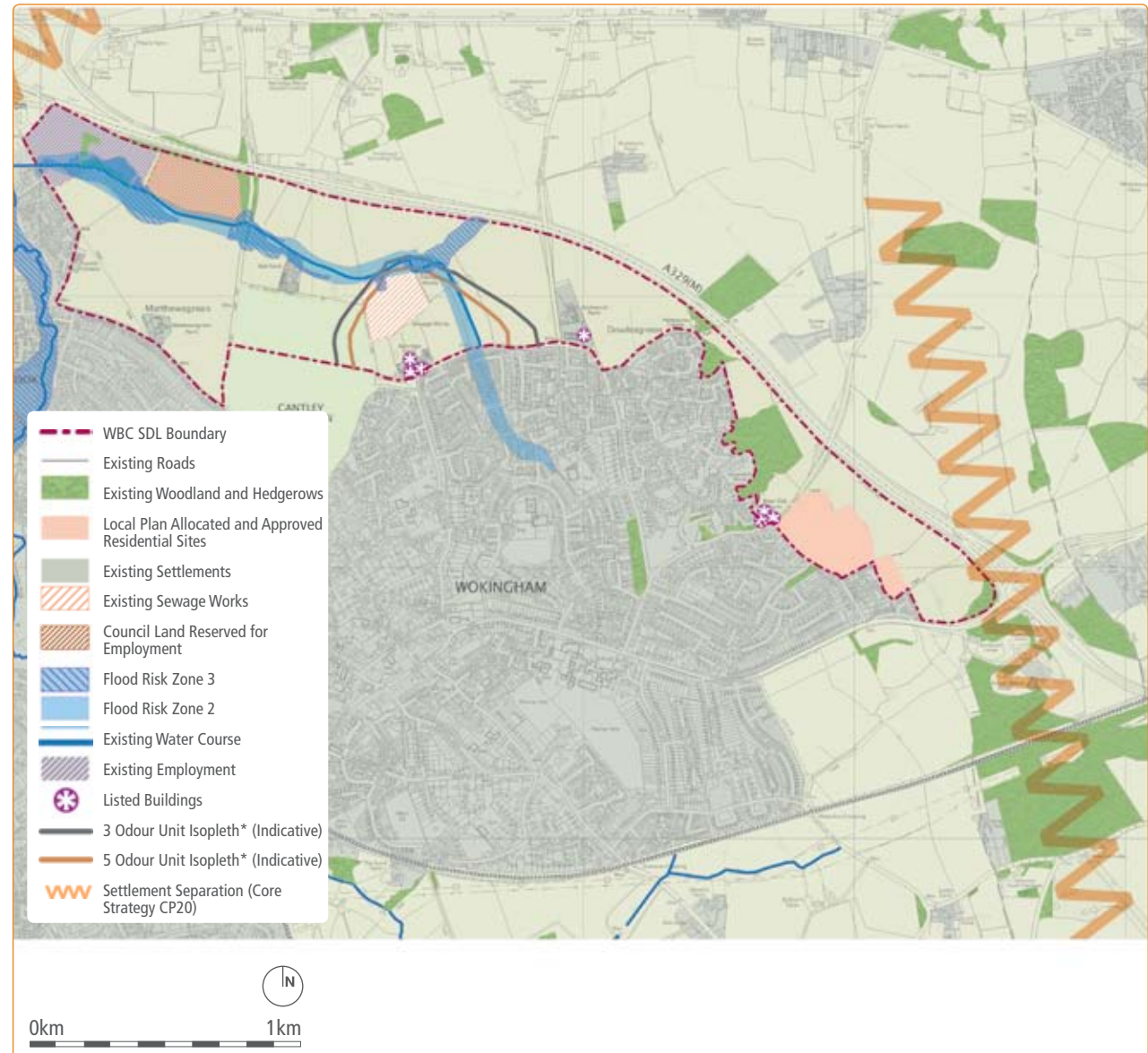


## 2.2 Constraints and opportunities

2.2.1 Figure 2.2 illustrates the key constraints on the SDL which will affect the masterplan proposals. In summary the key constraints affecting the preparation of the SPD are considered to be:

- *Accessibility via the existing residential road network, which is a suburban layout characterised by cul-de-sac and internal distributor roads which are often narrow, with limited passing places or affected by on-street parking. The effect of this layout is that all traffic is channelled onto a limited number of connected streets, thus leading to a perception of congestion (even whilst the 'network' carries a relatively low volume of traffic).*

Figure 2.2: Constraints Plan



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- The existing Sewage Treatment Works (STW) at Ashridge Farm, on land of approximately 4 hectares, may exclude residential development in some parts of the SDL due to odours. It is understood that Thames Water has no plans to relocate the STW at the current time. Consequently, very rigorous testing will be required to establish odour contours and demonstrate where development can suitably occur.
- The A329 (M) and M4 are sources of noise pollution which should be addressed through a creative and sensitive design solution. The level of noise is, in part, dependent on distance from the roads and on topography. It is proposed that noise attenuation measures will be provided as necessary as part of any development scheme and ensure compliance with the provisions of

*Planning Policy Guidance 24. Innovative and appropriate design solutions should be used for mitigating against noise pollution for residential developments closest to the A329 (M).*

- The SDL comprises open farm land to the east either side of Warren House Road together with additional farm land towards the west of the SDL up to Matthewsgreen. This farm land is classified as Grade 3 agricultural land. The majority of the SDL sits within the 7km Thames Basin Heath Special Protection Area (TBH SPA) but with the eastern area sitting within the 5km zone. Areas of mature woodland that includes Pebblestone Copse and Keeppatch Woods, trees and hedgerows, would need to be incorporated sensitively into the overall landscape strategy for the SDL.

- Flood zone areas 2 and 3 run through the heart of the SDL following an existing water course. This area is approximately 20m wide either side of the water course. There is also a surface water sewer within this area which would require retention as part of the overall drainage strategy. The flood risk zone is not considered to pose any significant problem in development terms and can contribute to the green infrastructure strategy for the SDL. There is an opportunity for existing culverted watercourses within the SDL to be de-culverted; this will bring ecological and amenity benefits.
- There are a number of historic and listed buildings within the boundary of the SDL – Ashridge Farm and associated buildings, Keeper's Cottage and Dowlesgreen Farm House). Special regard must be given to these buildings and their setting, to



*ensure that they are sensitively integrated into the scheme. Opportunities to incorporate views of these buildings into the detailed layout should be considered at the layout stage. Proposals will need to conform to Planning Policy Statement 5 Planning for the Historic Environment.*

- *There are other uses or proposed uses which need to be taken into account in the SPD. This includes Cantley Recreation Ground (northern part), and Toutley Industrial Estate (both owned by Wokingham Borough Council). In addition, there is an area of land to the east of Toutley Industrial Estate, owned by WBC, which provides potential for further employment uses in accordance with the CS.*

## 2.3 Planning Policy Framework

### A Supportive Development Plan

**2.3.1** Policies CP18–CP21 of the adopted CS set out how the majority of housing growth in the Borough will be delivered. Some 10,000 new dwellings are to be delivered through SDLs at: Arborfield Garrison, South of the M4, South Wokingham and North Wokingham.

**2.3.2** The Inspector's Report on the CS Examination confirms that around 1,500 new dwellings is an appropriate guideline figure for the plan period. This includes 180 dwellings already allocated in the Wokingham District Local Plan and those already consented.

**2.3.3** Policy CP4 states that planning permission will not be granted unless appropriate infrastructure is agreed for major development. Policy CP20 sets out key requirements for the development of North Wokingham, in summary:

- *phased delivery of around 1,500 dwellings including a minimum 35% affordable housing (as supported by Policy CP5 of CS);*
- *appropriate retail facilities;*
- *social and physical infrastructure, including a new primary school;*
- *measures to retain separation from Binfield/Bracknell, and Winnersh;*
- *necessary measures to mitigate the impact upon Thames Basin Heath Special Protection Area (as supported by Policy CP8 of CS);*

- *improvements to transport capacity along A321 and A329 including the provision of a new west–east route;*
- *appropriate employment development, as an extension of Toutley Industrial Estate;*
- *measures to improve accessibility by non-car transport modes along A321 and A329 corridors; and*
- *measures to improve access by non-car modes to Wokingham town centre, including the station interchange.*

**2.3.4** In terms of key infrastructure requirements, the supporting text identifies the need for retail facilities within the SDL and/or the upgrade of Beanoak Road, Clifton Road and Ashridge shops to a Local Centre. In addition, a 2-form entry primary school is required. This has been relocated following statutory consultation to reflect the approach adopted in all other SDL's for co-location

of community facilities (The 'Community Hub' approach) Importantly, the SDL makes provision for highway works justified by the further modelling work undertaken on the recommendation of the EIP Inspector. The road will run between the neighbourhoods of the SDL and will allow for a road junction at Ashridge Interchange and/or future extension to Coppid Beech roundabout. The road will allow for a bus route in line with Manual for Streets and cycle and pedestrian routes. The detailed requirements are set out in Appendix 7 of the Core Strategy.

**2.3.5** A Concept Statement for North Wokingham is included as part of the CS at Appendix 7 and, along with other policies of the CS, forms the basis for this SPD. The Concept Statement includes a Concept rationale, strategic objectives and key requirements including landscape structure, sustainability,

infrastructure, housing land and mix, key design principles and planning obligations. The detail of the concept statement is not repeated in this summary. The strategic objectives and key design principles are elaborated in Section 4 of this SPD. In summary, the objectives for the SDL are:

- *a series of well connected extensions to existing neighbourhoods;*
- *a well connected network of green spaces, including SANG and along the Emm Brook, moving outwards from the existing open spaces;*
- *development which is well connected to the existing highways and creates a network of streets which manages to disperse traffic away from the town centre;*

- new streets which are high quality residential streets, defined by development frontage, and principally for local movements; and
- the creation of direct pedestrian and cycle connections to the proposed Coppid Beech roundabout, the town centre and other public transport interchanges.

2.3.6 Policy CP20 of the adopted Core Strategy emphasises the importance of retaining separation of Wokingham from Binfield/Bracknell and Winnersh settlements which is illustrated by the Core Strategy's Key Diagram (Figure 2.3). This commitment reflects the Core Strategy's Spatial Issues and Spatial Vision together with the adopted Bracknell Forest Core Strategy (policies CS4 and CS9 together with paragraph 123). The study of Gaps and Green Wedges in the Borough has also found that it is essential to retain them

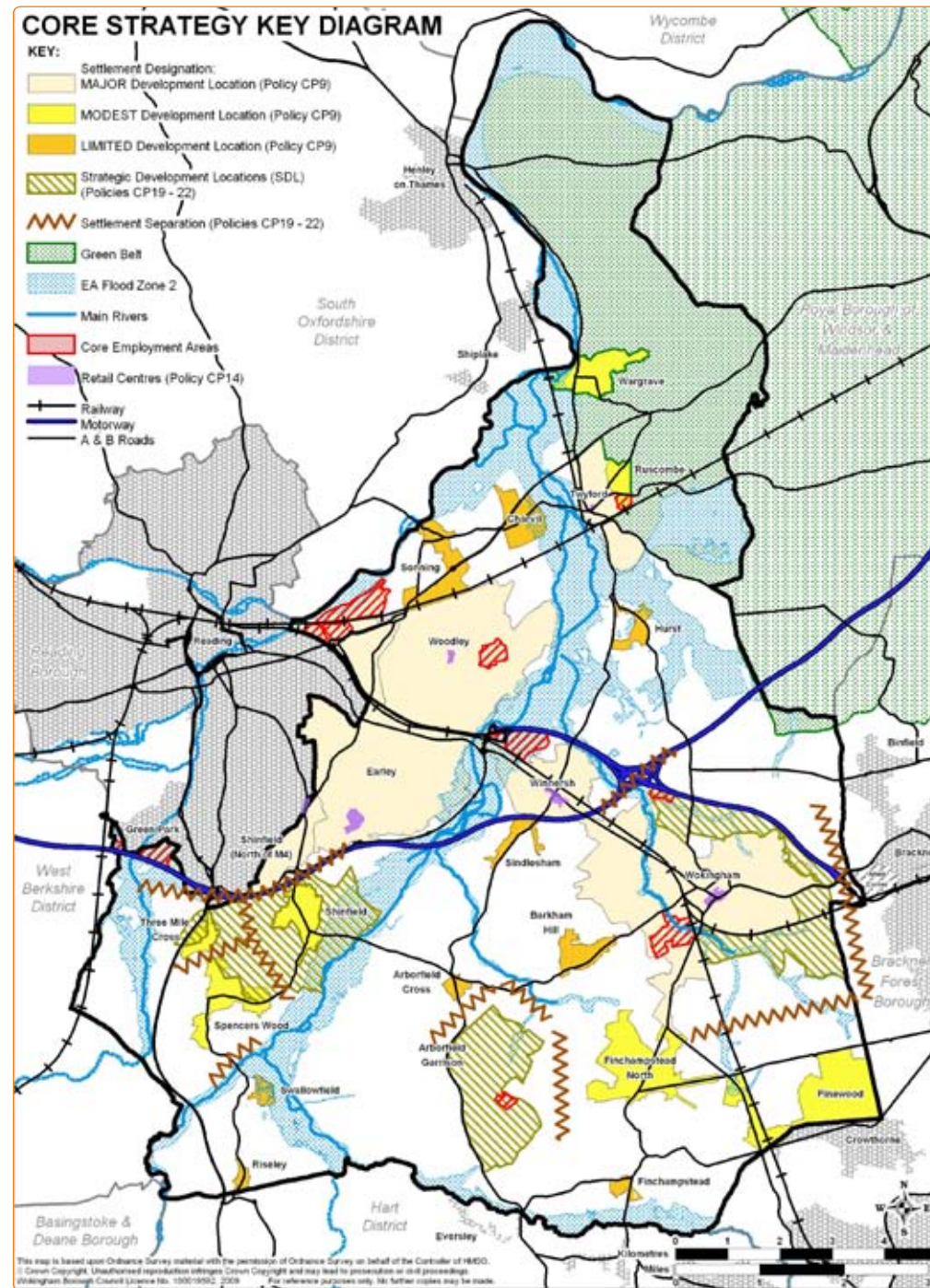


Figure 2.3: Core Strategy Key Diagram

and this reflects the Community Strategy and Audit Report. As such the SPD includes measures that retain the separation from Binfield/Bracknell and Winnersh settlements,

- 2.3.7 The Managing Development Delivery Development Plan Document (DPD) is expected to be adopted during the lifetime of this SPD and will form part of the statutory development plan. The DPD will translate high level policies of the Core Strategy into more detailed development management principles. It will define the development limits within the boundaries of the SDLs and provide further clarification regarding where the development envisaged within each SDL would occur. In defining the development limits the Council will have regard to the guidance in the adopted SDL SPDs.

### Planning guidance

- 2.3.8 There are other SPDs and other Supplementary Planning Guidance produced by WBC which should be read in conjunction with this SPD. These include:

### Supplementary Planning Documents

- *Infrastructure Delivery and Contributions for Strategic Development Locations 2010.*
- *Wokingham Borough Design Guide 2007 (currently under review).*
- *Village Design Statements.*
- *Sustainable Design and Construction 2010.*

### Other relevant documents

- *Landscape Character Assessment SPG 2004.*
- *Highway Design Guide 2004.*
- *Highway Design Guide Review 2010.*
- *Design and Access Statements 2006.*
- *Planning Advice Note 2010.*
- *Wokingham Borough Strategic Flood Risk Assessment 2007.*
- *Wokingham Community Hubs Consultation Report June 2010.*
- *Transport Study*
- *Statement of Community Views*

- 2.3.9 Other planning guidance is likely to emerge during the lifetime of this document which will be relevant to the determination of planning applications.

## 2.4 Community Engagement

**2.4.1** This SPD has been prepared in consultation with the local community and other stakeholders and potential developers.

**2.4.2** Three workshops were held to help inform the initial options phase of the SPD process as follows:

### **Stakeholder Workshop (14th May 2009 Wokingham Borough Council Offices)**

**2.4.3** The stakeholder workshop involved a half-day event comprising invited technical stakeholders and the developer consortia from each SDL. It provided an early opportunity for issues and opportunities to be highlighted and key SDL constraints to be discussed.

### **Community Workshop 1 (19th June 2009 Wokingham Town Hall)**

**2.4.4** The workshop was held in conjunction with the consideration of North Wokingham SDL. The morning session involved a discussion of the key issues and a visit to the SDL area. Clear themes emerged from the workshop which can be summarised within broad headings:

- *Traffic and Travel; in relation to residential amenity, road capacity and movement choices.*
- *Community and Social Infrastructure; in relation to open space provision and availability of services for all ages.*
- *Environment; in terms of environmental quality, such as reduced impacts from flooding and noise.*

- *Character; so that new development fits well with the existing context.*
- *Economy; to preserve and enhance employment opportunities.*
- *Delivery and Funding; in terms of developing a suitable phasing strategy to ensure adequate infrastructure is put in place in the early stages of development.*

**2.4.5** The afternoon session involved a site planning exercise in which tiles could be plotted on a map showing locational preferences for development in the SDL. The results of the exercise are recorded in the Statement of Community Views (SCV).





### Community Workshop 2 (25th July 2009, WBC Offices, Wokingham)

2.4.6 This workshop provided another opportunity for those unable to attend Workshop 1 to be involved in the process and a further opportunity for the previous attendees to comment and ask questions. Notably, three strategic options were produced and displayed for comment. In addition, views were sought over the character and form of development. Key points included:

- *general support for the protection of Cantley Park but some raised the possibility of including it for development;*
- *the need for a good range of different house types to accommodate all people, including the elderly and those with disabilities;*

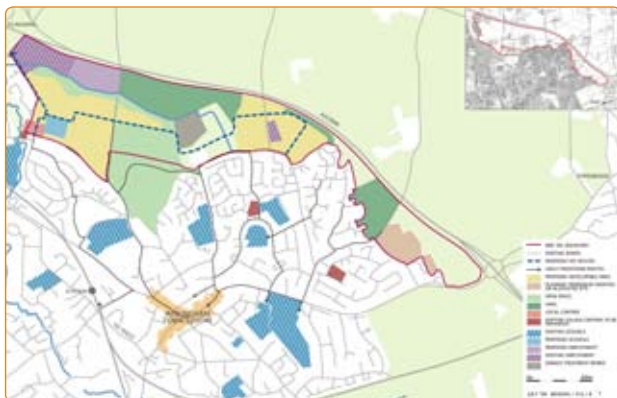
- *support for a holistic transport solution with a strong focus on public transport, walking and cycling connections to Wokingham town centre;*
- *the need to ensure a Northern Relief Road, or equivalent solution, can be included; and*
- *adequate provision for education, including secondary (if not on-site then off-site).*

### Options Exhibition

2.4.7 Following the workshops, an Exhibition was held to display three strategic options and to seek views on the overall options and the various components of the options. The options were not mutually exclusive but informed the formation of the preferred option. The main boards were displayed at WBC offices and brochures were deposited at

various other venues throughout the Borough. The exhibition and questionnaire were available in electronic form on the Council's web site. The exhibition ran for six weeks during September and October 2009 and questionnaires and comments were collated, recorded and analysed. The key issues arising from the consultation included:

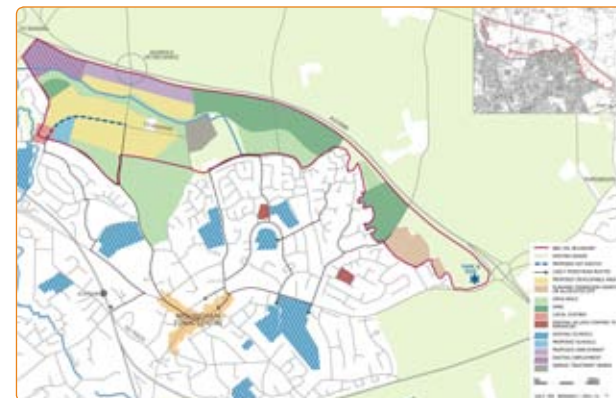
- *strong support for Cantley Recreation Ground to retain its function as a key open space and community focus;*
- *a mixed set of views expressed about whether a northern relief road would likely cause less traffic on the existing road network, with some preferring a full link road connecting to Coppid Beech Roundabout and the new Park and Ride. Others were concerned that it would create increasing traffic and associated air and noise pollution.*



Option 1: Neighbourhood Focus



Option 2: Comprehensive approach with existing Neighbourhood Focus



Option 3: Ashridge Interchange

- a contrasting set of views were expressed about extending the development east of Kentwood, with some concerned that it would erode the strategic gap between other settlements such as Bracknell, whilst others supported the idea as it would help support the delivery of a link road and provide more space to meet appropriate housing densities;
- support for new housing developments to connect and extend out from more than one existing neighbourhood - reflecting a more spread out spatial pattern – compared with a concentrated scheme, severed from the existing estate and focused around a proposal for Ashridge Interchange;

- mixed feelings about providing an additional primary school as part of the extension to Matthewsgreen, with some concerned that it was located too close to an existing school and some preferring a secondary school instead. Others supported the idea as it would help meet the future needs of new families.
- strong support for the provision for Suitable Alternative Natural Greenspace (SANG). Many respondents preferred connectivity between SANGs and continuous green open spaces within the development that would maximise its accessibility to all users and act as important ecological corridors;
- a general acceptance for new employment alongside the A329 (M) but concern that proposed residential uses should not be located too closely due to incompatibility between the two land uses.

### Statutory Consultation 1 (Feb – March 2010)

- 2.4.8 As part of an iterative design approach, feedback from the workshops and exhibition event was used by the consultant team to help inform the generation of design solutions – sensitive to views expressed at the community engagement events and balanced with the CS objectives – for each of the SDLs.
- 2.4.9 The outcomes of the series of informal consultations were a significant part of the process and were influential in preparation of the draft SPDs which were subject of the statutory consultation which took place between the 9th February and 23rd March 2010. The consultation produced 877 written responses and these are considered in the Statement of Consultation. Very few of the consultation responses



questioned the principle of development, although many were very concerned about the practical implications of this amount of development. In particular they were concerned how the developments and their associated infrastructure would be delivered in accordance with the SPDs and the Core Strategy. Not surprisingly, the majority of responses were concerned with issues of traffic and highway safety but the greater majority of responses also reflected a number of detailed concerns or issues of which the headlines were:

- *Loss of open/green land/trees and threats to wildlife. Comments relating to these issues reflect one of the impacts of the choice made in pursuing SDLs as the main delivery mechanism for the growth of Wokingham rather than in a piecemeal manner in the existing urban area. In the case of Arborfield there was considerable*

*concern that 'greenfield' land would be developed before 'brownfield' (previously developed) land or that the previously developed land would not be redeveloped at all. This concern was magnified by a perception of uncertainty regarding the Ministry of Defence's position about their vacation of the site. The SPDs were created with a view to retaining the best of the established trees and open spaces as well as preserving protected wildlife and their habitats. Additional protection will be afforded by use of Tree Preservation Orders and use of planning conditions;*

- *Location of proposed housing, community facilities and SANG's in the SDLs. The draft SPDs were constructed by balancing the professional, technical and stakeholder inputs collated through an on-going design process and the*

*consultation comments. It is considered that the original principles were sound and there has been no need to modify the overall approach chosen;*

- *Separation of settlements. This was a key concern in the initial preparation of the SPDs themselves and design work was undertaken to ensure an appropriate solution was found. This relates to the South of M4 SDL in the main and to a lesser extent to South Wokingham and Arborfield;*
- *Viability and phasing of Infrastructure. There was considerable concern that the developments would proceed without the infrastructure requirements of Appendix 7 of the Adopted Core Strategy being met or being only partially met. Detailed consideration of viability has taken place using external consultants which further*

*supports deliverability as established through the EiP Inspector's report and the adopted CS. Phasing will be critical and this will be an integral consideration to the determination of the subsequent planning applications based upon the consortia's and developer's infrastructure delivery plans in due course. These will be agreed as part of submitted planning applications;*

- *Ability of services and infrastructure (e.g. flood management and education etc) to handle the new development. Detailed consultation was undertaken with the widest possible range of service providers and statutory undertakers as part of the formulation of the SPDs. The requirements identified by them and set out in the Core Strategy are therefore robustly carried forward into subsequent planning applications and associated legal agreements;*

- *Delivery of high quality development. This is a key concern of the Council and the original suite of documents and plans was put together with this clear objective. The documents have been further tested via a detailed legal checking process and it is considered that they are as robust as possible in the context of the type of document that they are. These matters will be dealt with in more detail through the later planning application processes and will be subject to further consultation and consideration at that time;*
- *Further development beyond the headline figures for each SDL. The numbers required from the SDLs and the densities to be achieved are set out by the Core Strategy and endorsed by the Inspector at the EiP and developers will be expected to work within the policy framework;*

- *Transport issues. The SDLs have been traffic modelled and the outputs show that the SDL package once delivered will achieve a nil detriment scenario in 2026. A more detailed assessment has confirmed this is the case, based upon the Council's preferred transport option modelling. Residents wanted specific details of road alignments, routes or junction details. This was particularly the case for this SPD in North Wokingham in relation to the Northern Relief Road/ Ashridge Interchange issue which has been subject to further modelling as recommended by the EiP Inspector and, for instance in Arborfield particularly in relation to the by-pass and Park Lane. To a lesser extent this was also true of the South Wokingham Southern Distributor Road and the Shinfield Eastern Relief Road. There has also been concern as*

to the impact of off-site works on minor roads, particularly in respect of how the character of the roads will be protected. A number of specific roads were suggested in representations. These are matters that will be dealt with in more detail through the planning application process and will be subject of further public consultation at that time. Traffic modelling has been completed and on-going discussions with the Highways Agency and neighbouring authorities will help to inform and refine transport solutions to issues within the SDL and, through the IDC SPD, to those outside but influenced by the SDL; and

- Other matters: A large number of respondents sought details outside of the scope of the SPD. For instance, many wanted clarification of what will happen to Emmbrook Secondary School (North

Wokingham) or questioned the logic of closure of Ryeish Green Secondary School (South of M4). Others wanted specific details of how closure or partial closure of railway crossings (South Wokingham) would work. Others sought details or reassurances of matters that will be dealt with in more detail through the planning application process and will be subject of further public consultation at that time.

- 2.4.10 A further 80 responses were received after 23 March 2010 i.e. after the consultation ended. These raised no new issues which had not already been addressed via those received before that date. All responses were summarised and are referred to within the statement of consultation.

### Wokingham Community Hubs Consultation (17th June – 19th June 2010)

- 2.4.11 Three workshops were held separately to help gain a better understanding of the spatial needs of each local group to explore the size and requirements for new faith facilities and community centres. These included statutory consultees (session 1), local stakeholders North and South Arborfield (session 2) and South of the M4 (session 3). All the events took place at Finchampstead. The key conclusions that could be drawn from the three workshops include:

- The role of centres in helping to foster stronger ties within and between different communities. As such an approach that considers the whole area should be used when considering the location of new facilities.

- *Benefits to users from collocating different uses and the synergies gained from locating next to a school.*
- *The importance of reflecting the needs of all users when locating different facilities.*
- *Exploring alternative methods for managing and controlling open spaces and playing fields through for example, community trusts.*
- *Reusing and revitalising underused buildings as part of establishing a new community.*
- *Bringing green infrastructure into new public spaces and for public buildings to take a lead role in promoting sustainable design.*
- *Centres and local facilities should be colocated thoughtfully with sustainable modes of transport and provide opportunities for walking and cycling.*

#### SA/SEA

- 2.4.12** The SA/SEA considered alternative options for the SDL, including an assessment of the short, medium and long term impact. The preferred option that was subsequently subject to statutory consultation and is contained in this new SPD was found to be the most sustainable solution within the context of the Core Strategy.

#### Statutory Consultation 2 (15 June – 27 July 2011)

- 2.4.13** As part of an iterative masterplanning approach, the main findings of the public consultation were used by the consultant team to help inform the generation of optimum design solutions – sensitive to views expressed at the community engagement events – for each of the SDL's.

The consultation on the North Wokingham Draft Strategic Development Location Supplementary Planning Document (NWSPD) published for consultation in June 2011 generated a total of 48 written responses. As is the case with all SDL SPD responses, comments fell generally into three overarching categories: those relating to matters contained in the CS; those relating to the content of the SPDs; and those addressing implementation matters, which will come to the fore as the process of ongoing design, planning and management of the SDL progresses. Similar to the previous consultation responses, very few questioned the principle of the development; although many were very concerned about the practical implications of this amount of development. Whilst many of these comments were made in opposition to large scale development to the north of Wokingham, they challenged the robustness and gaps

within the evidence base that supported the infrastructure proposals illustrated in the NWSPD. This matter was addressed under the Infrastructure Delivery and Contributions SPD consultation response.

Other key concerns or issues were:

- *Highways: These issues generally focused upon the adequacy of existing highway infrastructure in the vicinity of the SDL to cater for the scale of development proposed. Mainly local residents and resident groups identified this as a key area that the SPD did not address appropriately, although Bracknell Forest Council and Wokingham Town Council echoed similar comments but with a broader perspective that looked beyond the Borough boundary. The Core Strategy has found the location and scale*

*of development within the NWSDL to be sustainable and supported by highway infrastructure policy provision set out in CP4, CP6, CP10, CP20 and supporting material in Appendix 7. Work is ongoing within the context of the completed transport model.*

- *Infrastructure: Representations from mainly local residents focused on the importance of new infrastructure being secured early on and delivered at appropriate times to meet demand. The emphasis on front loading to deliver infrastructure contrasted slightly with the Consortia's concern regarding the NWSPD's identification of an 'overarching infrastructure outline application'. Planning consent will be conditioned to require the delivery of the appropriate infrastructure at key phases of development.*

- *SPA Mitigation, SANG and Public Open Space: The role and maintenance of SANGs was another issue that arose. This landscape feature was generally supported by all representations that raised the issue; however, a greater level of detail was sought by some in terms of management, quantum, deliverability and contributions to SAMM. The SPD has been strengthened to ensure the requirement for public open space management and SANG provision and maintenance in accordance with the standards of Natural England.*

- Flooding and Pollution: Flooding and measures to mitigate flood risks was also a common issue, with some representations asking for more detail about flood mitigation strategies and stronger emphasis within the NWSPD to manage risks. Whilst many of these representations welcome the initiatives within the NWSPD to prevent increasing the chances of flooding by avoiding development within areas of high flood risk and through a series of various flood mitigation measures, some local residents would like to see greater emphasis placed on addressing this issue by the NWSPD. In particular comments request that the SPD is more explicit in showing mitigation strategies through a SUDs plan and how the water management strategy would operate. Flood risk is seen as an important implementation issue. A small number of*

*representations also recommended that greater emphasis be made by the NWSPD on water conservation strategies. The SPD has been amended in line with comments from the Environment Agency who are supportive of the overall approach, and who will be engaged in ongoing discussions about the plans for the SDL.*

**2.4.14** The four Strategic Development Location SPDs and the Infrastructure Delivery & Contributions SPD have been amended to reflect output for the statutory consultation. A number of new changes to the text have been required both in order to amend or to clarify issues or to correct facts. The text has also been amended in order to reflect changes to the SPDs. Where appropriate illustrative material has also been amended in order to provide additional clarity.

## Section 3: Vision and Development Concept

### 3.1 Vision for North Wokingham and Development Concept

#### Creating Sustainable Neighbourhoods

- 3.1.1 The North Wokingham SDL represents one of the most sustainable locations for new, infrastructure rich development within the Borough. Close to the existing town centre amenities, and within close proximity to major transport infrastructure and existing areas of employment, there is a valuable opportunity to create potential, over the longer term, for a community which can access jobs, services and improved public transport services within close reach of home. Together with the existing residential areas within the northern section of the town, there is a significant opportunity to bolster support for current and new local facilities to serve the community, and further reduce the need to travel.

Overall, the vision for the expansion of North Wokingham should be to grow the existing neighbourhoods in a way which fosters community integration, opportunities for reduced travel and good quality, viable local facilities and services and ensures that the proposed developments respond sensitively to the existing settlement.

#### Observing Local Character

- 3.1.2 Within this context, the character of the development should take full account of the existing residential area, particularly at the point at which it faces onto the SDL. In general terms, parts of the area has been developed in a way which is suitable to the urban edge; there is a clear presence of mature vegetation, houses are set within often generous gardens, and the historic lanes, buildings and open spaces feel well integrated with more modern

developments. It will be essential for the new development to mirror these characteristics and ensure that in creating a new urban edge the opportunity for the development to mature and become established over time to produce its own high quality residential setting is accounted for. Through this approach the SDL will generate an identity which is compatible with the surrounding town, yet distinctive as a contemporary development which embodies excellent planning and design for the locality.

#### Enhancing the Movement Network

- 3.1.3 Within a wider town context, it should also be accepted that the planned growth in housing numbers will stimulate added travel demand which will stimulate a need to enhance the existing highway network in order to improve travel choices over the



longer term. The pattern of development within North Wokingham at present is based around a system of collector roads and cul-de-sac, which mean there are very few through routes. Consequently, unlike in a more traditional connected network of streets where movement can be dispersed, here traffic is concentrated on a fewer number of routes. The impact of the SDL will be significant on these routes, and therefore whilst supporting sustainable lifestyles is an explicit goal, it is essential that SDL delivers improvements to the existing highway network in order to limit any detrimental affect on existing residential areas.

**3.1.4** To achieve this, the Council requires two key components to be incorporated into the planning application masterplan for the SDL:

- *a primary access route connecting through the development that should allow for a future road junction at Ashridge interchange and/or future extension to Coppid Beech Roundabout; and*
- *provision for a partial “Ashridge Interchange” to encourage easier access to the A329M for journeys beyond Wokingham. The statutory consultation raised issues of an alternative location. However, the Highways Agency maintains the view that an alternative location would not be acceptable.*

### Building in Sustainability

**3.1.5** In addition to demonstrating a sensitive approach to the SDL through the planning application masterplan, the environmental performance of the SDL should be to very high standards. Carbon neutrality should be seen as an objective for the SDL site’s owners and developers, and their strategy and programme for delivering this should be clearly set out in any Outline planning application

**3.1.6** New buildings at North Wokingham will demonstrate the use of sustainable building techniques to ensure high levels of energy efficiency. Whilst the character of the architecture and the finishing materials used should draw on the local context, the style of the buildings is expected to be contemporary in so far as it reflects the influence of sustainable building design. The SDL should

strive to become an exemplar scheme where public buildings demonstrate best practice in green building design. Applicants should demonstrate the principle of how local features and character are to influence the appearance of contemporary architecture within the SDL. The SDL should strive to become an exemplar scheme where public buildings demonstrate best practice in green building design.

- 3.1.7** The scale of the development offers an opportunity for local energy generation, and water and waste management schemes. These are seen as essential components of the development. In addition, proposals for local food production and composting should be formulated. Long-term management of the landscape will encompass such activities and plans to demonstrate how this will be achieved will be required.

### Designing for Healthy and Vibrant Communities

- 3.1.8** This will be a place in which access to open space, play and sports facilities will be a priority. Cantley Recreation Ground is a great asset to the local area, and an opportunity to integrate the development with established open space. Connected by safe walking and cycling routes, there will be an emphasis on promoting opportunities for healthy and active lifestyles. In particular, ensuring good access from Wokingham town and local secondary and primary schools to the SDL for cyclists and pedestrians.
- 3.1.9** A wide range of housing types, sizes and tenures will be made available to ensure housing choice and inclusivity for the widest possible group of residents. The layout and design of residential areas will create local

distinctiveness in response to the setting of the SDL and the planning application masterplan structure. Variety will be evident as people move through the SDL, however, a sense of cohesion should prevail as a result of the materials used. The requirements of “Building for Life” should be taken into account in preparing applications for the SDL; the Council’s aspiration is to achieve Silver Standard at each SDL within the Borough.

- 3.1.10** The local needs of residents should be catered for through provision of a mix of services which are easily and safely accessible on foot, bike or by public transport. Higher order needs can be met through ensuring safe and attractive accessibility to Wokingham town centre and the railway station. Planning for efficient and convenient public transport for those undertaking journeys beyond the SDL should be evident, and the use of alternative

modes of travel should be made appealing and attractive for local trips. The Local Planning Authority will need to be reassured that incentives and innovations are in place to encourage residents to adopt sustainable travel patterns from the scheme's inception.

### Development components for the Planning application masterplan

**3.1.11** The following development components should be evident in the planning application masterplan for the SDL. Each component will be governed and guided by the principles set out in Section 4.

- A landscape framework which embodies a green infrastructure and open space strategy, including provision for Suitable Alternative Natural Greenspace (SANG). Natural features and groups of trees and hedgerows should be incorporated,

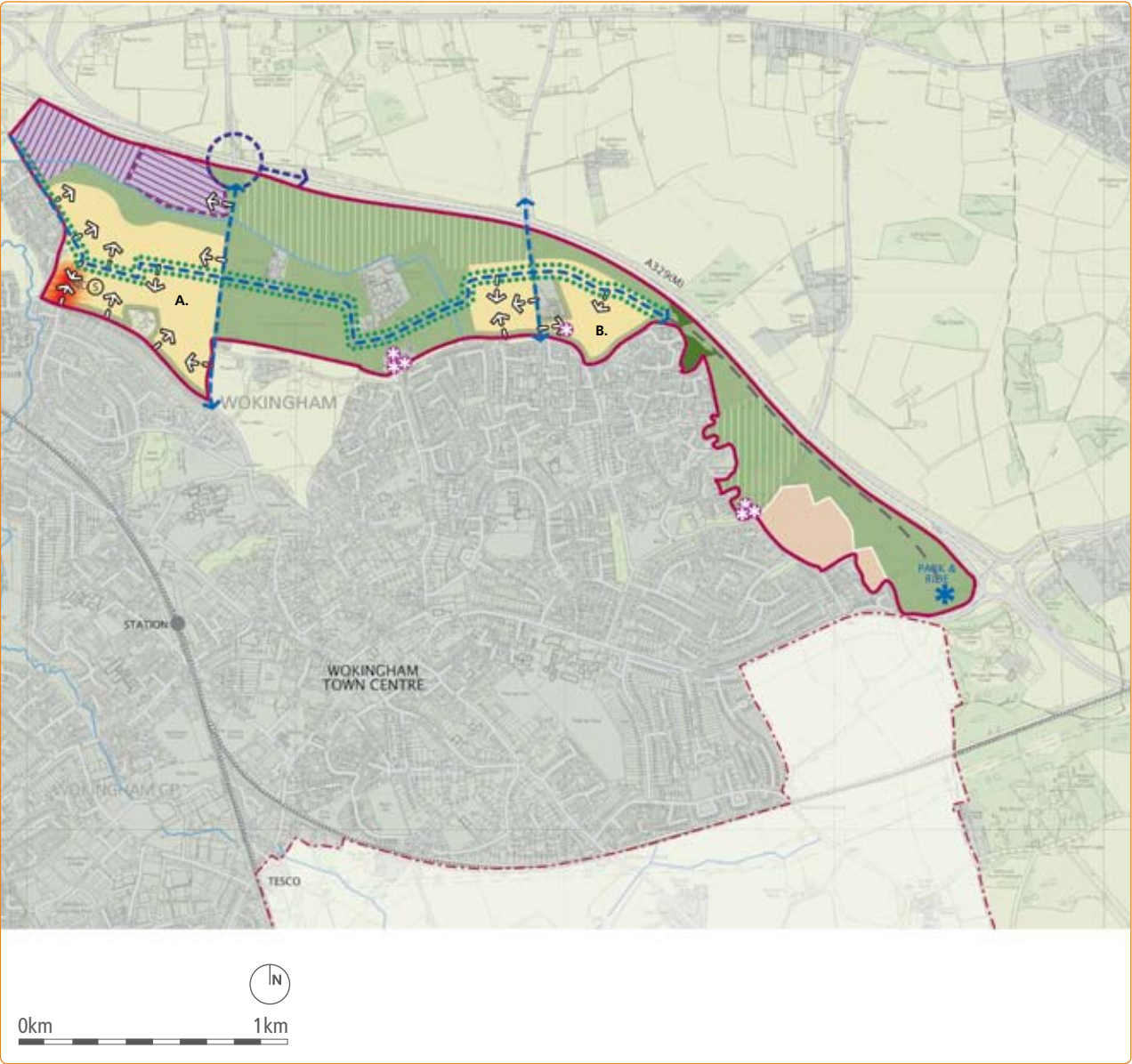
*and the framework should integrate seamlessly with the surrounds at the edges of the SDL. Provision for sports, play and recreation is to be a priority.*

- Residential areas, designed to integrate with and complete existing residential neighbourhoods, should be scaled and designed in accordance with the principles of walkable neighbourhoods, to provide an appropriate mix of housing to suit the needs of the whole community.
- The character of new development should reinforce the structure of the place. The intensity of development (density), the street types and the design of the public places should combine to establish local distinctiveness.

- One neighbourhood centre at Matthew's Green designed to act as a community hub for new and existing residential areas, providing local retail, community, recreation and education facilities for the residents of the SDL to enable them to access local facilities without the need to travel. The centre will be designed to include good quality public realm.
- An access and movement framework to include a hierarchy of routes which distinguish between higher and lower order routes. The proposed connector street will be an integral component of this hierarchy. It should be fronted by development and act as a public transport corridor. The hierarchy should also facilitate easy and safe walking and cycling within the SDL and to adjacent areas.

- *Good physical connections to Wokingham Town to ensure community integration and access to new and existing facilities. This will require the proposed street network to join up with the existing streets, and for continuity of existing footpaths, cycleways and other recognised connections.*
- 3.1.12 The accompanying illustrative preferred spatial framework plan (figure 3.1 opposite) highlights the anticipated configuration of the strategic development components outlined above. It will be subject to ongoing refinement as the master planning of the SDL progresses through the Outline and Reserved Matters stages, in order to ensure the best possible design solution for large scale development are achieved throughout the plan period.
- 3.1.13 Settlement boundaries will be established by the Managing Development Delivery DPD and the separation of settlements cemented in accordance with CS policy CP20.

Figure 3.1: Preferred Spatial Framework Plan (exact development areas to be agreed through ongoing discussions with LPA)



	Approximate Indicative area (ha)	Indicative dwelling capacity (dwellings)
Area A	29	810
<i>Includes Neighbourhood Centre and a primary school</i>		
Area B	16	510
		1,320

- Northern Distributor Road
- Indicative Secondary Street Connections
- Provision For Future Connection to Coppid Beech Roundabout Including Cycle and Pedestrian Routes
- Primary School Provision
- Neighbourhood Centre
- Ashridge Interchange
- Suitable Residential Area
- Potential Green Open Space Location
- Potential SANG Location
- Local Plan Allocated and Approved Residential Sites
- Existing Structural Planting
- Listed Buildings on Site
- Proposed Employment
- Existing Employment
- Existing Development
- Transition Areas
- Connections To SANG to be Demonstrated

#### Notes

1. SDL to be planned according to guideline figure of 1,500 dwellings including existing allocated and permitted land at Plough Lane (180 dwellings) up to 2026. The housing numbers for each development area are based on an average site density. It is recognised that there is scope for some refinement through the detailed masterplanning process although they are expected to be broadly consistent with the numbers given in the table.
2. Land for Primary School assumed to be 2.5 ha or whatever standards apply at the time of development.
3. Land for Neighbourhood Centre assumed to be up to 1.5 ha. Other sites may be available but the overriding principle is one of co-location of local services and facilities to create recognisable community hubs.
4. Areas A and B indicate areas for development and do not refer to development phasing.
5. In order to protect the existing mature trees a detailed tree survey of the site should be undertaken to inform the master plan.

## Section 4: Key Design Principles



Parts of the SDL have an open field pattern with limited site features. This should be carefully considered as part of the master planning process including opportunities for new landscape elements.

**4.1.1** This section takes each component of the Preferred Spatial Framework Plan and provides a set of principles to guide the design of the SDL, both at the Outline application stage and for any subsequent Reserved Matters applications.

**4.1.2** These principles are seen as a starting point for ongoing design, and are by no means exhaustive. Applicants are expected to develop and refine these ideas at the Outline and Reserved Matters stages, and to demonstrate how they have taken account of these principles through their Design & Access Statements and applied these to the development as a whole as well as individual sites within the SDL.

**4.1.3** Reference is made to the CS Appendix 7 Concept Statement requirements. In evolving these, a list of development requirements are grouped under a number of design and development principles. Applicants are required to respond directly to these objectives and themes through their Design and Access Statements, in order to demonstrate and explain how they have been taken into account.

### 1. Landscape Framework

**The Core Strategy requires:**

- **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;**
- **A positive response to the topography of the SDL and existing tree planting, which should be incorporated into the layout; and**
- **Public art should be integrated into the design of the development.**

**The following design principles built on this requirement:**

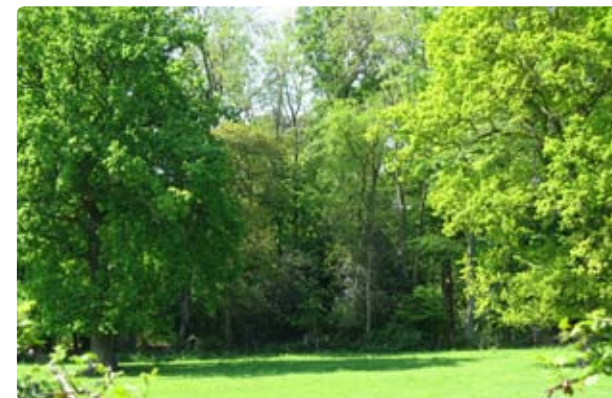




Hedgerows and hedgerow trees define the pattern of fields in some locations with and immediately adjoining the SDL. They should be a design consideration informing the master plan process.



A number of small roads run through the SDL contributing to its overall character particularly where there is a robust framework of hedgerows and trees alongside.



Areas of existing structural tree planting must be incorporated into the overall landscape strategy for the SDL.

**Design Principle 1a:** The landscape design should draw on the existing landscape context which is a unique and distinctive element of the SDL and will assist in delivering a strong character providing an enviable setting for development. This in turn has significant potential to enhance development values within the SDL.

### Requirements

**1a(i):** The landscape framework should seek to retain all existing landscape features, including the local topography, hedgerows, the Cantley Recreation Ground, the existing tree pattern including Pebblestone Copse and Keephatch Woods, watercourses, ponds, wetland areas, grassland, footpaths and bridleways. The applicants should demonstrate how these have influenced the planning application masterplan, and how they will be incorporated into the landscape framework and within proposed development areas. Access to Cantley Recreation Ground should be easy and safe.

**1a(ii):** The existing landscape character across the SDL and beyond its boundaries should inform the landscape framework, and in turn the landscape treatment within the new residential neighbourhoods. The applicants should set out their analysis of the existing landscape character, and clearly explain how these have influenced the planning application masterplan, and how new development will respond to this important context.

**Design Principle 1b:** The landscape framework should protect and enhance ecological habitat and biodiversity across the SDL.

#### Requirements

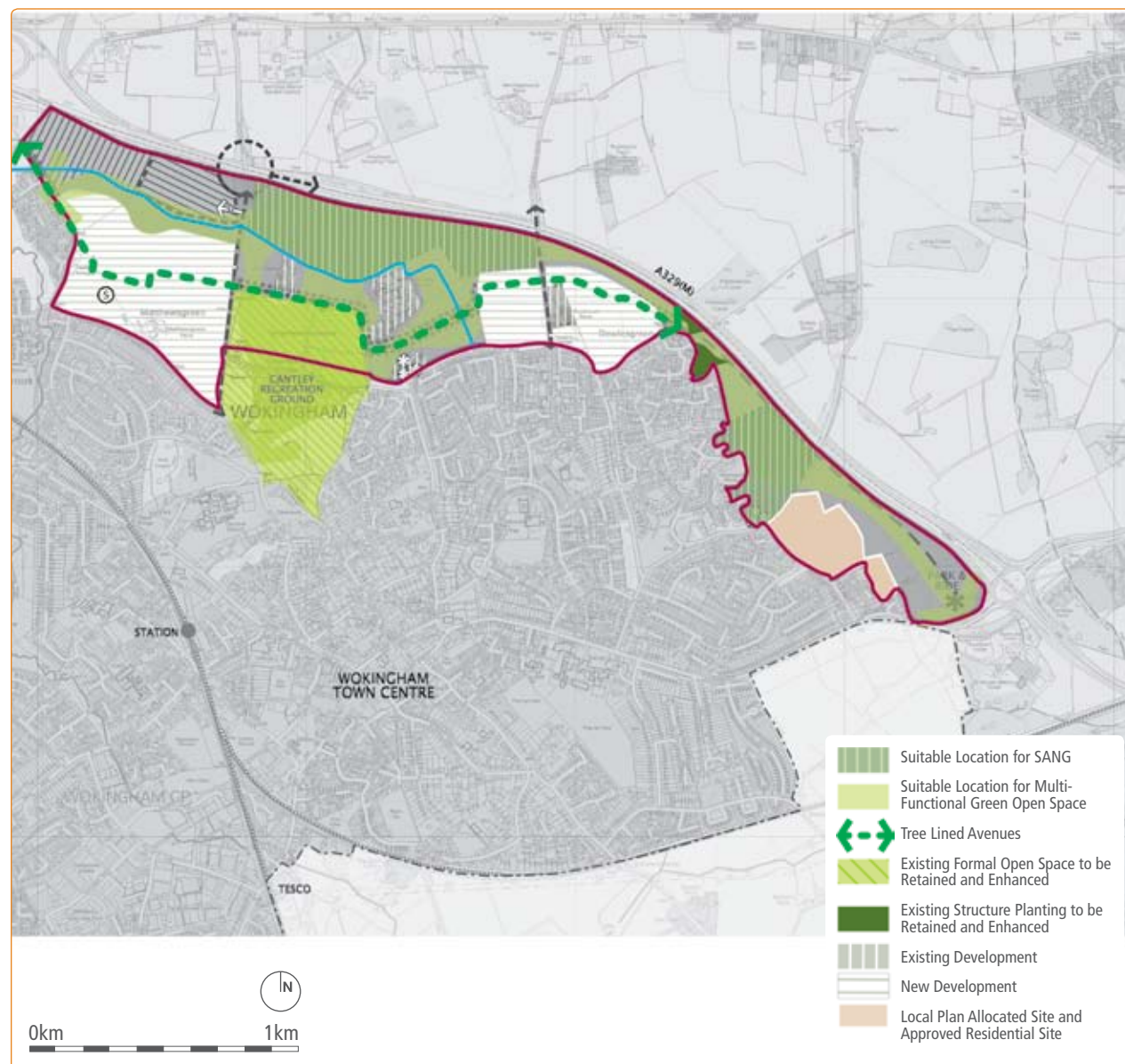
- 1b(i):** In seeking to retain and enhance the existing landscape features, consideration should be given to the protection of all ecological habitat and biodiversity features of the SDL.
- 1b(ii):** Any impact on the ecological habitat and biodiversity of the SDL as a result of built development should be mitigated against in a manner which enriches and enhances the overall habitat and biodiversity assets of the SDL. Applicants will be required to demonstrate that proposals for the protection and enrichment of habitat and biodiversity across the SDL are capable of delivery and, where necessary, ongoing maintenance, within the wider landscape framework.

**Design Principle 1c:** The landscape framework should introduce new landscape and green infrastructure features to the SDL in order to enhance and protect the residential setting and quality. Landscape design within the SDL should relate to place making at both the strategic and local level, in order to create a living and engaging landscape.

Figure 4.1: Landscape Framework Diagram

### Requirements

- 1c(i):** Public open space should be provided in accordance with Appendix 4 of the CS and/or any subsequent DPD adopted by the Council.
- 1c(ii):** A flood risk assessment should be prepared and a comprehensive system for water management should be provided, which takes account of existing SDL features. All measures will need to be agreed with the Environment Agency, who support the principle of comprehensive water management plans for the SDL. The new system should include, at least:
- *proposals for effective drainage, including sustainable urban drainage, drawing on evidence from other developments;*
  - *measures for flood prevention and protection;*





Allotment gardens should form an integral part of the landscape framework.



Outdoor play space must be conveniently located close to residential areas like this example at Skylark Way, Shinfield.

- *new ponds, which can enhance the recreational and visual qualities of the SDL;*
- *wetland areas; and*
- *intended maintenance measures.*

**1c(iii):** New planting will be carried out across the SDL to enhance the existing planting. New native woodland and tree planting, new hedgerows, grasslands and wild flower meadows should be considered and proposed through the landscape framework.

**1c(iv)** When considering the transition between new and existing developments a thoughtful approach, appropriate to its context, should be used to help enhance the interface between existing and proposed developments such as shared public open spaces, pedestrian, vehicular and/or landscape connections.

Where existing properties back onto the development land, generous rear boundary planting is encouraged to soften views from existing properties.

**1c(v):** In addition to open space requirements, proposals for allotments should be made in order to promote local food production. These should be easily accessible for residents, and can form attractive and interesting focal points within residential neighbourhoods; on this basis they should not necessarily be located in peripheral locations, but should be integrated as part of the living landscape.

**1c(vi):** Provision for sports and play is essential to promote opportunities for healthy and active lifestyles. Playing fields should be provided and designed with regard to Sport England guidance, design guidance from sporting National Governing Bodies, and the principles

set out in Fields in Trust: Planning & Design for Outdoor Sport and Play. This will include provision for:

- *Outdoor sports pitches, including natural turf pitches in suitably level and easy draining locations;*
- *Sports provision for activities such as tennis, bowls and basketball; and*
- *Changing facilities, club storage facilities, lighting and safe parking (including secure cycle parking).*

Shared and dual use of indoor and outdoor sports facilities between new schools and clubs should be thoroughly explored with the Local Education Authority, local stakeholders and community groups. Where this is proposed the applicants will be required to demonstrate that such agreements with the LEA can be delivered.



Provision for play will include

- *Designated play areas comprising Neighbourhood Equipped Areas for Play (NEAPs), Local Equipped Areas for Play (LEAPs), Local Landscaped Areas for Play, and Local Areas for Play (LAPs) from casual safety surveillance, by direct overlooking from adjacent and surrounding development, and by proximity to routes and connections through and across the SDL; and*
- *Other outdoor play and recreational facilities, including Multi-Use Games Areas (MUGAs), Skate Parks, BMX Tracks, Youth Shelters, at safe and appropriate locations;*

There is scope for some of this requirement to be met through the enhancement of Cantley Recreation Ground.

**1c(vii):** Suitable Alternative Natural Greenspace (SANG) should be provided in accordance with the requirements of the CS, and will therefore be based on a formula of 8 hectares per 1,000 population assuming an average household size of 2.4 persons per dwelling for development land within 5 km radius of the Special Protection Area, and 2.16ha per 1000 population for the development land lying between 5 and 7 km from the Special Protection Area. It should take full account of the design criteria and specification of Natural England. There will be a requirement for maintenance and management costs; maintenance; will adhere to the quality and quantity standards established by Natural England. The SANG should be located in the northern part of the SDL to reinforce the green wedge into the town already created by

the Cantley recreation ground and open space surrounding the Cantley House Hotel, for which a planning contribution may be sought

Its functional role as SANG should remain in perpetuity and should play a key role in retaining the separation between settlements. The Core Strategy requires both open space and SANG to remain in perpetuity.

**1c(viii):** A linear bund designed to mitigate noise from the A329(M) is required to be brought forward through a noise mitigation strategy as part of an Environmental Statement accompanying any Outline planning application. The bund should be designed also to enhance the visual qualities and green open space of the SDL. Therefore, the proposed character and design of the bund area should ensure its integration within the landscape framework.



At New Hall in Harlow careful attention to detail, a unified palette of materials and street tree planting create a high quality tertiary street that accommodates all users.



In Exeter a modern extension to a listed mill building utilises a low maintenance sedum roof that minimises rainwater run-off and provides a valuable city centre habitat.



Sustainable Urban Drainage principles have been built into the layout of The Carillons, Wokingham providing a strong setting for development and an important open space network.

**Design Principle 1d:** The design of the urban landscape will contribute to the sustainability, ecology, and amenity of the development.

### Requirements

- 1d(i):** Streets should be characterised by well maintained planting, to include street trees of an appropriate scale and robustness. Existing hedgerows may be incorporated into new streets where possible and steps should be taken to ensure their protection during construction and thereafter.
- 1d(ii):** Measures to avoid flood risk, including SUDS (Sustainable Urban Drainage System), will be required to permeate built-up areas of the SDL. Where SUDS features are present in streets they should be designed to fit that context, and to be an integral part of the street. The choice of surface materials for hard landscape areas will take into account the opportunity for comprehensive SUDS; this will need to be demonstrated at the Reserved Matters stage as detail landscape schemes begin to emerge.
- 1d(iii):** Play areas are expected to be designed on an individual basis to respond to their context. Therefore, those within the urban areas will have a different design approach to those located in areas of strategic open space.
- 1d(iv):** Opportunities for the use of green or brown roofs and green walls should be pursued for public and community buildings. The primary school in particular is considered a suitable candidate for these features, as green roofs and walls will aid natural cooling and insulation. In addition, schools should benefit from outdoor classrooms and good levels of sun-shading.



The landscape framework must provide for a variety of informal recreational activities as well a mix of habitats as at this green space in Wokingham.



Footpaths provide ready access to this open space at The Carillons in Wokingham.



Public art is an important component in the design of the landscape framework. This example is in Campbell Park, Milton Keynes.

**Design Principle 1e:** The landscape framework should include high levels of connectivity between areas of open space, green infrastructure, sports and play areas in order to ensure good access and use.

### Requirements

- 1e(i):** A system of local recreational routes should cross the SDL and make provision for walking and cycling. Where possible, these routes should seek to enhance the existing cycle network and connect to public rights of way so as to afford access beyond the SDL boundaries.
- 1e(ii):** These routes should be regarded as green corridors, and should in themselves enhance ecological connections around the SDL.
- 1e(iii):** Particular attention should be given to providing good connections between and within the proposed SANG and the residential neighbourhoods.
- 1e(iv):** Public art should feature as an integral component of the landscape framework. Installations and art features should be located where they can be encountered as people move around the SDL, so that they can be enjoyed by a greater number of people. Art which draws inspiration from local traditions or history, or providing a strong statement relating to the location as a place will be encouraged. To ensure this is achieved, a strategy for public art should form part of the planning application process. The strategy should identify themes and locations (within both built areas and open landscape areas) for public art, and make clear the methods of funding and delivery that will be brought forward as the development progresses.



**Design Principle 1f:** A system of landscape management should be put in place to ensure ongoing maintenance, enhancement and stewardship of the landscape.

#### Requirements

- 1f(i):** The applicants should enter into discussions with the Wokingham Borough Council with regard to the ongoing management and maintenance of all of the landscape elements of the development. Innovative strategies and alternative mechanisms for maintenance by the Council should be tabled for discussion at an early stage in the masterplanning process. These matters will be the subject of Section 106 legal agreements to ensure that they are both achieved and retained.



This local centre at Oxley Park in Milton Keynes provides for a mix of retail opportunities with apartments above. Development fronts onto a square that accommodates areas for seating, parking and a public transport route.

## 2. Residential Areas

The Core Strategy requires:

- A series of integral neighbourhoods which relate to and reinforce existing neighbourhoods around the northern edge of Wokingham;
- 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; and
- Development which is inclusive and accessible for all in accordance with Policy CP2.

The following requirements build on these objectives.

### Design Principle 2a: The

preferred locations for structured built development to create two attractive, walkable, residential neighbourhoods are:

- the western neighbourhood, adjacent to Matthewsgreen; and
- the eastern neighbourhood, adjacent to Kentwood.

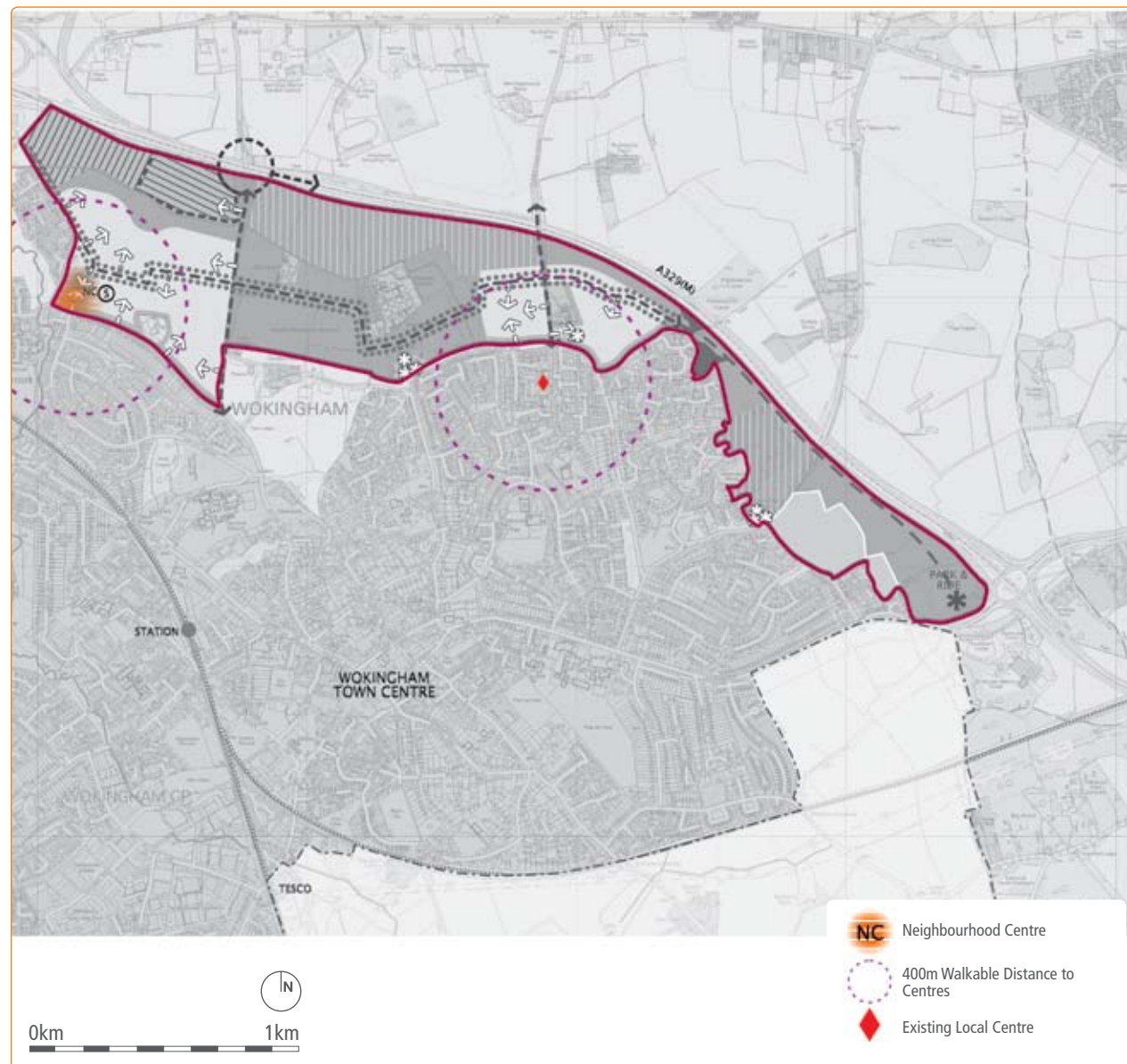
### Requirements

- 2a(i): It is important that the new neighbourhoods integrate well with the existing community and each other. However, it is also important that the new neighbourhood has its own identity. The eastern development has an opportunity to share and enhance existing local facilities. The western neighbourhood should make provision for a recognisable centre which relates to existing and new residential areas, and to the primary points of connection between these. It should be accessible and visually prominent. This centre should be a community hub i.e. a focal point for community activity and trade, and should therefore be the location for the primary school, shops, local services and any future health provision.

**2a(ii):** The layout of each neighbourhood should be designed so that access to new and existing centres is direct, easy and safe. Priorities for access should be as follows:

- the first priority should be given to the safety, comfort and convenience of pedestrians;
- second priority should be afforded to cyclists, who should also benefit from safe and easy routes, as well as secure cycle parking;
- public transport users should be given third priority for movement within neighbourhoods and to centres, with public transport stops being located within a short walk of each dwelling, and provision made for real time information and well designed shelters; and
- Some parking provision should be made within the neighbourhood centres; this

Figure 4.2: Walkable Neighbourhoods





The development of Ravenswood in Ipswich allows for easy accessibility to key facilities by pedestrians and public transport users.



The layout of Oxley Park in Milton Keynes places the mixed use local centre and primary school within easy walking distance of residents on a public transport route.



A mixed use block within Wokingham town centre accommodates retail premises at ground floor with apartments above.

*should be integrated into the landscape scheme for the centres, and should be shared by all facilities and services, rather than allocated for different uses. Further requirements for car parking are set out in relation to the street network and district centre elsewhere in this section.*

**2a(iii):** Neighbourhoods should be organised through a robust and traditional pattern of streets and blocks. Traditional streets and blocks are regarded as the most land efficient and flexible way to provide housing, and lead to safer and more active streets. They allow for the creation of private rear gardens and a variety of ways to accommodate car parking on-plot.

**2a(iv):** The dimension of the blocks is critical to ensure good levels of pedestrian connectivity through the neighbourhoods. Given an

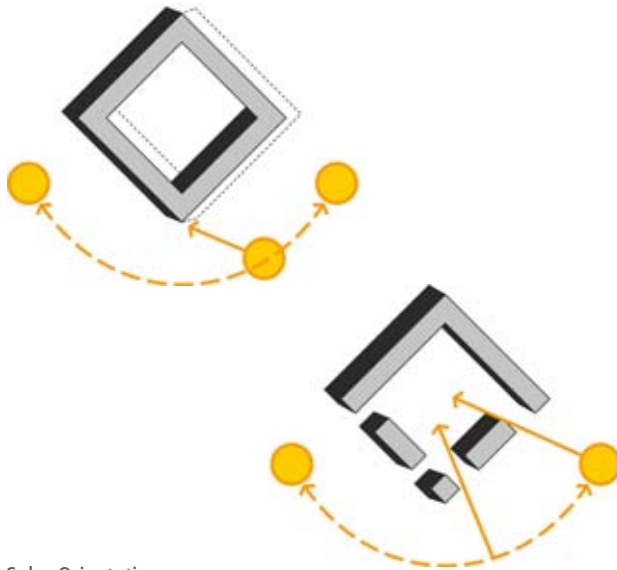
average residential density of between 30–35 dwellings per hectare will prevail throughout the SDL, the rule-of-thumb for residential blocks is 60m x 80m; this will allow for a range of parking options and provision for private rear gardens. Mixed use blocks can be larger where they need to accommodate larger footprint uses, but consideration should still be given to pedestrian connectivity.

**2a(v):** Traditional blocks will ensure streets are fronted and enclosed by buildings. Frontages are the most publicly visible part of a building and should therefore be detailed accordingly. A clearly legible pattern of frontage development highlighted by appropriate detailing should form a key built form component at North Wokingham. The intersection between two frontages often denotes a junction between two streets. The treatment of the corner in built form terms

can highlight the relative importance of a particular location. Corners offer opportunity locations for transition of character and scale. Such opportunities should be used sparingly to greater effect.

**2a(vi):** Safe neighbourhoods should be achieved through the careful consideration and application of the principles outlined in urban design best practice documents and Secured by Design, as well as local design guidance.





#### Solar Orientation

Orientating blocks to the sun's path can reduce overshadowing areas within the block.

Breaks in the building form or reduced storey heights can increase solar penetration of the block.

Care should be taken when seeking to maximise south facing fenestration for passive solar heating to avoid compromising other design objectives.

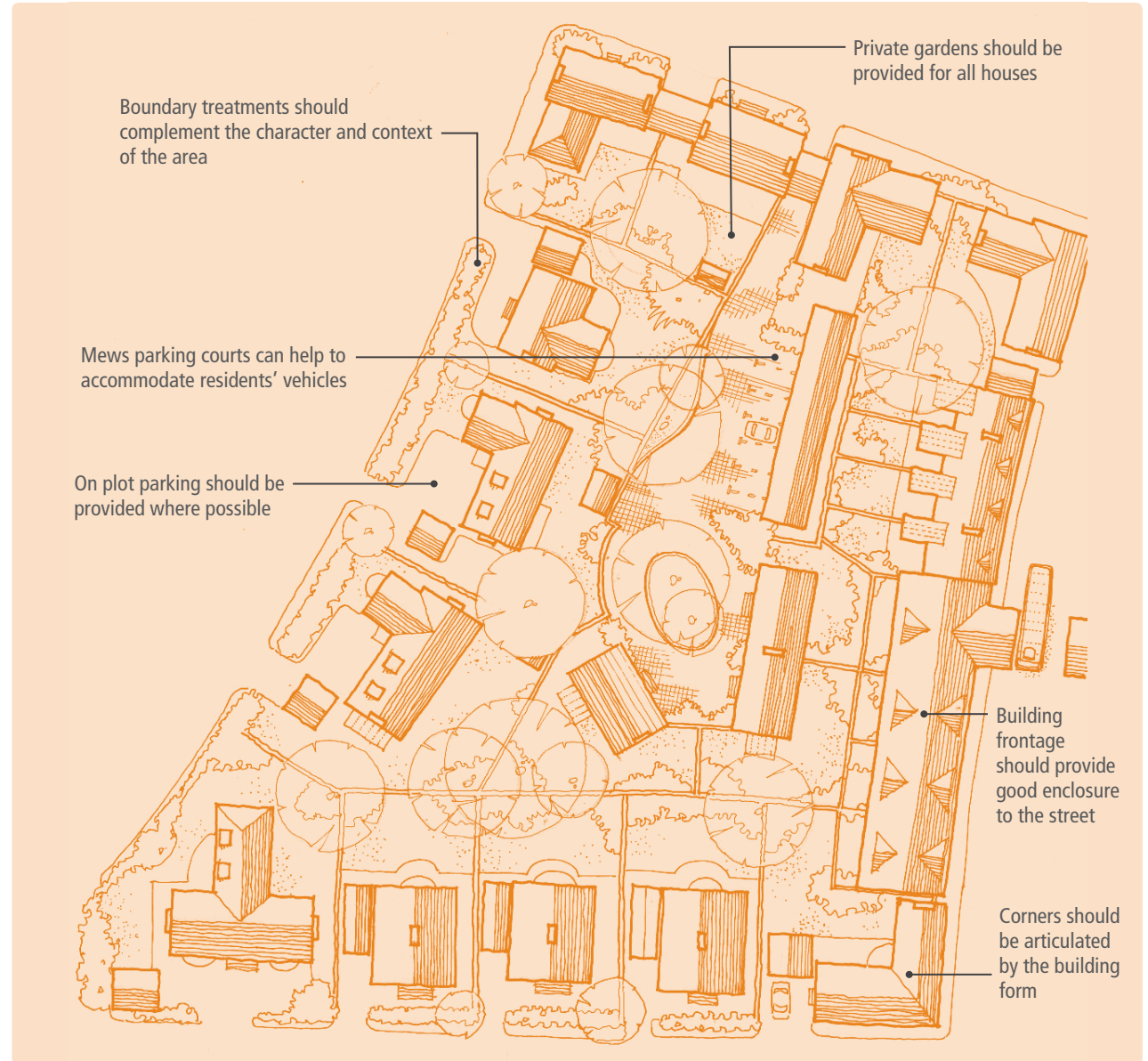


Figure 4.3: Traditional perimeter block layout incorporating mews court



The intersection between two frontages creates a corner which draws the eye and attractively terminates the vista along this tertiary street at Upton, Northampton. Paving materials and detailing are particularly well executed.

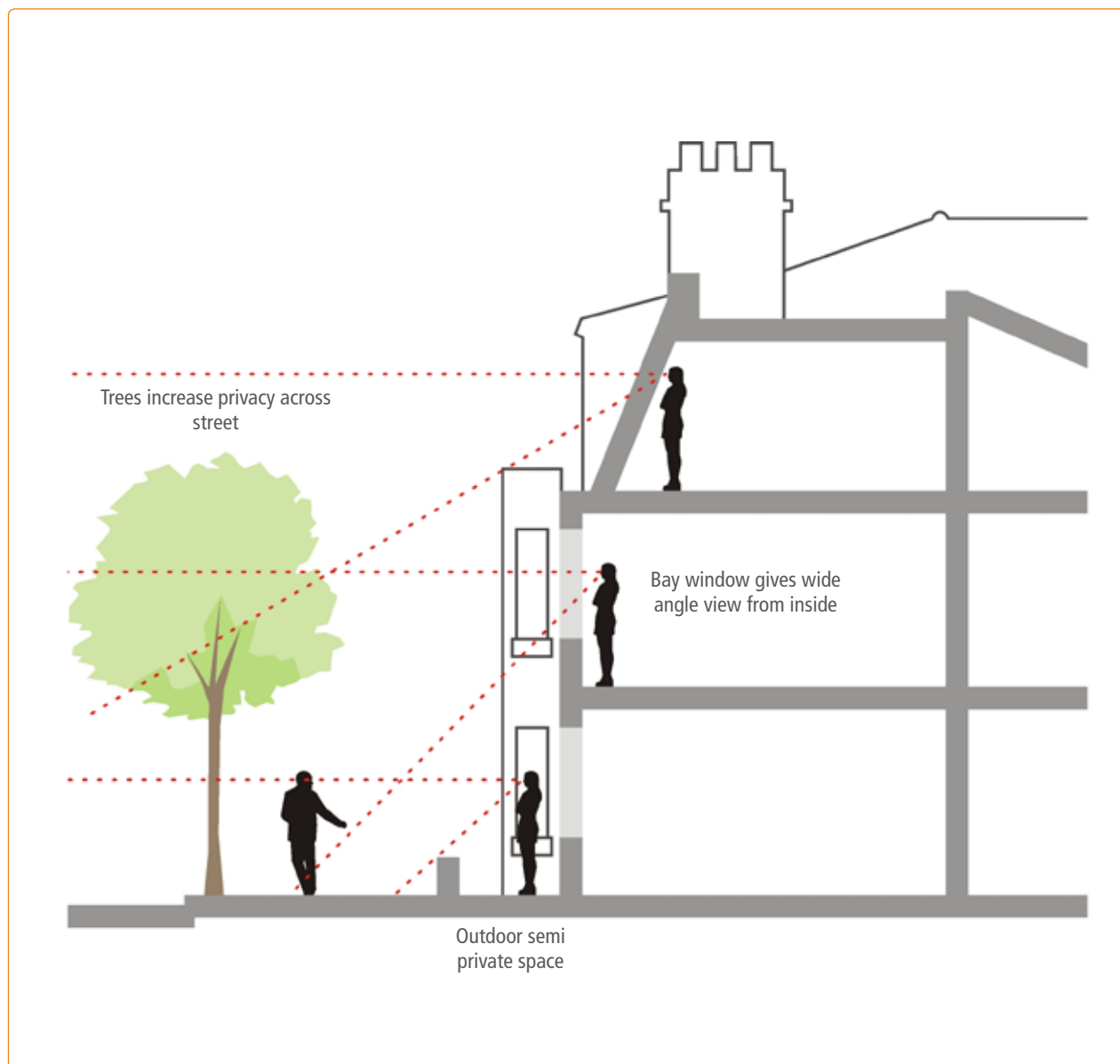


Figure 4.4: Overlooking and Natural Surveillance





The use of a taller apartment building at Accordia in Cambridge helps define and contain a primary street that accommodates tree planting.



These houses in Wokingham Town Centre front the street and have a well defined base, middle and roofline which provide a clear structure to the façade.



Off-street parking at Skylark Way in Wokingham has been carefully considered as part of the overall street scene and incorporates opportunities for tree planting.

**Design Principle 2b:** Each neighbourhood should make provision for a mix of house types and tenures in order to promote inclusivity and choice (the design of residential built form should respond to the requirements set out under “Character Types” in this section).

### Requirements

- 2b(i):** A full range of house types should be provided for, taking into account the needs of the wider housing market, including apartments, small and larger family homes, homes for the elderly and homes for people with special needs and disabilities, and homes which recognise the demand from households seeking to “upscale” and “downsize”.
- 2b(ii):** The applicants should fully comply with the Council’s requirements for Lifetime Homes.

**2b(iii):** All housing should be “tenure blind” so as not to distinguish between private ownership, social rented and shared ownership properties in the appearance and setting of the dwelling.

**2b(iv):** Some provision should be made within at least one neighbourhood for self-build plots to enable individuals to design and construct their own dwellings.



Self-build plots can offer scope for greater variety and individual buildings. This example is at Hampton, Peterborough.

**Design Principle 2c:** Inclusive design is essential to the SDL in order to help break down barriers and exclusion. The needs of the diverse groups of people who will use and live in North Wokingham should be fully considered.

#### Requirements

- 2c(i): The Disability Rights Commission guidance on inclusive design should be followed to ensure compliance with the Disability and Discrimination Act 1995. This requires development that is:
- *Easily used by as many people as possible without undue effort, special treatment or separation;*
  - *Able to offer people the freedom to chose how they access and use it and allow them to participate equally in all activities it may host;*
  - *Able to embrace diversity and difference;*
  - *Safe, legible and predictable; and*
  - *Of consistently high quality in design and layout terms.*

### 3. Character

Relevant Core Strategy requirements are:

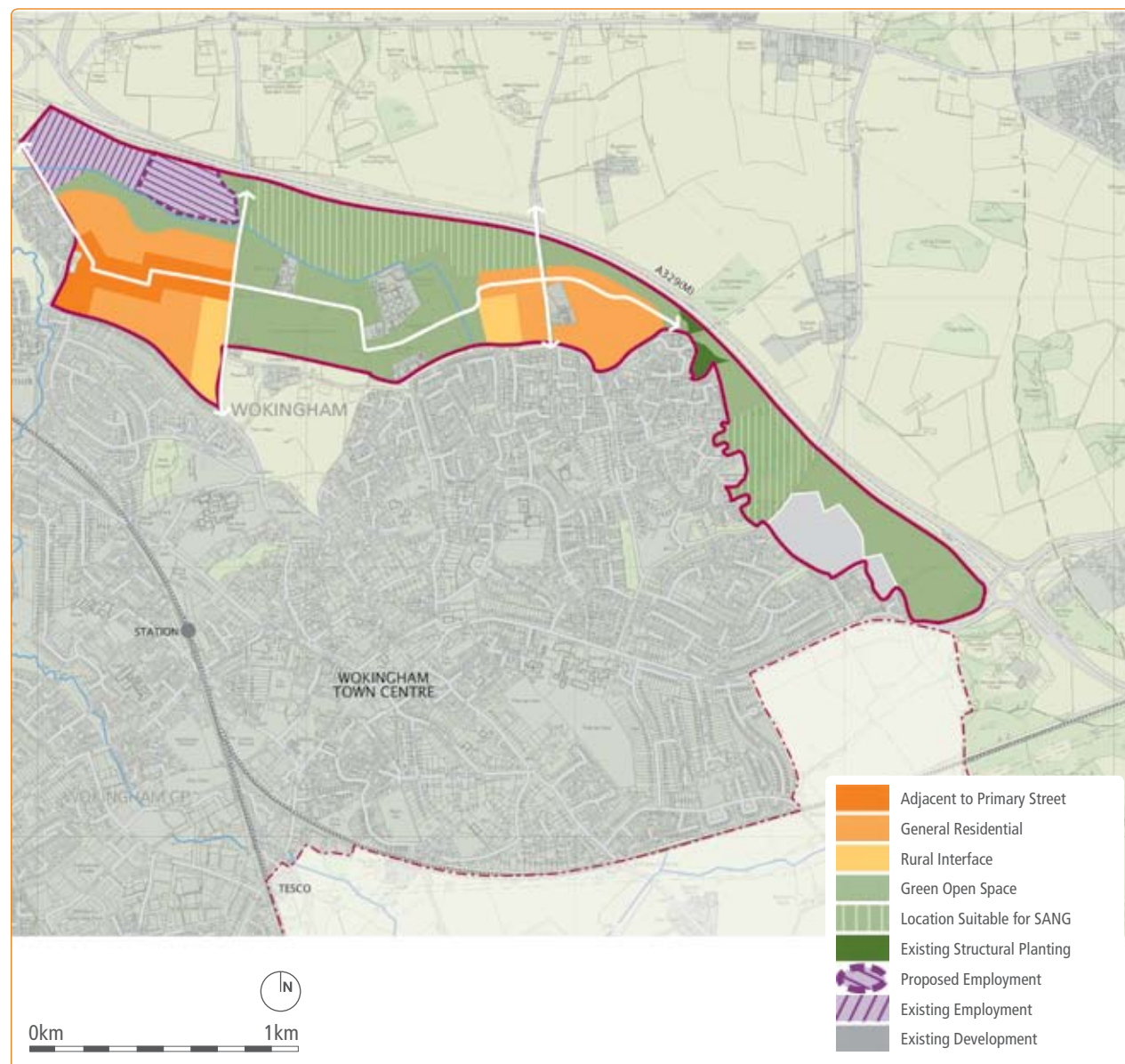
- A built form which supports the strategic objectives for the development and assists in creating a recognisable identity;
  - A demonstration of how the settlement edge will be managed;
  - Architectural design of a high quality and which ensures a sense of cohesion. New buildings should be inspired by the character of existing high quality architecture in the Borough. Regard must be given to the Borough's Residential Design Guide; and
  - Vehicle parking as an integral part of the plan for the scheme should ensure limited impact on visual amenity and residential privacy. Larger surface level car parks should make provision for generous planting to aid visual containment.
- The following requirements will help to evolve these requirements.

**Design Principle 3a:** Diversity and distinction within the SDL should be enhanced through the application of character typologies, which will reinforce the settlement structure. The typologies will inform the design of the built form, streets and spaces and landscape treatment of the built areas of the SDL.

Figure 4.5: Character Typologies


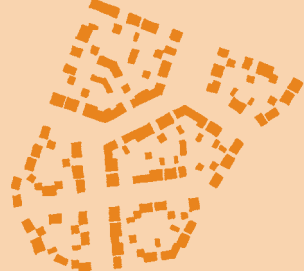
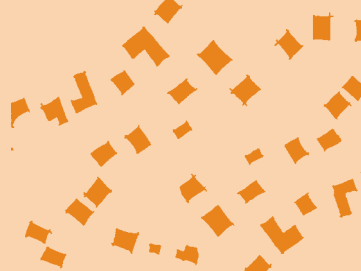
Three character typologies have been identified, and are shown on the accompanying plan. They promote a simple pattern which will see the most built up areas alongside the primary street connection, with a gradual reduction in built intensity towards the northern edge of the SDL and at the interface with the existing housing.

The following table summarises the requirements relating to the three identified typologies: these will be developed further through detailed masterplanning by the applicant which will ensure each village expansion area responds to the unique qualities of each village. The Borough Design Guide should inform detailed design work.



DESIGN COMPONENTS	ADJACENT TO THE PRIMARY STREET (in the western neighbourhood)	GENERAL RESIDENTIAL	RURAL INTERFACE
<b>General layout</b>	Close grain with continuous building frontages. Buildings parallel to the street to create well enclosed streets and spaces.	Generally parallel to the street, with some scope for relaxation in places, to create well lined but less formal streets and spaces.	<p>Development should front onto and address open space and the surrounding landscape. Settlement edges should be carefully considered to reflect the rural context.</p> <p>Development should mirror the intensity of existing development at the urban edge. It should not back onto open space or surrounding countryside, but it should back onto currently exposed backs of properties to create frontage development onto streets and open spaces.</p>
<b>Built Form</b>	<p>Regular built form, generally townhouses, terraces and apartments parallel to the street. Taller properties could be justified where appropriate. No, or small front gardens.</p> <p>Generally narrower plot widths and regular massing should produce vertical repetition along the street and generate a more “urban” feel.</p>	Scope for less regular built form, with shorter terraces and some semi-detached houses, with occasional detached buildings. Two storeys, with occasional three storeys at key corners and along important secondary streets. Setbacks should allow for small front gardens. Varying plot width should create variety but retain an overall sense of enclosure.	Larger, wider plots with larger semi-detached and detached forms and more spacing between plots will generate a more informal character in response to the immediate context and should enhance the relationship between development and the open countryside. Two storeys. Sizeable gardens and more informal layout should also reinforce this character.
<b>Indicative average residential density (based on CS requirement of an average of 30–35 dph)</b>	Approximately 40–45 dph	Approximately 35 dph	Approximately 25–35 dph



DESIGN COMPONENTS	ADJACENT TO THE PRIMARY STREET (in the western neighbourhood)	GENERAL RESIDENTIAL	RURAL INTERFACE
<b>Indicative block configuration</b>			
<b>Approach to streets, open space and landscape design</b>	More formal, with an emphasis on hard landscape treatment and formal tree planting patterns with limited mix of species, in response to the more built-up character of the area and the provision of neighbourhood and district centres.	Generally informal in order to create a relaxed residential setting. Careful blend of hard and soft landscape treatment, with semi-formal planting and limited mix of tree species.	Strong reference to the rural or adjacent residential context. Emphasis on informal and soft landscape. Very informal tree planting regime with greatest mix of species at the urban edge.
<b>Residential parking</b>	A mix of on-street and off-street parking. Parking courts can be used for apartments. Mews lanes can be used for terraces and townhouses.	Predominantly on-plot parking, with some mews parking and informal on-street parking.	On-plot parking, with some informal on-street visitor parking.
<b>Residential boundary treatment</b>	Formal, consistent style to all residential properties with a setback. Predominantly walls and railings.	Semi-formal, with a mix of walls, or railings and hedges.	Very informal, predominantly hedges or rural fencing. Where properties are located at the edges of the SDL hedges should always be used.





A mix of town houses and apartments are carefully arranged around shared courtyard spaces at King's Hill. The design has contemporary use of glazing and fenestration but draws references from the Kent vernacular.



In Upton, Northampton, a terrace of town houses successfully merge traditional built forms with contemporary detailing that draws on an a strong Arts and Crafts character.



The use of traditional materials that are typical of the locality together with a modern, glazed dormer window create an interesting roofscape at Upton in Northampton.

**Design Principle 3b:** Buildings should be designed to ensure architectural and design excellence. The built form should positively respond to and draw references from the many fine buildings and rich townscape which is a strong characteristic of the Borough.

### Requirements

- 3b(i):** The built form should not be a pastiche of traditional styles, rather it should take clear character references from the vernacular architecture, but should apply these in a contemporary manner to ensure that buildings are of their time. Important design references include the fine family homes and varied buildings found in the town centre and the northern section of the town.
- 3b(ii):** The development should establish a clear pattern of well defined frontage development across the SDL. The public frontages of buildings should address streets and public spaces and be clearly distinguished from rear elevations overlooking gardens and other private spaces. This will ensure that development is 'legible' making it easy for people to find their way through the SDL.

- 3b(iii):** Key building elevations should be designed so that there is a clear and identifiable 'bottom', 'middle' and 'top', adding visual interest. The bottom of the building should meet the ground and enliven adjoining streets and spaces through the positioning of doors and windows. A higher frequency of entrances creates a busier street. This will be particularly important in the district and local centres.

The middle section of the building should give clues to its function. This can be achieved through the design and detailing of fenestration and the use of balconies and upper floor terraces. This also provides opportunities for the street to be overlooked, thus increasing passive surveillance.

The top of the building should also be carefully considered. An interesting and dynamic roofscape adds visual interest with



This contemporary house at Upton is very much of its time but uses a warm palette of traditional materials. It demonstrates a clearly defined building elevation and a positive relationship fronting onto the street.

roof pitch and roofline articulated to lend distinction to different parts of the SDL. With commercial buildings and schools any ventilation arrangements, air conditioning, lighting, servicing and any telecommunications equipment should be carefully designed and integrated into the overall structure of the building and should be masked from public view points. On domestic buildings consideration should be given to providing opportunities for discrete locations for satellite dishes.

- 3b(iv):** New properties located closest to the A329(M) should respond imaginatively in applying design solutions that address noise pollution generated by the A329(M) and M4: noise mitigation measures it will be expected to reflect solutions that go beyond blank elevations or small non-opening windows.

**Design Principle 3c:** Landmark buildings should be designed and located to emphasise the role and status of a particular building or place. Landmark buildings should include those with a special architectural character, those incorporating distinctive features and those with special functions.



In New Hall, Harlow, a distinctive landmark has been built adjoining a mixed use local centre. The building accommodates apartments and uses copper cladding that will weather to verdigris over time.

### Requirements

- 3c(i):** Landmark buildings and features should be located to aid legibility. Increases in building heights should reinforce the presence of the neighbourhood centre. Views to existing landmark buildings and features should be incorporated into the planning application masterplan.

**Design Principle 3d:** High quality materials should firmly establish the character and identity of the SDL, both in respect of the public realm and the built form of buildings and structures.

#### Requirements

- 3d(i):** A strategy for a restrained palette of colours and materials should be prepared at the Reserved Matters stage to influence the detailed design of the development. This should include, but is not limited to warm red brick, clay roof tiles, timber cladding and panels of painted render, which are commonly found throughout the Borough. Modern interpretation of these materials will ensure that the SDL can be identified as a contemporary place. The image of place will also be reinforced by built form, decorative detailing, public art and even basic features such as windows and doorways.







As shown here, local buildings have a restrained palette of materials including red brick and clay roof tiles.

**Design Principle 3e:** Vehicle and cycle parking should be well planned and designed to ensure that it does not have a detrimental impact on the amenity and character of the SDL.



A mews street at Accordia in Cambridge integrates garaging and storage into the design and layout of the development. The street is overlooked through use of roof terraces and balconies.



Use of high quality materials and street tree planting define parking bays at Upton in Northampton. The street is well overlooked by adjoining houses.

### Requirements

**3e(i):** A comprehensive strategy for vehicle parking should be prepared, which clearly sets out how provision will be made across the scheme for both residential, visitor, employment and shopper parking. In general terms, residential parking should be accommodated on-plot, in garages/ car ports or on driveways (or in combination) or in mews lanes where some degree of overlooking can be achieved. Mews lanes will be particularly relevant for dwellings fronting primary streets where direct vehicle access to the plot may be inhibited. There will be a presumption against rear parking courts except for apartment buildings, in order to maximise the level of privacy and security for dwellings.

- 3e(ii):** On-street parking will be permitted where it is designed into the street from inception. Designated parking bays of up to a maximum of six vehicles, divided by street trees should be provided.
- 3e(iii):** Public car parks should be well designed, lit and landscaped. Boundaries should avoid the use of close-boarded fencing in favour of brick walls to help establish attractive areas.
- 3e(iv):** Secure and useable cycle parking and storage facilities, including bin storage, should be incorporated into new development, as part of the street or development block. Facilities should be safe to use and well overlooked. Within the public realm cycle stands should be located at key locations such as the neighbourhood centre.



Bespoke seating in Portsmouth celebrates the city as birthplace of Charles Dickens. Public art can be functional as well as visually engaging.



In Hull a simple but beautifully detailed sequence of installations creates a 'Fish Trail' through the city centre. Here the images of Whitebait are set into specially commissioned paviers.



Dramatic glazing on this café building at Princesshay in Exeter creates a striking local landmark. An artist in residence was employed as part of the development team.

**Design Principle 3f:** Public art should form an integral component of the built form in order to reinforce local identity.

### Requirements

**3f(i):** A strategy for public art within the built areas should be prepared. This should make provision for the involvement of artists in place making at the local level. The strategy should make explicit the timing, funding and delivery arrangements for public art.

**3f(ii):** Opportunities for public art should be widely considered, and may include:

- *art installations and sculpture;*
- *unique street furniture and signage;*
- *surface treatment;*
- *lighting;*
- *unique walls and railings;*
- *paintings, murals, mosaics;*
- *uniquely crafted landforms; and*
- *individual elements and adornments within buildings.*



**Design principle 3g:** Place names should be carefully considered to ensure they are directly relevant to the location.

#### Requirements

- 3g(i):** The developer will be encouraged to enter into discussions with the appropriate authorities including the Council and the Parish Council, other community representative organisations, and with acknowledged local experts to develop an agreed approach to naming of streets and areas within the SDL, including parks, open spaces, schools and community centres. Use of local historic names or names of persons and uses associated with an area can add richness to the SDL.

## 4. Centres

The Core Strategy requires:

- New local facilities, including the primary school, located to be easily accessible to new and existing households.

Additional requirements and guidance is provided below.

**Design Principle 4a:** Local facilities should act as community hubs for local activity. The scale of the neighbourhood centre and the uses contained within it will ensure good levels of access to local everyday needs, and will reinforce the objective of integrating new and existing communities.

### Requirements

**4a(i):** In accordance with the Preferred Spatial Framework Plan provided in the preceding section of this SPD, the development will provide for one neighbourhood centre. It will be located in the western neighbourhood close to the existing residential and community areas.

**4a(ii):** The Neighbourhood Centre should make provision for a new primary school, local shops including convenience retailing, health facilities, community uses including opportunities for worship, nursery or crèche facilities (class D1) , a public house (class A4), hot food takeaway (class A5), financial and professional services (class A2), cafes and restaurants (class A3), small office accommodation (class B1a), a hotel (class C1), small scale assembly and leisure uses (class D2). Sufficient land should be made available to achieve a reasonable level of future proofing and opportunity for expansion.

**4a(iii):** Consideration will be given to granting planning permission that will allow movement between Use Classes if it can be demonstrated that this will assist in delivering a viable and sustainable centre.



At Ravenswood, Ipswich, street furniture, cycle stands and paving are all coordinated in a mixed use local centre.



The Village Centre in Shinfield accommodates the local primary school, leisure/community facilities and offices which front onto a public square and provides a focus for the neighbourhood.



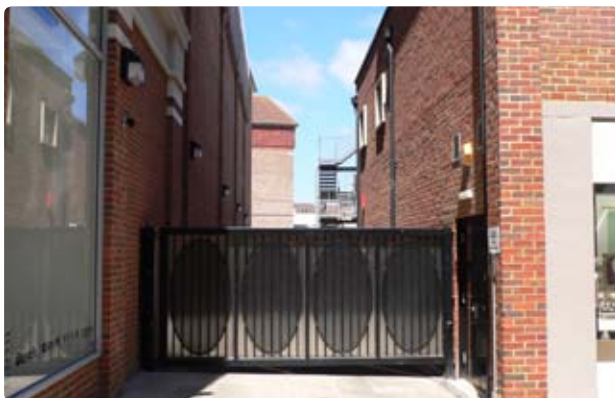
Use of the first floors for small offices and apartments at the Plaza in Wokingham provide a good mix of uses in the Town Centre. The pedestrian orientated public realm allows opportunities for outdoor seating and spill out space for cafés and restaurants.

**Design Principle 4b:** The centre should be characterised by high quality public realm which will add to its appeal and attraction.

#### Requirements

- 4b(i):** The design and layout of the neighbourhood centre should provide a good degree of containment and enclosure around a central public space, street or area. This space will be scaled in response to the size of the centre.
- 4b(ii):** Materials, lighting, street furniture, signage and advertising, and planting should be carried out under a comprehensive strategy for the SDL, which allows for some distinction between each of the centres.
- 4b(iii):** Provision for travel will be integral to the design of this outdoor space. Public transport stops, secure cycle parking and car parking (at a standard to be agreed with the Local Planning Authority) will be designed to seamlessly integrate with the public realm, and should not detract from the visual amenity or safety of the development.

**Design Principle 4c:** The position and design of buildings should help to distinguish the community hub approach to the centre and the new primary school. They should demonstrate the application of good urban design principles.



At the Whitefriars Centre in Canterbury a service yard is obscured from view behind a simple gateway.



The main entrance and principal frontage of a supermarket is carefully integrated into the layout of the mixed use district centre at King's Hill in Kent.



The new neighbourhood centre has the potential to connect new and existing residential areas.

## Requirements

**4c(i):** All buildings within the centres will form part of the street frontage. The aim will be to establish a "high street" or "village square" around which development is located. Development should positively address the public realm by fronting onto principal streets and spaces. Pavilion buildings set within areas of surface car parking should be avoided and will not be an acceptable design response.

**4c(ii):** Large footprint buildings, for example the new primary school, should:

- *be embedded within the block structure;*
- *have its principal front door onto the public street or space, with limited setback from the edge of the adoptable street area;*
- *not have blank elevations facing any publicly accessible area;*

- *be serviced, and have storage and delivery areas which are unobtrusive. Service yards can be located within the centre of development blocks in order that they remain hidden from view. Access points should be discretely located and when not in use they should be gated to provide continuous frontage to the street; and*
- *have any allocated parking located within an area which is away from the main street frontage, and structured around an attractive landscape design which reduces the visual impact of the car park.*



This three storey mixed use building at Princesshay in Exeter has a high quality elevational treatment. Access to the apartments above the shops is provided via partially glazed walkways with balconies on the southern elevation behind.

**Design Principle 4d:** Residential uses should be included in the neighbourhood centre and are seen as essential for their vibrancy, safety and appeal. These should be counted as part of the requirement for around 1,500 dwellings in the SDL.

#### Requirements

- 4d(i):** Housing, including apartments and townhouse should be included in the centre. Apartments should be located above ground floor uses, in particular shops, in order to increase the use mix within each centre.
- 4d(ii):** To safeguard the amenity of all users of the neighbourhood centre, in particular the residents, attention should be given to ensuring issues of noise transmission and vibration, refuse storage and collection, odour and light pollution are all adequately addressed through the design process. Care will need to be taken in the siting of mechanical extraction equipment and external lighting sources for example, and apartments and townhouses will need to be designed to minimise noise and disturbance from adjoining uses through appropriate sound insulation measures.



## 5. Design of Employment Areas

- The Core Strategy allows for expansion of Toutley Industrial Estate.
- Additional requirements and guidance is provided below.

### Design Principle 5a:

Employment within the SDL should ensure the close co-location of homes and jobs, so that the opportunity to live and work in close proximity is provided.

#### Requirements

- 5a(i): The extension to the Toutley Industrial Estate should be laid out so that it is easily accessible from surrounding residential areas. Principles governing street design set out in this document apply equally to employment areas.
- 5a(ii): Routes should be well lit, overlooked by businesses, and should make good provision for pedestrian and cyclist movement and safety. Secure and convenient cycle parking should be provided at places of employment.
- 5a(iii): Provision should be made for convenient and well located public transport provision to enable local residents and those travelling into the area to work to choose public transport as their mode of travel.

### Design Principle 5b:

Employment areas should be designed to create a high quality working environment for the amenity and benefit of employees and business investors.

#### Requirements

- 5b(i):** The layout of employment areas should extend the pattern of urban blocks established in the neighbourhood areas, albeit that blocks may be larger in size in order to accommodate larger footprint buildings; they will typically measure approximately 80m × 100m. The principal access to all businesses should front the street and should be directly accessible from the street.
- 5b(ii):** Parking for private vehicles, service and delivery vehicles should be located and designed to be unobtrusive and should not detract from the appearance and amenity of the public streets within the employment area.
- 5b(iii):** The landscape framework should extend into the employment areas. Street trees, landscaping to the front of buildings, and access to open space should be provided to enhance the setting of the workplace.

**Design Principle 5c:** Employment buildings should be designed to be sustainable and to offer healthy and attractive working environments.

#### Requirements

- 5c(i): Buildings should be naturally ventilated, and should allow good levels of natural light to permeate into them. They should benefit from solar gain, and summer shading should be provided. All of these features should be incorporated to reduce reliance on heating, air-conditioning and artificial lighting.
- 5c(ii): Building materials should make reference to the local character. They should be acquired from sustainable sources. Where the building design allows, buildings should be manufactured off-site and assembled on-site in order to reduce waste during construction.
- 5c(iii): Buildings should be capable of adapting to meet the changing needs of employers, staff and businesses over time. They should be designed to allow for future sub-division or extension without the need for extensive remodelling.



A shared surface tertiary street fronted by dwellings establishes an attractive residential environment at King's Hill in Kent.



High quality materials, tree planting and convenient pedestrian crossings distinguish this primary street at Ingress Park in Kent.



Generous pavements, robust frontage development and opportunities for on-street parking are provided as part of the design of a secondary street at Skylark Way in Shinfield.

## 6. Access & Movement Framework

The Core Strategy requires:

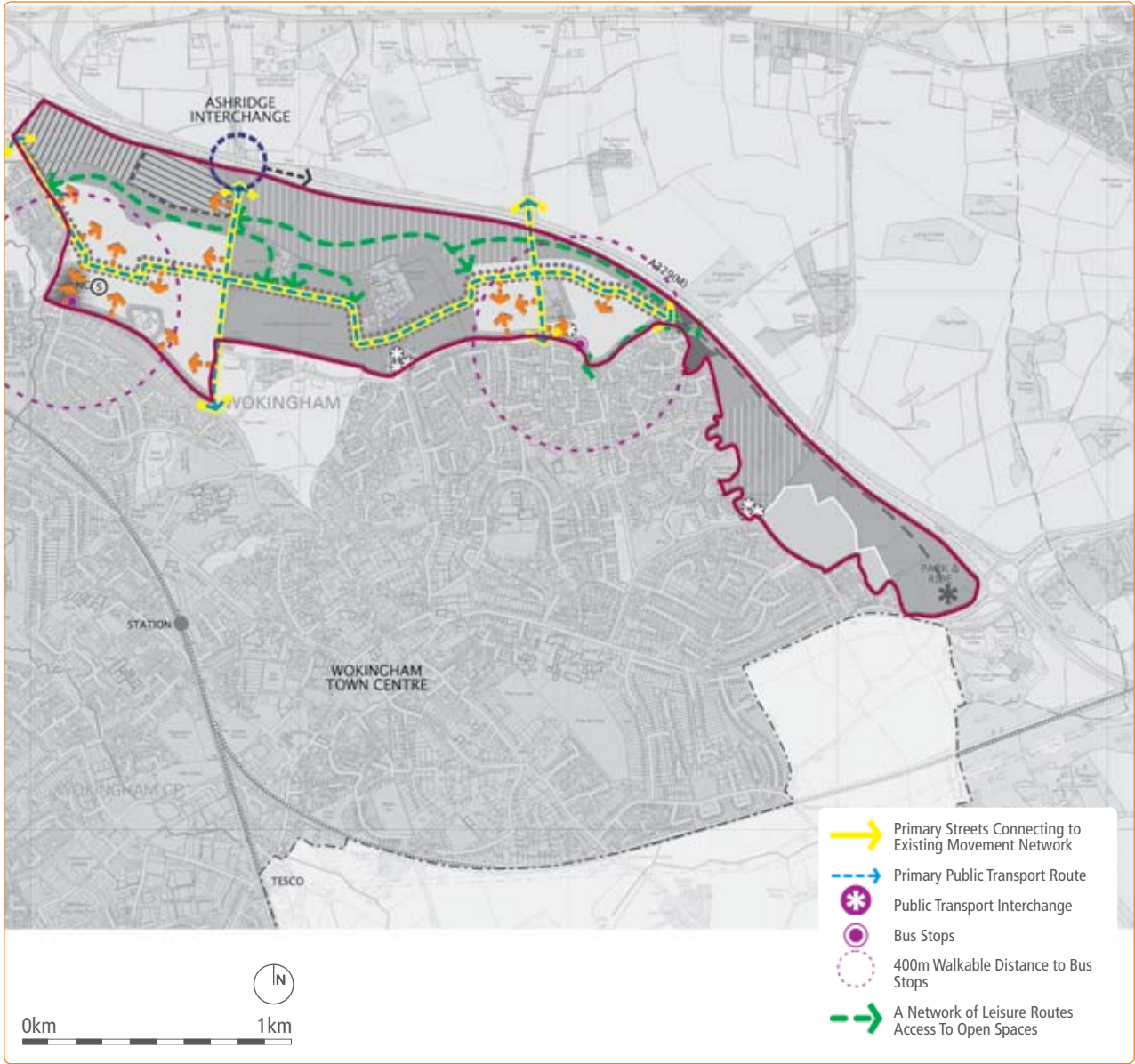
- A layout based on the extension and connection of the town's movement network and neighbourhood structure. This should form the basis for a continuous network of streets to permit a high level of connectivity at the local level. Within this network a legible hierarchy should distinguish between routes designed for through movement and low order residential streets which should have an emphasis on shared surfaces; and
- Good access to public transport and the Coppid Beech Park & Ride, and provision for a high level of amenity, information and safety for passengers.

**Design Principle 6a:** The layout and design of the SDL should promote easy and efficient movement, balanced with high levels of residential amenity and an attractive environment. This should be achieved through a hierarchy of streets and routes which respond to different travel needs.

### Requirements

- 6a(i):** The detailed design of streets should conform to the principles set out in the Department for Transport's Manual for Streets and Manual for Streets 2, and should be generated through discussions with the Local Authority. The emphasis of these discussions will be first to establish agreed ambitions for urban quality, and then to work closely with the authority to establish how this can be achieved on a technical level in order to enable adoption. The authority intends to provide updated street design guidance in due course, which will help to inform these discussions.
- 6a(ii):** The basic street hierarchy is set out below. This provides a starting point for design discussion. It is anticipated that the general aspirations and parameters provided will be designed in detail according to the requirements of the character typologies.

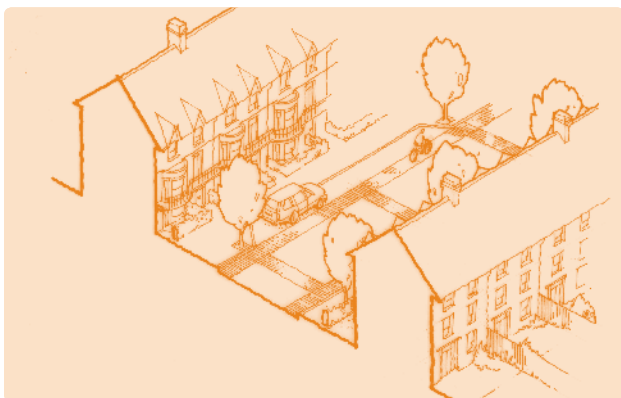
Figure 4.5: Transport and Movement



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DESIGN REQUIREMENTS	PRIMARY STREET	SECONDARY STREETS	TERTIARY STREETS	MEWS LANES	PEDESTRIAN AND CYCLE ROUTES
<b>General function</b>	To carry vehicles travelling through the development, to connect neighbourhoods and to give access and exposure to the neighbourhood centre	To make up the local network, giving access to and through residential neighbourhoods	Lower order routes giving access to dwellings, with no relevance to through movement	Access to rear garages and for very local movement	For recreational and functional purposes, and to allow movement around the SDL without the need to mix with vehicles
<b>Public Transport</b>	Main public transport route	Some secondary routes may be used for public transport	No	No	No
<b>Design criteria</b>	<p>Carriageways should be sufficient width to carry public transport.</p> <p>Cycle lanes should be incorporated into the street.</p> <p>Generous pedestrian footpaths should be created along both sides.</p> <p>Tree planting along both sides of the street should be achieved</p>	<p>Carriageways should be designed for a lower level of traffic movement. The emphasis should be on pedestrian comfort and safe cyclist movement. Street trees should line at least one side of the street, ideally both. Footpaths should be provided on both sides.</p>	<p>Can be designed as shared surfaces, with an informal layout giving equal priority to slow moving vehicles and pedestrians.</p> <p>Informal planting should reinforce the quiet relaxed character of the street</p>	<p>Narrow lanes, should be overlooked by some development. Shared surfaces and very informal landscape treatment. Security can be improved by the provision of resident controlled gates</p>	<p>Set within the landscape, but convenient to dwellings, and connecting to the centres. Routes should be sufficient width to avoid pedestrian and cyclist conflict</p>
<b>Frontage development</b>	Continuous throughout the built areas	Continuous throughout the built areas	Continuous	Partial	Partial
<b>On street parking</b>	In designated bays	In designated bays	Should be designed into the street layout	No	N/A
<b>Vehicle cross over</b>	Limited opportunities	Permissible	Permissible	N/A	No



Cross Section – Primary Streets



Cross Section – Secondary Streets



Cross Section – Tertiary Streets

**6a(iii):** There will be one primary street within the SDL, the northern relief road, initially connecting to Toutley Road. Beyond this an aspirational link is proposed to London Road close to the Coppid Beech roundabout. Potential developers will be expected to use best endeavours to assist the Council in achieving this, and should not prejudice its delivery. Sections of this route falling within the two neighbourhoods will be delivered simultaneously within each neighbourhood. Connections to Coppid Beech roundabout should also be integrated with the network of cycle lanes and pedestrian pathways, ensuring a good degree of accessibility for different users. An SDL-wide Infrastructure Delivery Plan must be submitted with any planning application. A clear strategy for delivering the connecting section between the neighbourhoods should be submitted to the Council prior to the commencement of the second neighbourhood. Parts of the route extending beyond the eastern neighbourhood will be delivered through any subsequent phases of development after 2026. The first phases of the route should be designed to ensure its natural extension at a future date. Consideration of other alternatives will only be given where these are supported by transport modelling.



Direct pedestrian crossings are provided as part of raised table at this junction in Ingress Park, Kent. A simple and consistent palette of quality materials is utilised.

- 6a(iv):** The street network should promote good connections with the existing community to ensure a good degree of integration. This includes pedestrian and cycle routes as well as vehicular streets.
- 6a(v)** Improvements to the existing network of local roads including the off-site network may be required to ensure nil-detriment within the network and make adequate provision for public transport access. This should be discussed with the local highways authority.
- 6a(vi):** Access to the town centre by sustainable modes should be encouraged.
- 6.a(vii):** An SDL-wide Infrastructure Delivery Plan must be submitted with any planning application.



Careful attention to detail produces a quality streetscape at Ingress Park, Kent which includes the use of street trees.



The consistent use of a family of street furniture, paving materials which incorporates existing tree planting establishes a quality environment at Accordia in Cambridge.



Simple high quality and robust materials should be used at public transport stops. This example in Wokingham town centre incorporates "real-time" information

**Design Principle 6b:** The landscape design of the street should be governed by a detailed street design strategy, which should be prepared by the developer in advance of the Reserved Matters stage as part of a design code or design statement.

### Requirements

- 6b(i):** Street trees are an essential component of the new development. A selected list of trees and shrubs should be prepared which identifies suitable species for each street type. Their scale, shape, robustness, attractiveness and ease of maintenance should be carefully considered. Similarly, shrubs which are compatible with the street type and character types should be identified within the strategy.
- 6b(ii):** A simple palette of materials for use across the movement network should be identified in discussion with the Council. Materials from this palette should be used to highlight the distinction between different streets within the established hierarchy. Materials should be selected with careful consideration being given to appearance, safety, suitability and fitness for purpose.
- 6b(iii):** Tree and shrub species and materials should be applied to public spaces also, in order to create a coherent public realm.
- 6b(iv):** The strategy should also make proposals for the specification of street furniture components including seating, litterbins, lamp stands, bus shelters, bollards and signage. These items should add to the overall identity, quality and character of the development, and should reinforce the Character Type objectives whilst avoiding 'clutter'.

**Design principle 6c:** The design of the SDL should facilitate easy and efficient use of public transport and to encourage longer journeys to be undertaken by this mode.

#### Requirements

- 6c(i): Early engagement with bus operators is essential to maximise the potential of the opportunity to establish sustainable travel patterns and behaviour from the early phases of the development particularly between the SDL and the town centre in order to better manage travel demand.
- 6c(ii): Emphasis should be given to passenger comfort, safety and convenience. Therefore bus stop location, lighting, information systems, shelter and proximity to active uses will be essential. High quality, lightweight, contemporary glazed canopies incorporating seating and real time information should be provided.

**Design principle 6d:** The SDL will include a new Ashridge Interchange to incorporate access to the A329(M) westbound, and access to the SDL from the westbound carriageway and/or will allow for future extensions of the Northern Relief Road to Coppid Beech Roundabout in order to better disperse traffic movements (including those generated by the development) within North Wokingham and the town centre.

#### Requirements

- 6d(i):** The Ashridge Interchange will be accessed northwards from the proposed primary street. Its timing and delivery will be agreed through detailed discussions between the Borough Council. Coppid Beech will be accessed via the eastern extension of the primary street (Northern Relief Road).



## 7. Phasing

The Core Strategy requires:

- A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and education within the early years of the scheme; and
- A phasing strategy that ensures easy access to Wokingham town centre through the entire delivery of the development.

The following principles should be adhered to:

**Design principle 7a:** The development should be sequenced in a manner which sees the introduction of essential services and facilities delivered earlier on in the development of the SDL in order to begin to establish local community.

### Requirements

**7a(i):** An indicative phasing strategy will be included in any Outline planning application and overarching infrastructure planning application or another relevant mechanism such as an overarching Infrastructure Delivery Plan. A detailed phasing strategy will be prepared in advance of any Reserved Matters applications which clearly set out the timing of:

- *landscape and green infrastructure, including drainage, sports facilities and play areas;*
- *the provision of services and facilities, including education, and any incremental growth of these facilities as the development advances;*

- *the programme and approach to developing the two neighbourhoods, including the timing of the neighbourhood centre and enhancements to existing local centres; and*
- *the sequencing of the movement infrastructure and the provision of public transport infrastructure.*

**7a(ii):** The phasing and delivery of the scheme should accord with the requirements of the Infrastructure SPD prepared by the Borough Council.

Further details of the phasing strategy and sequencing of development and infrastructure is contained in Section 6 'Delivery'. Design Principle 4d: Residential uses will be included in the neighbourhood centres and are seen as essential for their vibrancy, safety and appeal.

## Section 5: Climate Change and Sustainability

### 5.1 Introduction

**5.1.1** Delivering sustainable development in the Borough is a key objective of the Core Strategy and Policy CP1 sets out key sustainability principles for development proposals. The North Wokingham SDL provides a significant opportunity to design in measures to mitigate and deal with the effects of climate change and to deliver innovative and integrated sustainable solutions.

**5.1.2** The Borough wide Sustainable Design and Construction SPD sets out more detailed guidance for proposals which should be taken into account as part of the planning application process. A Sustainability Report, including an Energy Statement, should inform and be submitted with the Outline planning application.

**5.1.3** Paragraph 4.13 of the Core Strategy states that Policy CP1 (Sustainable Development) will be delivered through a variety of different options including a Sustainable Design and Construction SPD. The main purpose of that SPD is to provide guidance on the measures and opportunities available to developers and householders to integrate sustainability into the development. It will help developers to think through the impacts and will offer real, alternative sustainable solutions. It will provide clear and accessible information that can steer choices towards sustainable development and will also include a Sustainability Checklist. It will provide guidance for the SDLs but it will also be applicable to all planning applications within the Borough.

### 5.2 SDL-wide Sustainable Urban Design

#### Land use and travel

**5.2.1** The SDL will be a sustainable development which provides for local needs and contains a mix of jobs, services and homes to reduce travel. The overall development concept for North Wokingham should create accessible neighbourhoods in which all homes are within approximately 5-10 minutes walking distance of a new or existing Neighbourhood Centre. Neighbourhood Centres should be co-located with schools and public transport hubs to reduce the need to travel.

- 5.2.2 The developers will be required to create a clear network of safe and attractive pedestrian and cycle routes within, and linking beyond, the red line boundary to encourage sustainable travel.

#### Layout and orientation

- 5.2.3 Detailed layouts should, where possible:
- *position buildings to avoid overshadowing of southern elevations and maximise use of natural daylight; and*
  - *use landscape to reduce effects of wind and to reduce solar gain during summer months.*

#### Surface water

- 5.2.4 Surface water drainage arrangements for North Wokingham SDL should ensure volumes and peak flow rates of surface water leaving the SDL are no greater than the rates prior to the proposed development. In this regard, developers will be expected to make contributions to the construction and maintenance of Sustainable Drainage Systems (SUDS) and other agreed measures in accordance with Environment Agency advice. Regard will also need to be given to the Flood and Water Management Bill 2010 in regards to SUDs. Attention should be given to the existing network of watercourses and drainage ditches on the North Wokingham SDL as part of the overall flood attenuation and open space strategy.

## Section D: Delivery

*This section of the SPD sets out guidance for applicants regarding the application process, to help deliver design excellence, strategic phasing principles and the future management of the North Wokingham SDL.*

*Approaches from applications should be made to the Council's dedicated SDL teams within the Development Management Section, to ensure consistency and coordination.*

### 6.1 Outline planning applications

6.1.1 In accordance with Policy CP4 of the Core Strategy the Local Planning Authority will assess the infrastructure requirements of all new development proposals. To ensure the delivery of all the infrastructure requirements laid down in Policies CP18–21 and Appendix 7 of the Core Strategy the Council seeks either an overarching infrastructure planning application or another relevant mechanism such as an overarching Infrastructure Delivery Plan. If there is not an overarching application the Council will expect planning applications to be accompanied by an Infrastructure Delivery Plan for the whole SDL and for Section 106 agreements to reflect this approach. This is in order to deliver the infrastructure requirements laid down in the Core Strategy including Policies CP18–21 and Appendix 7 of the Core Strategy and reflects

Paragraphs A7.13, A7.28, A7.41 and A7.53 of Appendix 7 of the Core Strategy. This infrastructure will include highways, transport, community buildings, schools, open space and SANG. The Local Planning Authority will seek a programme of consents for the infrastructure outlined in Policies CP18–21 and Appendix 7 of the Core Strategy to ensure it is deliverable in accordance with the agreed phasing strategy for the delivery of development of the SDL as a whole.

6.1.2 The Infrastructure Delivery Plan should address SDL-wide needs including the location, capacity and phasing of common infrastructure including primary routes, utilities, strategic flood prevention and protection measures. Also, school sites, strategic public open space, SANG, sports and community buildings and neighbourhood centres should be included.

- 6.1.3** A single, overarching Masterplan for the entire SDL is required. This should include, as a minimum, the intended disposition of land uses, the primary highway access, and green infrastructure including strategic, formal and informal open space, play area and sports provision, the retention of existing site features, development density and building heights.
- 6.1.4** Any piecemeal planning applications will need to demonstrate how they will provide the infrastructure requirements laid down in the Core Strategy.
- 6.1.5** Pre-application discussions are expected and encouragement will be given to a Planning Performance Agreement to establish an agreed timetable, key milestones and information requirements.
- 6.1.6** It is likely that any planning application will need to be supported by an Environmental Impact Assessment as required by EEC Directive 85/337/EEC, as amended by EC Directive 97/11/EC; and in accordance with the Environmental Impact Assessment Regulations. A Scoping Opinion, in accordance with Regulation 10, should be sought from WBC in advance of undertaking the EIA. In addition, sufficient information should be provided for the Authority to undertake a Habitats Regulations Appropriate Assessment as required by EU Directive 92/43/EEC (in respect of the Thames Basin Heaths Special Protection Area) unless Suitable Alternative Natural Greenspace (SANG) has been included in the development proposal such that this avoids an effect on the SPA. In that case, the Competent Authority will be in a position to conclude that an Appropriate Assessment would not be required.
- 6.1.7** A flood risk assessment (FRA) will be required. This will be prepared in discussion with the Environment Agency, and will inform an overarching plan for water management that should form part of the overarching infrastructure delivery plan. This should provide a strategy for drainage, flood protection and prevention, flood water attenuation, strategic surface water drainage and any other relevant issues identified by the SFRA.
- 6.1.8** An overarching utilities plan should also form part of the overarching infrastructure delivery plan. This should set out the strategy for the installation and delivery of services including electricity, gas, water supply, waste/foul water and information technology.



### 6.2 Ensuring Design Excellence

6.2.1 This SPD is one mechanism for controlling the quality of the design within a hierarchy of policies, guidance and application stages, as is illustrated opposite.

Policy and Guidance	Wokingham Core Strategy including Concept Statement. Infrastructure Delivery and Contributions SPD
Outline Planning	Outline planning application submitted. Approved documents including Parameter Plans, Description of Development and Environmental Statement. Supporting Information including illustrative layout and Design and Access Statement. Design review process and Building for Life Assessment. Outline Planning permission with conditions, including requirement for Design Code/s, and Development Briefs.
Design Evolution	Preparation and approval of Design Code/s for key areas of the SDL or each phase.
Reserved Matters	Reserved Matters Applications. Reserved Matters Approvals with conditions.
Development	Construction, monitoring and management

### **Design and Access Statements, Parameter Plans and Illustrative Layouts**

**6.2.2** Design and Access Statements are required under the 2004 Act. Regard should be had to the requirements of the Regulations and Circular 01/2006. The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with the CS, other Wokingham guidance, best practice and this SPD. Wokingham Borough Council has produced a check list of matters to be considered in a Design and Access Statement for Outline and Full Planning Applications.

**6.2.3** The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Design Codes and Reserved Matters applications. Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance. If the applicants are not the developer, the applicants will be expected to set out what steps will be taken to ensure that these high standards are carried forward by subsequent developers to completions and maintenance.

**6.2.4** It is also a requirement of the 2004 Act for Outline Applications to include, as a minimum: details of uses proposed in different areas of the SDL; the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and, indicative access points.

**6.2.5** Given the scale of the SDL, it would be appropriate to develop illustrative layouts which demonstrate how the design objectives can be delivered and articulated across the SDL. It would also be appropriate to include typologies depicting typical blocks, streets and open spaces. The information should be in accordance with the principles of this SPD.

### Design Review

- 6.2.6** Design review panels provide an independent service in which peers can comment on major development schemes. It is desirable that proposals for the North Wokingham SDL will be reviewed by the anticipated local design review panel or other appropriate design review panel. This should take place at an early stage of pre-application discussions in order to allow for the recommendations of the review panel to be taken into account in preparing the proposals.

### Building for Life Assessment

- 6.2.7** Building for Life (BfL) assessments score the design quality of planned or completed developments. BfL was introduced by CABE to provide a tool for Local Authorities and developers to achieve greater design consistency and is based upon design 20 criteria ([www.buildingforlife.org](http://www.buildingforlife.org)).
- 6.2.8** In preparing a Design and Access Statement for the SDL, the 20 BfL criteria should be considered. WBC will also undertake a formal BfL assessment of major planning applications for the SDL.

### Design Codes

- 6.2.9** It will be necessary for strategic Design Codes to be submitted and approved following Outline stage and prior to submission of Reserved Matters and Reserved Matters will need to be in accordance with the approved Design Codes. A Design Code sets out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD and subsequent approved Design and Access Statements. Design Codes will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage.

**6.2.10** Design Codes should be prepared in partnership between the developers, Local Planning Authority, service providers and other stakeholders. The Design Codes should prescribe the design of:

- *primary, secondary and tertiary streets;*
- *edges, gateways and corners;*
- *community buildings and facilities;*
- *sports facilities (indoor and outdoor)*
- *public spaces;*
- *block sizes;*
- *built form; character and materials;*
- *appropriate parking solutions;*
- *building heights and set backs;*
- *tree and shrub species to be used; and*
- *hard and soft landscape materials.*

**6.2.11** Greater flexibility should be applied to building style within the guiding principles of ensuring distinctiveness, character and high quality.

## **6.3 Conditions and Planning Obligations**

### **Planning Conditions**

**6.3.1** This SPD refers to various matters which may be controlled via planning conditions. As part of the planning application process draft planning conditions will be prepared by WBC for discussions with the applicants. Conditions should be in accordance with the advice contained in Circular 11/95 or replacement advice and should be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.

**6.3.2** Due to the scale of development the potential impact of the resultant construction traffic and other construction impacts should be carefully considered in terms of protecting the amenities of existing residents.

### Planning Obligations

**6.3.3** A legal agreement under section 106 of the Town and Country Planning Act (as amended) will be negotiated between WBC and applicants prior to the granting of planning permission to ensure appropriate delivery of key infrastructure and facilities and long-term management of infrastructure and public spaces. Section 106 agreements will be negotiated in accordance with Circular 05/2005. Draft Heads of Terms should be submitted with an Outline planning application to inform negotiations.

**6.3.4** The Infrastructure Delivery and Contributions SPD sets out that planning contribution may take the following forms:

- *the direct provision of essential, relevant and necessary infrastructure both on and off the SDL;*

- *the provision of land for a specific community/specialist use as agreed between the developer and the Council;*
- *commuted payments in lieu of provision of infrastructure normally derived through standard formulae which may be pooled; and/or*
- *monetary contributions towards Strategic and off SDL Community Infrastructure normally derived through standard charges and or formulae which may be pooled with an allowance being made for situations where strategic infrastructure is provided as part of the development.*

**6.3.5** Other Section 106 contributions might be imposed in order to prescribe the nature of development or use of land. WBC will ensure that development is not double charged in respect of the same obligation.

**6.3.6** The Planning Act (2008) provides for Local Authorities to apply a Community Infrastructure Levy (CIL) to development proposals to support infrastructure delivery in an area, in accordance with the 2010 CIL Regulations. However it is envisaged that the Policies and provisions of the Core Strategy and this SPD and the Infrastructure Delivery and Contributions SPD for the Strategic Development Locations could be readily incorporated into a future CIL if this is the mechanism chosen by the Local Planning Authority.



## 6.4 Strategic Phasing

6.4.1 The Wokingham Borough Housing Trajectory identifies a build-out period of 15 years or more to deliver the North Wokingham SDL. Infrastructure and development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established. Regard should be given to the phasing indicated in the Infrastructure Delivery and Contributions SPD. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted.

6.4.2 The phasing plans submitted with planning applications will be expected to be in accordance with the following principles:

- *Establish key public transport infrastructure and routes, especially the necessary part of the Northern Relief Road and Ashridge Interchange, at the early phase;*
- *Concentrate residential development on land off Plough Lane with planning permission or allocation, and land at Kentwood (extension to Kentwood) in the first instance, but with sufficient infrastructure is provided for the whole SDL to be developed;*
- *Ensure a Neighbourhood Centre and primary school is delivered early on in the first development phase;*
- *Include requisite green infrastructure in addition to the SANG;*

- *Each development phase should contribute to the wider infrastructure costs to ensure it can be delivered and later phases remain viable; and*
- *Develop outwards from existing neighbourhoods and avoid disconnected and isolated pockets of residential development.*

6.4.3 The Local Planning Authority will seek an overarching infrastructure planning application or Infrastructure Delivery Plan to demonstrate how each SDL will deliver the infrastructure requirements laid down in the Infrastructure Delivery SPD and Policies CP18-21 and Appendix 7 of the Core Strategy.

### Sequencing of phases

- 6.4.4 The following outlines the sequence of development and infrastructure requirements in the first phase, estimated to be 2011-2016, and subsequent phases, 2017 onwards. This sequencing should be read in conjunction with the Infrastructure Delivery SPD for the SDLs and the estimated dwelling completion is based on the latest Housing Trajectory.

- 6.4.5 The Infrastructure Delivery Supplementary Planning Document (SPD) sets out the infrastructure requirements for North Wokingham SDL in more detail and this delivery section should be read in conjunction with that document. Build out rates will be influenced by prevailing market conditions and are difficult to predict over a 15 year timeframe but the phasing principles and sequencing should be adhered to. Strategic phasing principles and guidance contained in this SPD are intended to provide clear guidance but detailed phasing of development should be submitted with Outline planning applications.

## 6.5 Management and Maintenance

- 6.5.1 Long-term management and maintenance arrangements should be considered early in the application process.

### Highways drainage & open space

- 6.5.2 Wokingham Borough Council has a maintenance responsibility for the adoption of new public highways associated with development. Commuted sums will apply to all non-standard solutions that will cost more to maintain than a standard solution. Commuted sums are a capital payment towards the future maintenance and this money should be ring-fenced for such purposes.
- 6.5.3 Contributions will be expected for the construction of Sustainable Urban Drainage Systems (SUDS) and their on-going maintenance.

**6.5.4** The successful maintenance of public open space, SANG and green infrastructure is as important as the design and creation of the spaces and landscape. It is therefore essential that measures are put into place to ensure the long-term effective management and retention of these uses; the Council will expect developers to engage in discussions about the management of public open space either by a management company or community development trust, or by the Borough or Parish Council where it might be appropriate for these public organisations to adopt the land; this is likely to apply to the ongoing stewardship and management of SANG for instance.

### Community Infrastructure

**6.5.5** The applicants will be encouraged to discuss the provision of community infrastructure with the Council's Development Management Team in the first instance, and thereafter agree with the service provider the detailed requirements in the right location to ensure the general public have the best access to the community facilities. In this regard a key design principle is that the Neighbourhood Centre is the focus of community uses. The Neighbourhood Centre and multi use community centre, which should form a 'community hub', should be managed either by a management company underwritten by the developer or other such arrangements appropriate for the community they serve. Ownership, management and maintenance of the community centre to be in line with the legal agreement or agreed adoption strategy.

### Delivery Board

**6.5.6** As part of the management of the delivery of the North Wokingham SDL, the Borough Council has set up a Delivery Board Structure and will implement measures for continuing community engagement including the Parish and Town Council for the life of the project. The current members of the Consortia have set up a corresponding structure as a primary point of liaison between the respective parties with the principal aim of taking forward the guidance in this document into detailed design and planning applications. The Council will encourage all developers throughout the lifetime of the project, including the current members of the Consortia in each SDL, to work together and with local people, both within the existing and emerging communities, to ensure the delivery of high quality development and the infrastructure requirements of the Adopted Core Strategy in a timely manner.

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Wokingham Borough Council  
Civic Offices  
Shute End  
Wokingham  
Berkshire  
RG40 1BN

tel: (0118) 974 6000  
fax: (0118) 978 9078  
minicom: (0118) 974 6991  
email: [wokinghambc@wokingham.gov.uk](mailto:wokinghambc@wokingham.gov.uk)

[www.wokingham.gov.uk](http://www.wokingham.gov.uk)

David Lock Associates  
50 North Thirteenth Street  
Central Milton Keynes  
Buckinghamshire  
MK9 3BP

tel: (01908) 666276  
fax: (01908) 605747  
email: [mail@davidlock.com](mailto:mail@davidlock.com)

[www.davidlock.com](http://www.davidlock.com)



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David Lock Associates  
Town Planning and Urban Design

