

SOUTH WOKINGHAM STRATEGIC DEVELOPMENT LOCATION

SUPPLEMENTARY PLANNING DOCUMENT

MAY 2011



WOKINGHAM
BOROUGH COUNCIL

Foreword

Our approved Core Strategy 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 Masterplans 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 (SDL). These are Arborfield Garrison, South of the M4, North and South Wokingham. Separate masterplans 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). The Infrastructure Delivery SPD evolved from work undertaken in preparing the Core Strategy and is aimed at delivering a viable infrastructure rich solution to support the new developments. The key message is that we expect a high level of new infrastructure of the highest possible design quality.

This document has been subject of extensive public consultation which is summarised in the statement of consultation. This document was originally adopted by the council back in October 2010

Since we adopted this document much further work has continued to include a Sustainable Environmental Appraisal (SEA). So, we are consulting on this document with its SEA. Otherwise, the document is effectively unchanged other than to incorporate an agreed more detailed explanation of one area to show that development will not be immediately adjacent to an existing tree line behind existing houses.

As our suite of planning policies are forming, we are increasingly concentrating on good design and attention to the character of areas where we are encouraging further development. We will continue to challenge developers to not only meet but exceed current design standards.

As we said before adopting this SPD last year, 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. We 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 new and current residents.

I confirm that these Masterplans and other policies will provide the framework for developers to submit planning applications. These applications will be tested against this guidance and those found wanting will be re-negotiated in order to find the right solution. If we fail to agree fully satisfactory proposals, then they are likely to be refused by the Borough Council's Planning Committee.

In summary, this guidance aims at enabling infrastructure rich, high quality design solutions for our SDLs which I believe we will, in due course be proud of. Your comments and suggestions are still being actively sought and will be carefully considered before this document is re-adopted.

*Councillor Angus Ross.
Executive Member for Strategic Highways and
Planning. Wokingham Borough Council.*

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Section 1: Introduction



South Wokingham is a major opportunity to deliver an infrastructure rich and high quality urban extension to Wokingham town. The location is identified in Wokingham Borough Core Strategy as being capable of accommodating 2,500 new homes with associated transport, green and community infrastructure. The existing character of the landscape should be dominant in creating an appropriate context for development, especially a sensitive relationship between town and country.

1.1 Background

- 1.1.1 Regard has also been taken to the revocation of the Regional Spatial Strategy (The South East Plan) by the Secretary of State in July 2010. Notwithstanding the 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 South Wokingham SDL lies to the south of Wokingham Town and comprises largely agricultural land either side of the Wokingham-London railway line.

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 on masterplanning, design quality and infrastructure requirements. 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 Outline applications accompanied by an 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 Wokingham Core Strategy (WCS), in particular Policy CP21 and the South Wokingham Concept Statement contained in Appendix 7. It should be read in conjunction with the WCS, including the Wokingham Local Plan saved policies, and the Infrastructure Contributions and Delivery SPD for the SDLs.

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, 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). This SPD was subject to a formal 6-week consultation in accordance with Regulation 18 Town and Country Planning (Local Development) (England) (Amendment) 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 their area or the planning of its development, which includes the purposes for which land is used in the area. The Council has decided to produce new SPDs that will undergo a six week consultation period.

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 2011 - New Draft SPDs and consultation for all four SDLs and the Infrastructure Delivery and Contribution SPD.**

1.2.7 The SPD is accompanied by a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA), which is also subject to consultation. The 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 subparagraph (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 has considered whether the Masterplan SPDs are likely to require an SA/SEA as the SPDs are required in the form of development briefs and masterplans 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 Masterplan SPDs, the Council has produced a Draft SA/SEA, which details the likely significant effects on the environment of implementing the Masterplan SPDs and the reasonable alternatives considered, taking into account the objectives of the Masterplan SPDs.

1.2.10 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 starting point for masterplanning 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 3;
- 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); and
- The Manual for Streets (DfT); and
- The Manual for Streets 2 (DfT).

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;
- **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.

1.3.6 The remainder of this SPD covers the following:

- **Location, Context and Policy (Section 2):** A summary of the location, characteristics, planning policy framework and consultation events.
- **Vision and objectives for South Wokingham (Section 3):** A summary of the overall concept and the 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 South Wokingham SDL is intended as an urban extension to the South of Wokingham, on land at Buckhurst Farm (south of London Road A329 and north of the London to Wokingham railway line) and land extending between the Borough boundary with Bracknell Forest in the east and Finchampstead Road (A329) in the West. Land at Knoll Farm and Wood's Farm has also been promoted for development through the Strategic Housing Land Availability Assessment (SHLAA) process.

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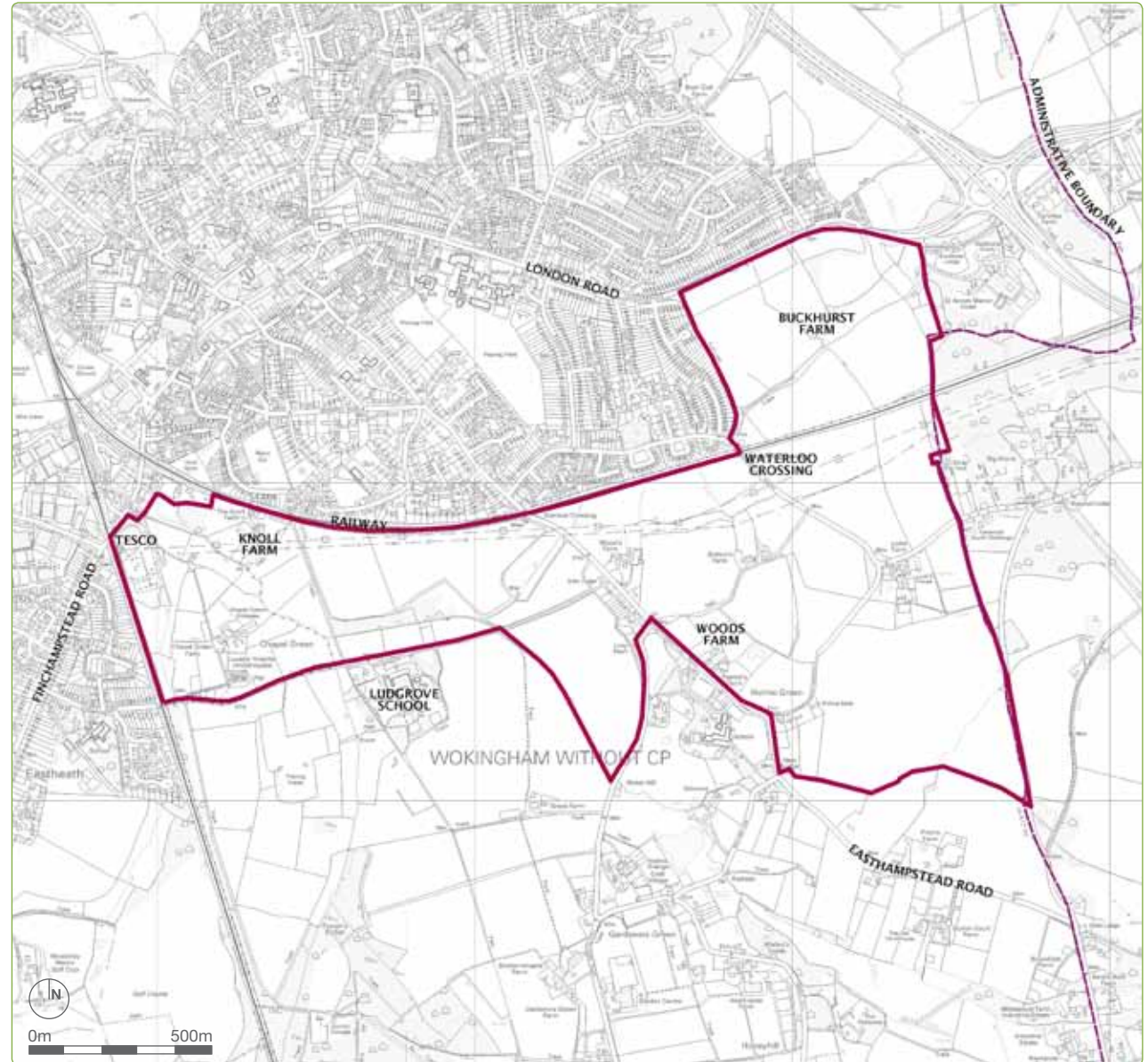


Figure 2.1: Strategic Development Location Boundary

2.2 Constraints and opportunities

2.2.1 Figure 2.2 illustrates the main physical constraints affecting the SDL. The following key constraints have been identified:

- There are areas subject to flood risk within the SDL which are precluded from development but can be interwoven into the green infrastructure strategy for the SDL. There is also a WBC-owned balancing pond within the SDL which needs to be considered as part of the open space strategy, although it cannot be included as part of the development nor used in conjunction with the drainage strategy for the development.

- Existing landscape features of value, including mature woodlands and hedgerows, need to be given careful thought on how they can not only be retained but can provide a clear green structure to the development. In particular, in the south of the SDL the development proposals should seek to provide visible boundaries and a clear transition between town and country.
- Overhead power lines run east west through the SDL south of the railway line. They should be fully under-grounded.
- There is a Grade I Listed Building in the SDL (at the former Lucas Hospital) as well as, archaeological sites and other buildings (at Wood's Farm, Ludgrove School and Lock's House). Development in these areas will need to be sensitive to the context and setting of the sites and buildings.

The main access concerns include:

- severance caused by the railway line running through SDL, limiting access points for pedestrians and cyclists from south of railway to Wokingham Town Centre;
- the inability of existing level crossings at Waterloo Road and Easthampstead Road to cope with traffic numbers, and also the Network Rail long-term objective to close the level crossings;
- the possible impact and practicality of a junction onto London Road in the light of existing traffic flows and residential neighbourhoods to the north of London Road; and
- the need to improve and enlarge the railway bridge to access Finchampstead Road.

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2.2.3 The Wokingham to London railway line running through the SDL severs the land to the south from Wokingham town, with limited crossing points. Careful attention will also have to be given to the potential effects of noise and vibration on properties close to the line, and the Reading to Guildford line at the western edge.

2.3 Planning Policy Framework

A Supportive Development Plan

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

2.3.2 Policy CP4 states that planning permission will not be granted unless appropriate infrastructure is agreed for major development. Policy CP21 sets out key requirements for the development of South Wokingham, in summary

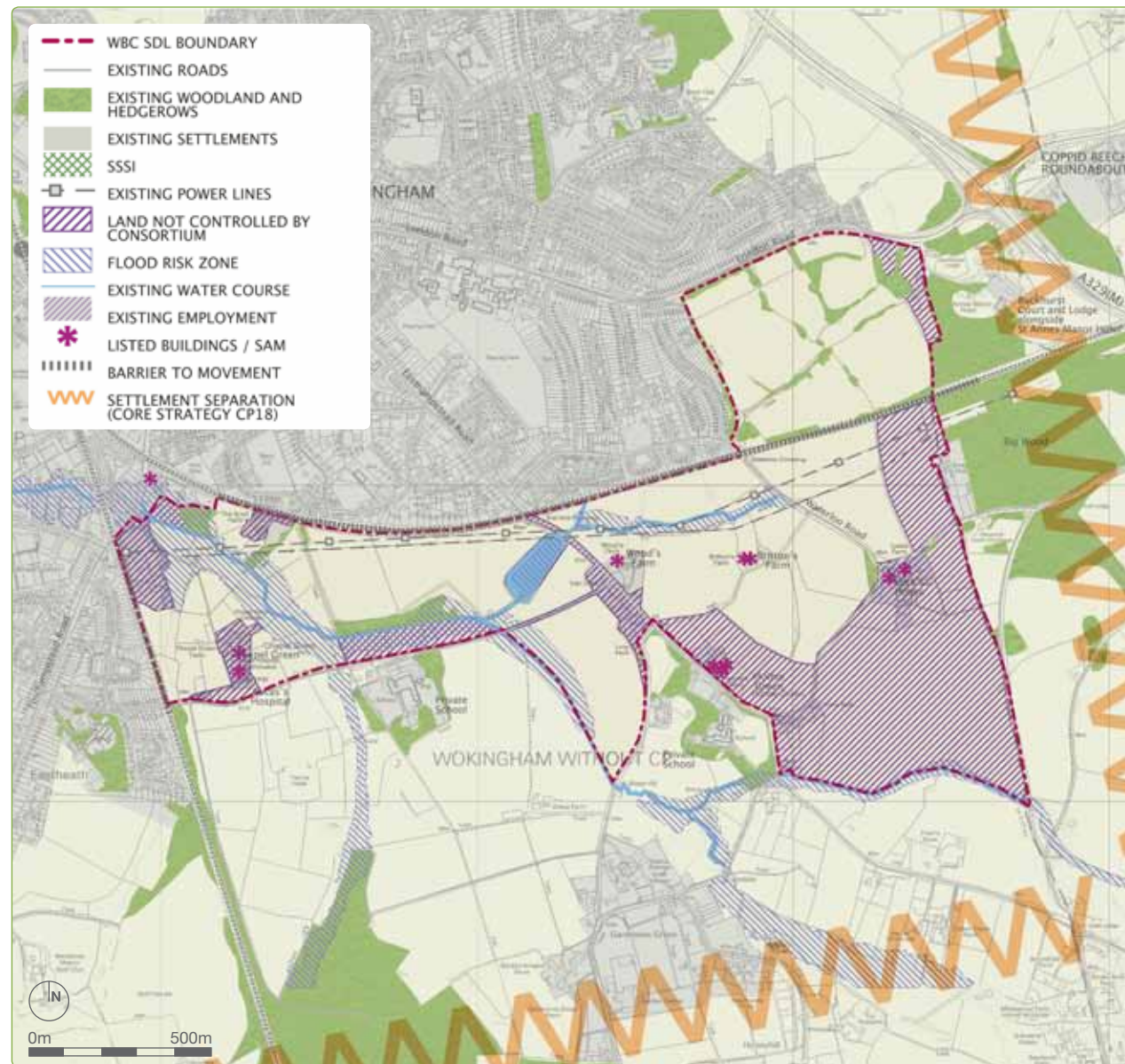


Figure 2.2: Constraints Plan

- phased delivery of 2,500 dwellings including 35% affordable housing (as supported by Policy CP5 of WCS);
- appropriate retail facilities;
- social and physical infrastructure, including two new primary schools;
- measures to maintain separation from Binfield/Bracknell, Crowthorne/Pinewood and Finchampstead North;
- necessary measures to mitigate the impact upon Thames Basin Heath Special Protection Area (as supported by Policy CP8 of WCS);
- improvements to transport capacity along A321 and A329 including South Wokingham relief road;
- measures to protect and enhance pedestrian access to the countryside from Wokingham town centre;

- 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.

2.3.3 In terms of key infrastructure requirements, the supporting text identifies the need for retail facilities within the SDL and/or the upgrade of Rances Lane shops to a Local centre. In addition, two 2-form entry primary schools are required. Importantly, the SDL requires a new strategic road link, now known as the Southern Distributor Road (SDR), to connect from London Road in the east to Finchampstead Road (A329) in the west. The detailed requirements are set out in Appendix 7 of the Core Strategy.

2.3.4 A Concept Statement for South Wokingham is appended as part of the WCS and, along with other policies of the WCS, 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:

- defining the southern extent of the SDL according to the landscape setting and notable buildings;
- managing the transition between town and country, including ensuring there is good access to the open countryside and views of both town and countryside are created;

- creating a continuous network of open space including SANG, and which also takes advantage of Emm Brook and flood mitigation;
- creating a continuous vehicle link through the SDL from London Road/Coppid Beech roundabout and Finchampstead Road, acting as a bus corridor, a key public street and relieve pressure on the town centre;
- allowing for access to the A329 and potential Park and Ride facilities at Coppid Beech roundabout;
- safeguarding of land at a proposed railway bridge crossing for a future rail halt; and
- providing a new public transport interchange, Neighbourhood Centres and two new primary schools.

2.3.5 Policy CP21 of the adopted Core Strategy emphasises the importance of maintaining separation of Wokingham from Binfield/Bracknell, Crowthorne/Pinewood (Crowthorne) and Finchampstead North settlements which is illustrated by the Core Strategy's Key Diagram below. 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 maintain them and this reflects the Community Strategy and Audit Report. As such the SPD should include measures that maintain the separation from Binfield/Bracknell, Crowthorne/Pinewood (Crowthorne) and Finchampstead North.

2.3.6 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 allocated sites within 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 Masterplan SPDs.

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.

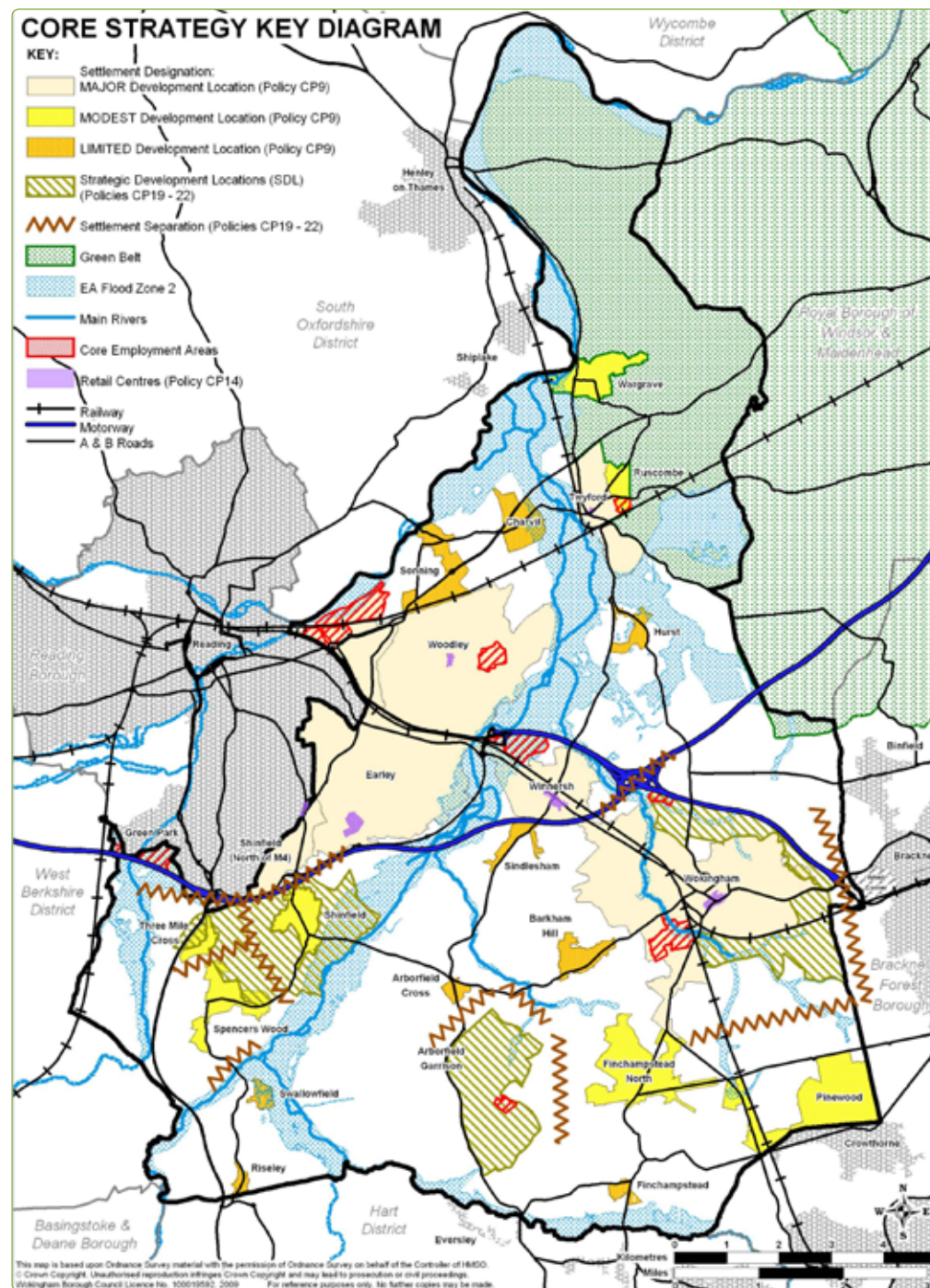


Figure 2.3: Core Strategy Key Diagram

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 Document

- 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.

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

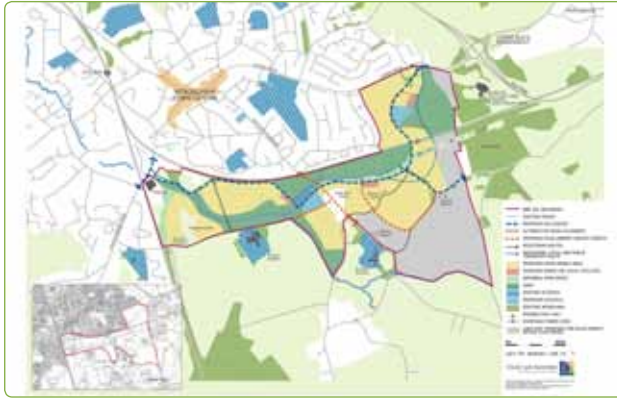
2.4.5 The afternoon session involved a site planning exercise in which tiles could be plotted on a map showing locational preferences for development on the SDL. The results of the exercise are recorded in the SCV.

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:

- the need to ensure infrastructure is put in at the right time and avoid residential development taking place before the SDR;
- the need to take into account effects on the town centre, including Station Road;

- concern over the potential for flood risk in the SDL and the effect of the bridgeworks on flooding;
- queries over what is the natural boundary of the SDL and concern about whether further development beyond the 2,500 homes, might occur at a later stage; and
- an emphasis should be placed on family housing.



Option 1: Compact Development Pattern with Northern SANG.



Option 2: Compact Development Pattern with Southern SANG.



Option 3: Comprehensive Approach.

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; different components from each were taken forward to the preferred option. The main boards were displayed at WBC offices and brochures 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:

- general support for the green corridor along Emm Brook and Green Space, including SANG to define the extent of the SDL;
- a divergence of views about whether Waterloo Road level crossing should be closed, with some concerned it would put too much pressure on Star Lane level crossing but others recognising the benefits of its closure would have in preventing a 'cut through' route for cars;
- support for the inclusion of appropriately scaled Neighbourhood Centres, primary schools and other community infrastructure;
- general support for the safeguarding of land for a rail halt and the inclusion of a bridge crossing over the railway line;
- support for the delivery of necessary infrastructure, including the (SDR), at an early stage, the need to understand the pattern of vehicle movements onwards to the M4 and A329 (M) and careful consideration of the junctions at Finchampstead Road and at London Road; and
- emphasis on public transport, cycling and walking routes should be paramount.

Statutory Consultation

- 2.4.8 As part of an iterative masterplanning approach, feedback from the workshops and exhibition event was 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 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 Masterplan 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 masterplans have been 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 conditions.

- Location of proposed housing, community facilities and SANG's in the SDLs. The original masterplans were constructed by balancing the professional, technical and stakeholder inputs collated through the masterplanning exercise and the consultation comments have been carefully reassessed. 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 masterplans themselves and detailed landscape and masterplanning work was undertaken to ensure an appropriate solution was found. This relates to the Shinfield/Spencer's Wood 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 and the SDLs are deliverable. 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. flooding 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 express 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 of North Wokingham has confirmed this is the case, based upon the Council's preferred transport option modelling work is ongoing. Residents wanted specific details of road alignments, routes or junction details. This was particularly the case in North Wokingham in relation to the Northern Distributor Road/Ashridge Interchange issue which has been subject to further modelling

as recommended by the EiP Inspector and in Arborfield particularly in relation to the by-pass and Park Lane. To a lesser extent this was also true of the South Wokingham Relief Road and the Eastern Shinfield 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;

- 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 the 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 The four Strategic Development Location SPDs and the Infrastructure Delivery 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 masterplans or to graphics embodied within the documents. Where appropriate illustrative material has also been amended in order to provide additional clarity.

2.4.11 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 have been summarised and are referred to within the Statement of Consultation.

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

2.4.12 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 the 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.

Section 3:

Vision and Development Concept

3.1 Vision for South Wokingham and development concept

3.1.1 The South Wokingham SDL offers a unique opportunity to create one of the highest quality living environments in the Borough. Close to town centre amenities and transport links, with the open countryside on its doorstep and the potential excellent public transport connections in the future, it already has many of the credentials for a sustainable and attractive urban extension.

Responding to the SDL site

3.1.2 However, it has to be recognised that the development of the SDL will present some significant challenges:

- Mediating between the built-up area and the open countryside through the careful management of densities and built form, and the character of open space;
- Maintaining key views both in and out, between the development and the open countryside;
- Ensuring that the proposed developments respond sensitively to the existing settlements;
- Protecting areas of mature woodland and hedgerows;

- Ensuring the constraints imposed by the railway and overhead power lines are appropriately resolved;
- Managing the relationship between built development and the proposed SDR; and
- Providing certainty about flood attenuation and the ongoing management of water bodies on site, such as the Emm Brook.

3.1.3 The development proposals for the SDL should address all of these factors and demonstrate how the ongoing design and management of the SDL will ensure continued attention to delivering a high quality outcome. 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.

A Sustainable Scheme

- 3.1.4 In addition to demonstrating a sensitive approach to the SDL through the 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.
- 3.1.5 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.

- 3.1.6 New buildings at South Wokingham will demonstrate the use of sustainable building techniques to ensure high levels of energy efficiency. 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.

A High Quality Living Environment

- 3.1.7 The masterplanning process should take account of the residential qualities which make Wokingham one of the most desirable places to live in England. Housing choice, extensive planting, good and consistent use of a limited palette of materials, private gardens and safe and attractive streets all contribute to the town's popularity. The design of new residential areas should endeavour to replicate these qualities. A wide range of housing types, sizes and tenures should be made available to ensure housing choice and inclusivity for the widest possible group of residents.
- 3.1.8 This should be a place in which access to open space, play and sports facilities will be very important. 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 to the countryside for cyclists and pedestrians.

3.1.9 Local needs of its residents should be catered for through provision of a mix of services which are easily and safely accessible on foot, bicycle or by public transport. Higher order needs and employment opportunities 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.

3.2 Development components for the Masterplan

3.2.1 The following development components should be evident in the 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 Green space (SANG). Natural features and groups of trees and hedgerows should be incorporated, and the framework should integrate seamlessly with the rural surrounds at the edges of the SDL. Provision for sports, play and recreation is to be a priority.
- Residential areas located and designed in response to the character of the SDL, and with the principles of walkable neighbourhoods in mind, to provide an appropriate mix of housing to suit the needs of the whole community.

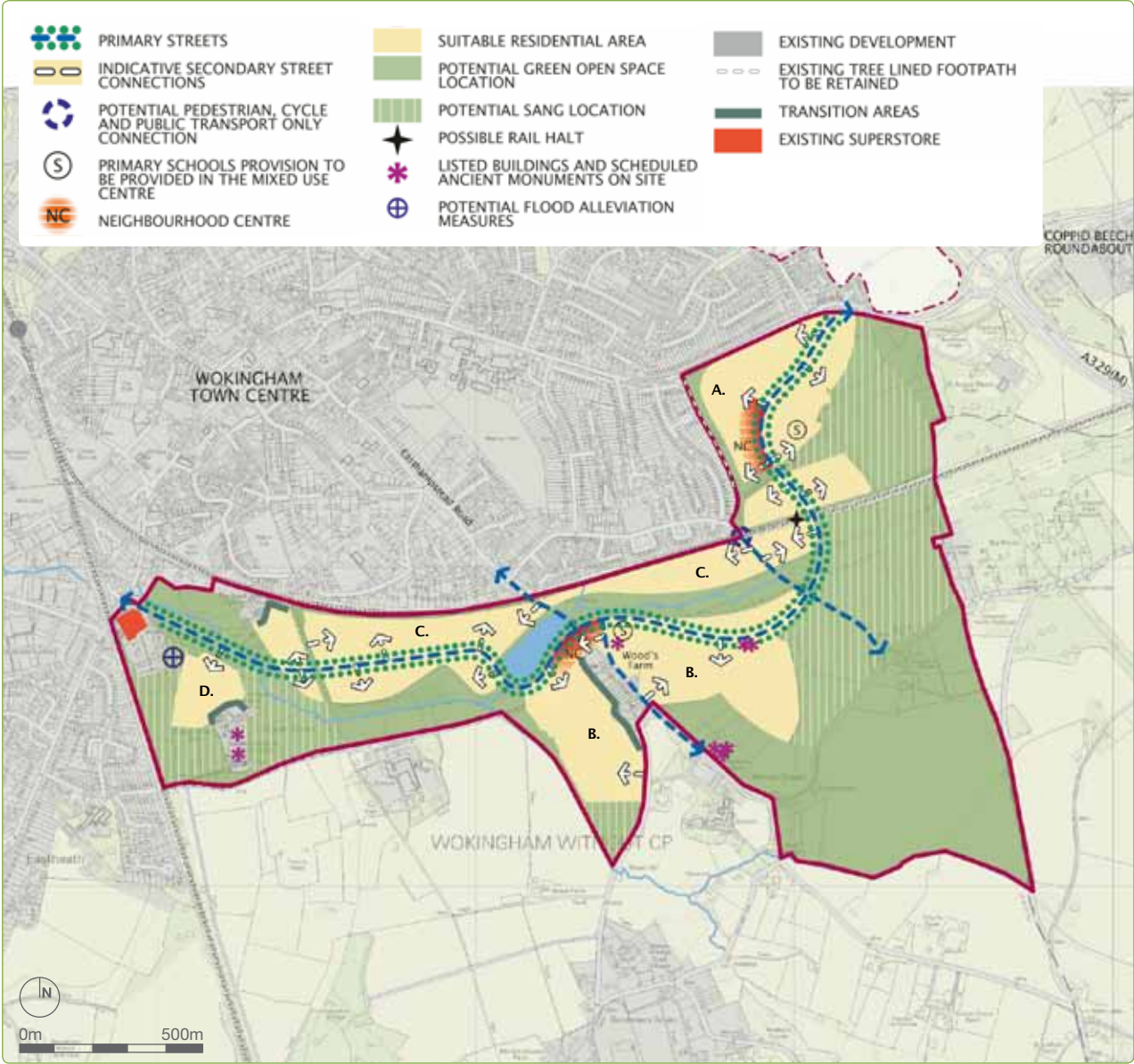
- The character of new development should reinforce the structure of the place. The intensity of development (density), the street types and the design of the public places will combine to establish local distinctiveness.
- A local and a neighbourhood centres designed to act as community hubs for the residential areas, providing local retail, community, recreation and education facilities for the residents of South Wokingham to enable them to access local facilities without the need to travel. Centres will include well designed public spaces capable of catering for a variety of functions, as well as enhancing the quality of the public realm experience.

- An access and movement framework as the basis for a hierarchy of routes which distinguish between higher and lower order streets, and to facilitate easy walking and cycling within the development and to the town centre. This includes provision for the new southern distributor road which is required to enhance the local highway network to ensure growth can be accommodated; it should be of an urban character fronted by development and act as a key public transport corridor. In addition land for a rail halt which facilitates public transport interchange should be safeguarded.

- Good physical connections to Wokingham Town to ensure community integration and access to new and existing facilities.
- An appreciation of the setting of Listed Buildings, such as Lucas Hospital, and other buildings of note and Scheduled Ancient Monuments.

The accompanying illustrative preferred spatial framework plan (figure 3.1 opposite) highlights the anticipated configuration of the strategic development components outlined above.

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	Approximate Indicative area (ha)	Indicative dwelling capacity (dwellings)
Area A	22.5	660
Includes Neighbourhood Centre and a primary school		
Area B	28.5	870
Includes Neighbourhood Centre and a primary school		
Area C	24	830
Area D	4	140
		2,500

- Notes
- 1. SDL to be planned according to guideline figure of 2,500 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 each or whatever standards apply at the time of development.
 - 3. Land for each Neighbourhood Centres 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-D 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.

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

Section 4:

Key design principles



The landscape framework must incorporate a range of habitats that exist within the SDL.

4.1.1 This Section takes each component of the Masterplan 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 whole as well as individual sites.

4.1.3 Reference is made to the WCS Appendix 7 Concept Statement requirements. In evolving these, a list of development requirements are grouped according to 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 continuous open space network along the course of the Emm Brook incorporating the flood plain, and giving access to the waterside for recreation;**
- **SANG provision in the immediate vicinity of the SDL;**
- **A continued clear separation between Wokingham and Bracknell;**
- **A network of green spaces; and**
- **A positive response to the topography of the SDL and existing tree planting, which should be incorporated into the layout.**

The following design principles built on this requirement:

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 lend a strong character providing an enviable setting for development. This in turn has significant potential to enhance development values within the SDL.



Hedgerows and hedgerow trees define the pattern of fields across parts of the SDL. They should be a design consideration informing the master plan process.



The site context is influenced by existing tree planting including the relationship between built form and green infrastructure.



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

Requirements

1a(i): The landscape framework should seek to retain all existing landscape features, including the local topography, hedgerows, the existing trees, watercourses (including the Emm Brook), ponds, wetland areas, grassland, footpaths and bridleways. The applicants should demonstrate how these have influenced the masterplan, and how they will be incorporated into the landscape framework and within proposed development areas.

1a(ii): The existing landscape character zones 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 masterplan, and how new development will respond to this important context.

1a(iii): Particular regard should be had to the relationship between the landscape framework and the adjoining separation to be retained between Wokingham and Bracknell.

1a(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. Particular regard should be had to the retention of existing trees, hedgerows and open space along Clay Lane that should provide at least a 25 m distance between the rear boundary of existing properties and new properties on Buckhurst Farm as shown in Appendix One.

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 at the SDL should relate to place making at both the strategic and local level, in order to create a living and engaging landscape.

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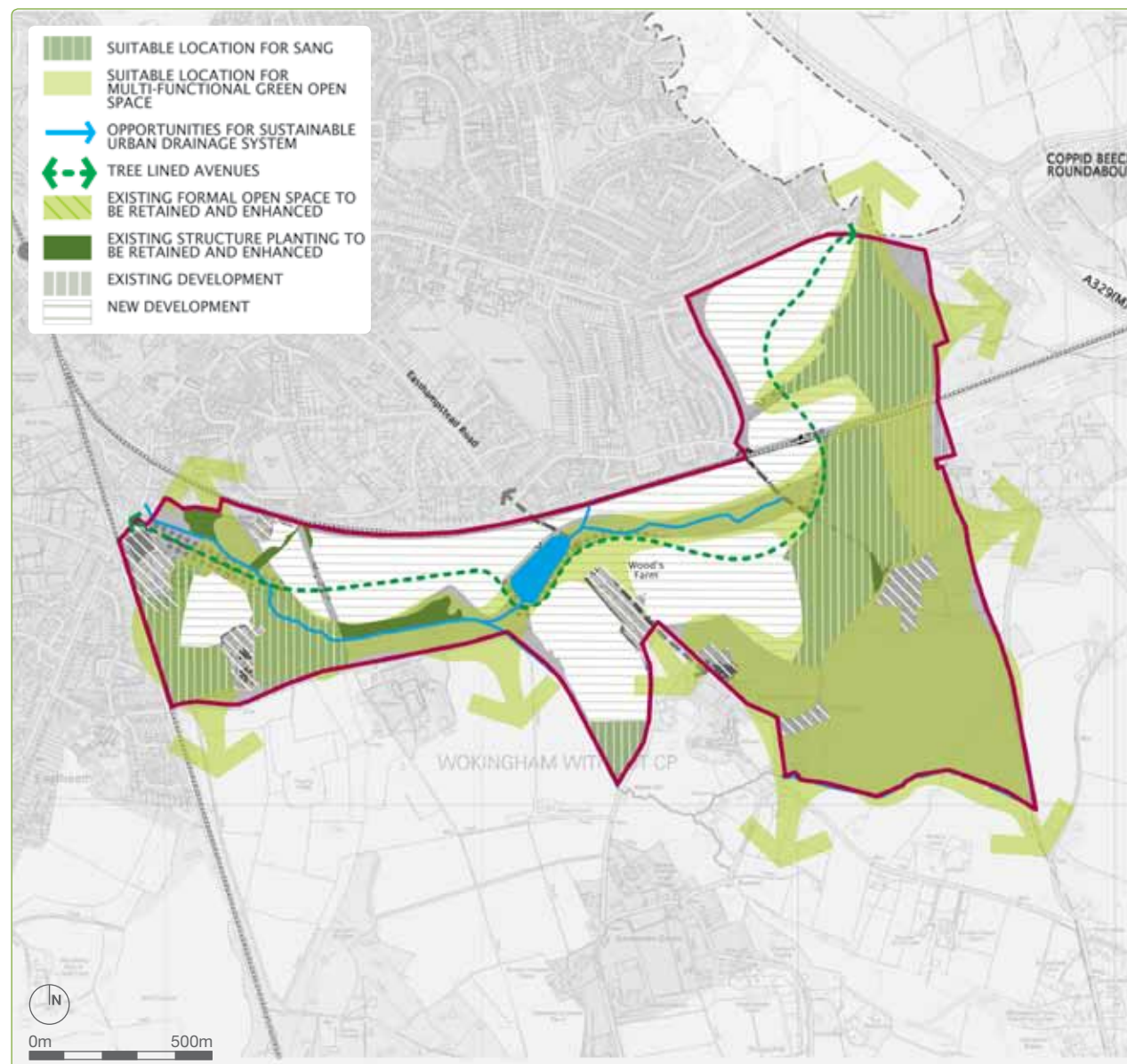


Figure 4.1: Landscape Framework Diagram



Small ponds and watercourses are an important asset and may be incorporated as part of the wider landscape and surface water drainage strategy for the SDL.

Requirements

- 1c(i):** Public open space should be provided in accordance with Appendix 4 of the WCS and/or any subsequent DPD adopted by the Council.
- 1c(ii):** A comprehensive system for water management should be provided, which takes account of existing SDL features. The new system should include, at least:
- proposals for effective sustainable urban drainage, drawing on evidence from other developments;
 - measures to avoid flood risk;
 - new ponds, which can enhance the recreational and visual qualities of the SDL; and
 - wetland areas.



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



Outdoor play space must be conveniently located close to residential areas.

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): 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(v): Provision for sports and play is essential to promote opportunities for healthy and active lifestyles. Playing fields should be provided and designed in accordance with the principles set out in Fields in Trust: Planning & Design for Outdoor Sport and Play. This will include provision for:

- Designated play areas Neighbourhood Equipped Areas of Play (NEAPs), Local Areas of Equipped Play (LEAPs), Local Landscaped Area for Play, and Local Areas of Play (LAPs) within or in immediate proximity to residential areas. All play areas should benefit from casual safety surveillance, by direct overlooking from adjacent and surrounding development, and by proximity to routes and connections through and across the SDL;
- Other outdoor play and recreational facilities, including Multi Use Games Areas (MUGAs), Skate Parks, BMX Tracks, Youth Shelters, at safe and appropriate locations;
- 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 sports facilities between new schools and clubs should be thoroughly explored with the Local Education Authority. Where this is proposed the applicants will be required to demonstrate that such agreements with the LEA can be delivered.

1c(vi): Suitable Alternative Natural Greenspace (SANG) should be provided in accordance with the requirements of the WCS, and will therefore be based on a formula of 8 hectares per 1000 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. This should be located in the southern and eastern parts of the SDL (noted by the EiP Inspector as an appropriate SANG location), with good connections between any separate components north and south of the railway to ensure continuity of access.

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



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 Broughton in Milton Keynes providing a strong setting for development and an important open space network.

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

Requirements

- 1d(i):** Streets should be characterised by 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):** 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 open space.
- 1d(iv):** Opportunities for the use of green roofs and green walls should be pursued for public and community buildings. Primary schools in particular are considered suitable candidates 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 linear park in Milton Keynes.



Footpaths provide ready access to this open space at Ravenswood in Ipswich. The space is fronted and overlooked by development.



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 levels of 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 existing Sustrans routes and connect to existing and new 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 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. 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 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 WBC with regard to the ongoing management and maintenance of all of the landscape elements of the development. Innovative strategies and alternative mechanisms to maintenance by the Local Authority should be tabled for discussion at the appropriate time.



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.



The primary school at Ravenswood in Ipswich is a distinctive building that creates a local landmark and relates positively to the street and adjoining housing.

2. Residential Areas

The Core Strategy requires:

- A series of distinct community villages or neighbourhoods arranged to follow the linear nature of the SDL;
- 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:

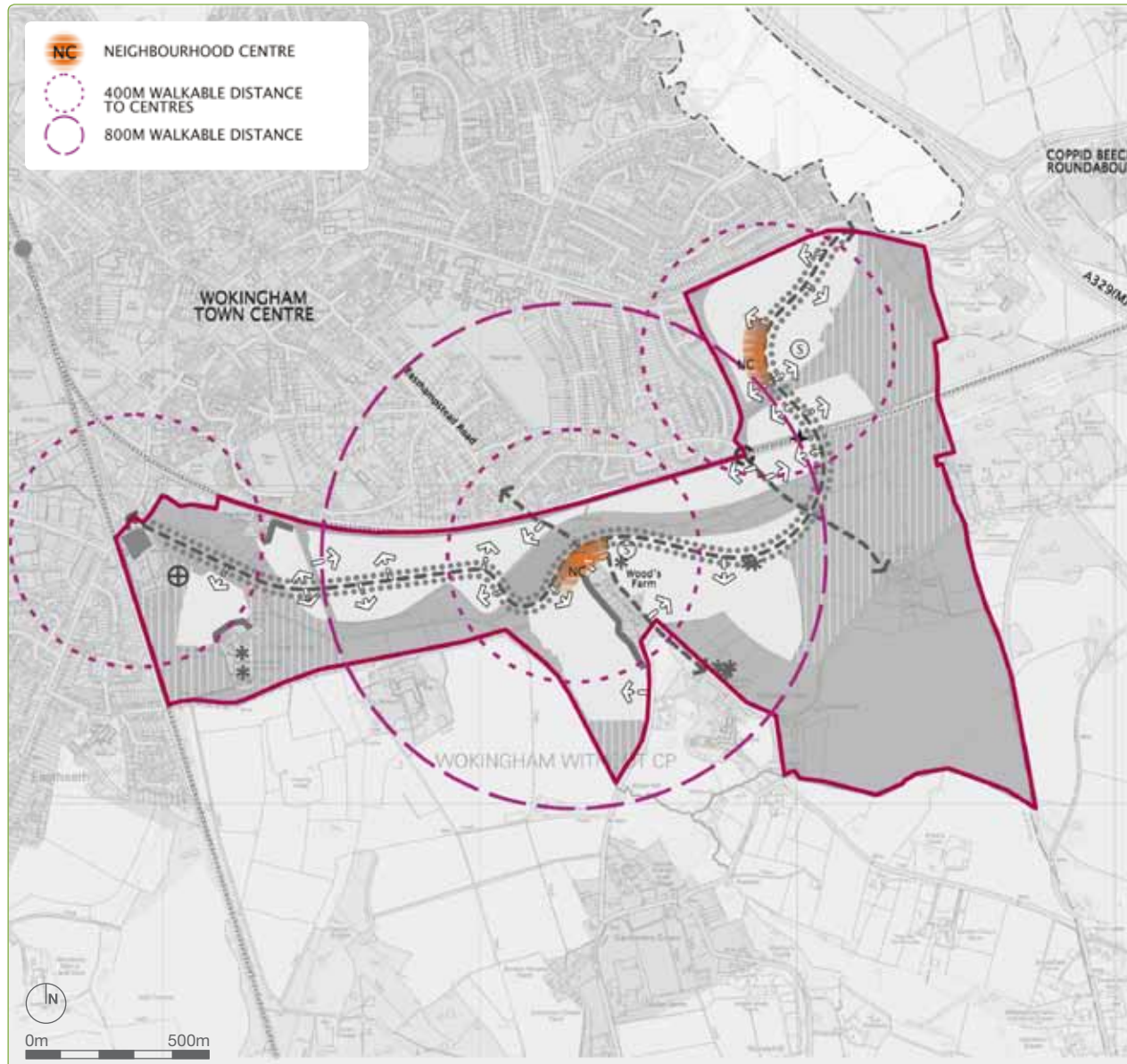
Design Principle 2a: The built development should be structured to create attractive, walkable, residential areas:

- a northern neighbourhood will be located to the north of the railway on land known as Buckhurst Farm;
- the central body of the SDL will span outwards from Easthampstead Road

to create a southern neighbourhood;

- an elongated residential area following the linear nature of the SDL will run alongside the railway; and
- a smaller pocket of development can be accommodated in the west of the SDL, close to Chapel Green Farm.

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Requirements

- 2a(i):** The northern and southern neighbourhoods should each have a recognisable centre, related to the proposed SDR to ensure that they are accessible and visually prominent. These centres should be the focal point for community activity and trade, and should therefore be the location for schools, shops, local services, health provision, indoor sports facilities, community centres and potentially some small-scale employment. Other areas without Neighbourhood Centres should still be structured around recognisable focal points; these might be small parks or greens, which can help orientation, way finding and neighbourhood identity.

Figure 4.2: Walkable Neighbourhoods



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.



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



A mixed use block at Grange Farm local centre in Milton Keynes accommodates retail premises at ground floor with apartments above.

2a(ii): The layout of the residential areas should be designed so that access to 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

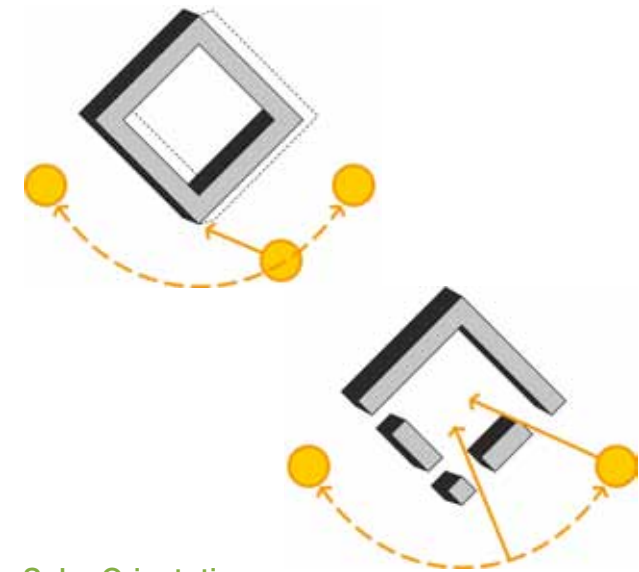
- Some parking provision can be made within the neighbourhood centres; this should be integrated into the landscape scheme for the centres, and should be shared by all facilities and services, rather than allocated for different uses. Further requirements for car parking are set out in relation to the street network elsewhere in this Section.

2a(iii): All residential areas should be organised around 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.



Figure 4.3: Traditional perimeter block layout incorporating mews court



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.



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.

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 of the SDL. 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.

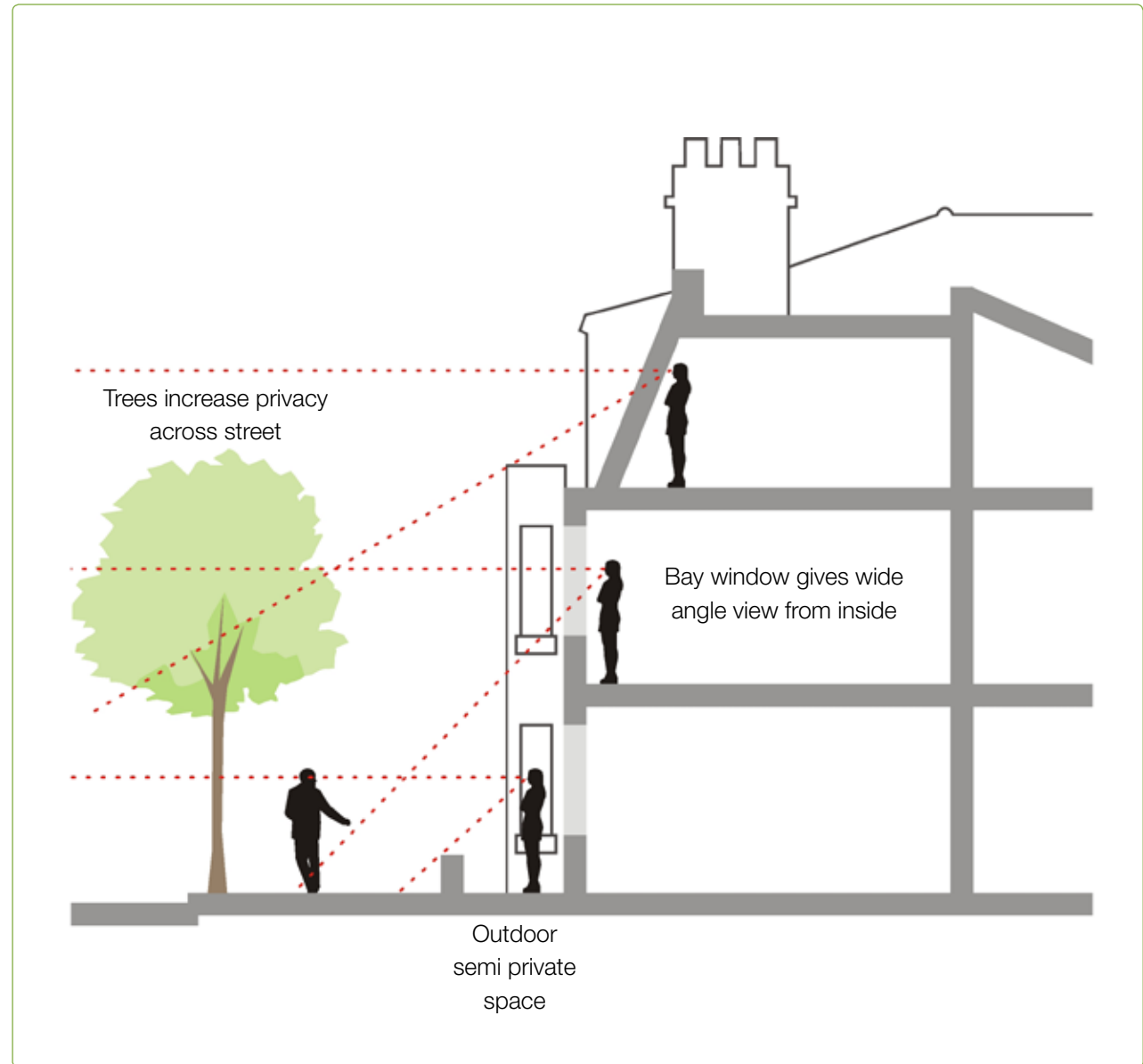


Figure 4.4: Overlooking and Natural Surveillance



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



These houses at New Hall in Harlow front the street and have a well defined base, middle and roofline which provide a clear structure to the façade.

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'.

2a(vii): Residential parcels should be identified to ensure they fall wholly out of any confirmed flood risk area.

Design Principle 2b: Each residential area 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, including apartments, small and larger family homes, homes for the elderly and homes for people with special needs and disabilities.

2b(ii): The applicants should fully comply with the Council's requirements for Lifetime Homes.



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

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 at South Wokingham should be fully considered.

Requirements

2c(i): The Disability Rights Commission guidance on inclusive design should be followed with 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 choose 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 clear design approach to the urban edge to allow managed transition between town and country, and to allow easy and convenient access through the SDL to the open countryside beyond;
- 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;
- Vehicle parking as an integral part of the plan for the scheme should ensure limited impact on visual amenity and residential privacy; and
- Public art should be integrated into the design of the development.

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.

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 lining the southern relief road, and the lowest built intensity towards the southern edges of the SDL in response to the open countryside.

The following table summaries the requirements relating to the three identified typologies.

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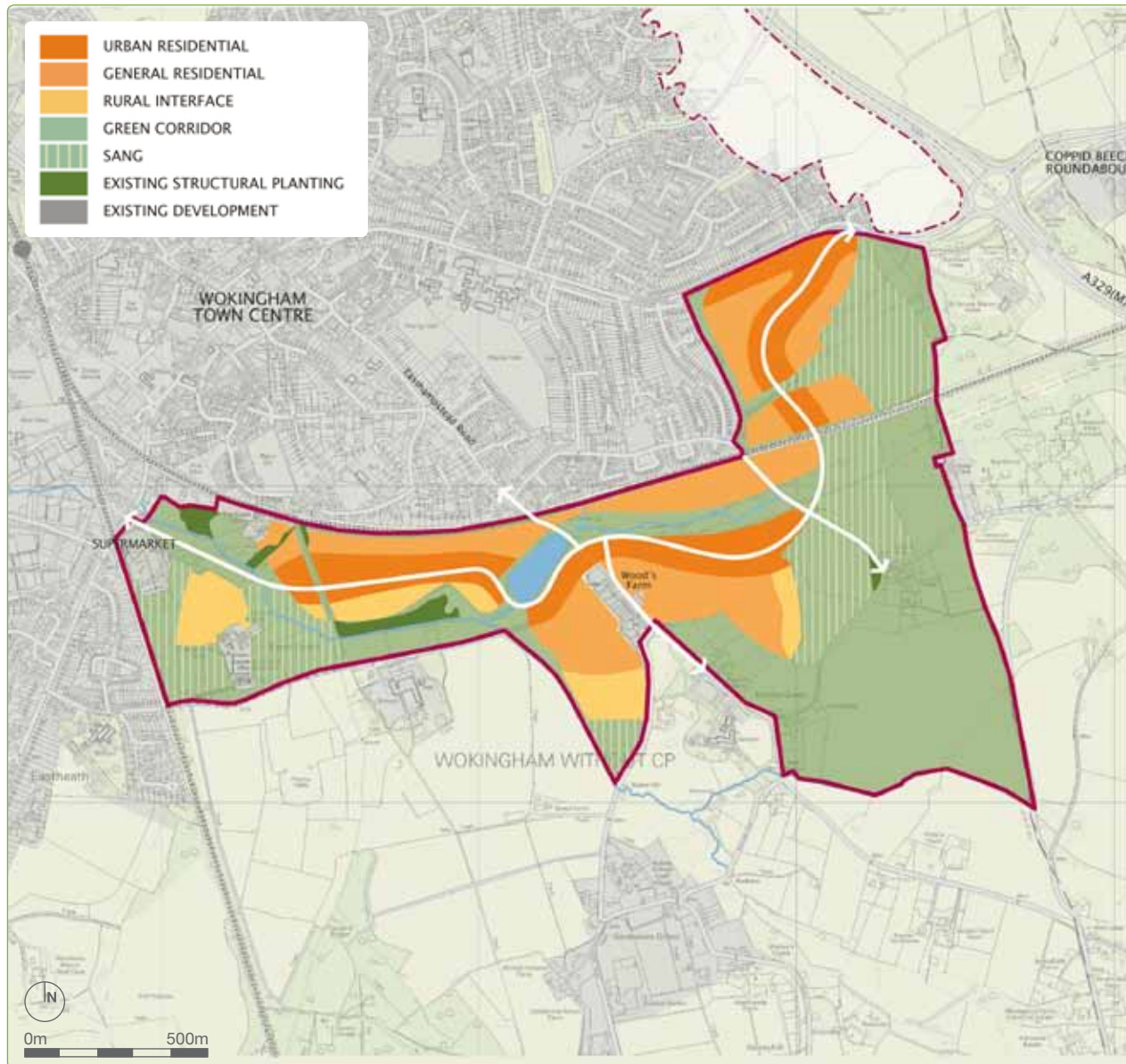


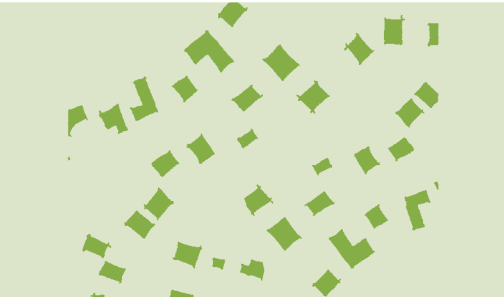


Figure 4.5: Character Typologies

DESIGN COMPONENTS	URBAN RESIDENTIAL	GENERAL RESIDENTIAL	RURAL INTERFACE
General layout	Close grain with continuous building frontages lining the southern relief road. Buildings should be parallel to the street to create well enclosed streets and spaces. London Road provides a good mix of housing types and can act as a local character reference	Generally parallel to the street, with some scope for relaxation in places, to create well lined but less formal streets and spaces. Residential streets to the north of the railway line display desirable characteristics	Development should front onto and address open space and the surrounding landscape. Rural edges should be carefully considered to reflect the rural context. Parts of North Wokingham provide suitable character references. Development should not back onto open space or surrounding countryside, to ensure a positive address of these areas.
Built Form	Regular built form, generally townhouses, terraces and apartments parallel to the street. Taller properties could be justified where appropriate. A range of front garden sizes is permissible. Generally narrower plot widths and regular massing should produce vertical repetition along the street and generate a more “urban” feel.	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, looser feel in response to the immediate rural 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.
Indicative average residential density (based on WCS requirement of 30–35 dph)	Approximately 40 – 45 dph	Approximately 30 – 40 dph	Approximately 25 – 30 dph

DESIGN COMPONENTS	URBAN RESIDENTIAL	GENERAL RESIDENTIAL	RURAL INTERFACE
Indicative block configuration			
Approach to streets, open space and landscape design	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 context. Emphasis on informal and soft landscape. Very informal tree planting regime with greatest mix of species.
Residential parking	Frontage access from the southern relief road is likely to be limited. Parking courts can be used for apartments. Mews lanes to the rear, or private drives to the front of dwellings, parallel to the street, 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.
Residential boundary treatment	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.



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 that 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, but should apply these in a contemporary manner to ensure that buildings are of their time and reflect the influence of more sustainable building design. Important design references include the variety of housing typologies typically found in inner and south Wokingham, and the small clusters of settlement within and close to the SDL.
- 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 Neighbourhood 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.



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.

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

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 should be located to aid legibility. Increases in building heights should reinforce the presence of the Neighbourhood Centres.
- 3c(ii):** Careful attention should be paid to the point at which the new Southern Distributor Road meets London Road, where a gateway to the SDL and indeed the town will be created. Appendix One provides an indicative illustration of this area, and highlights some important considerations.

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 area. 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.



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.

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.

Requirements

- 3e(i):** A comprehensive strategy for car 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 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 the southern relief road 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 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, particularly adjoining the proposed public transport interchange facility in the Neighbourhood Centres.



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 pavers.



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 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.

4. Centres

The Core Strategy requires:

- Well designed centres planned to meet the needs of the southern and eastern parts of the town. They should be easily accessible by sustainable travel modes, and should be designed to have an attractive outdoor environment.

Additional requirements and guidance is provided below:

Design Principle 4a: Two centres should act as the community hubs for local activity and will ensure good levels of access to local services and facilities for all residents.

Requirements:

- 4a(i):** In accordance with the Strategic Framework Plan provided in the preceding section of this SPD, the development will provide for two Neighbourhood Centres to act as community hubs. One smaller centre will be located north of the railway, and one larger centre to the south.
- 4a(ii):** Public and community uses should include two primary schools, primary health care provision, local community space and local convenience shopping. Sufficient land should be made available to achieve a reasonable level of future proofing and opportunity for expansion.



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



The local centre at Oxley Park in Milton Keynes accommodates a primary school which fronts onto a public square and provides a focus for the neighbourhood.

4a(iii): Other acceptable uses include public houses (class A4), financial and professional services (class A2), cafes and restaurants (class A3); a hot food takeaway (class A5), small office accommodation (class B1), and non-residential institutions such as community rooms and a crèche (class D1).

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

Requirements:

- 4b(i):** Centres should be designed and laid out to 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, and should enable some outdoor activities, such as pavement cafes.
- 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 these outdoor spaces. Public transport stops, secure cycle parking and car parking (at a rate 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.



Use of the first floors for small offices and apartments at King's Hill provide a good mix of uses at the district centre. The pedestrian orientated public realm allows opportunities for outdoor seating and spill out space for cafés and restaurants.



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

Design Principle 4c: The position and design of buildings should help to distinguish the centres, provide a cohesive identity and ensure a legible relationship with one another. In addition they should demonstrate the application of good urban design principles.

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. Appendix One contains an indicative layout for the proposed northern neighbourhood centre near Buckhurst Farm.



Neighbourhood centres should front onto the SDR.



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

4c(ii): Large footprint buildings, for example primary schools, 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 publically accessible area;
- be serviced, and have storage and delivery areas which are unobtrusive. Service areas can be located where they remain hidden from view; 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.

Design Principle 4d:
Residential uses should be included in the neighbourhood centres and are seen as essential for their vibrancy, safety and appeal.



This local centre at Grange Farm incorporates apartments above a retail unit at the ground floor. There are also small office premises, a dentist's surgery and primary school within the local centre.

Requirements

- 4d(i):** Housing, including apartments and townhouses should be included in every 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 centres, 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.



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 King's Hill.



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

5. Access & Movement Framework

The Core Strategy requires:

- A continuous network of streets to permit a high level of permeability at the local level. Within this network a legible hierarchy should be established to distinguish those streets associated with through movement from quieter residential streets;
- A public transport interchange; and
- The southern distributor road.

Design Principle 5a: 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

- 5a(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.
- 5a(ii):** The basic street hierarchy is set out below. This provides a starting point for design discussions. It is anticipated that the general aspirations and parameters provided will be designed in detail according to the requirements of the character typologies.

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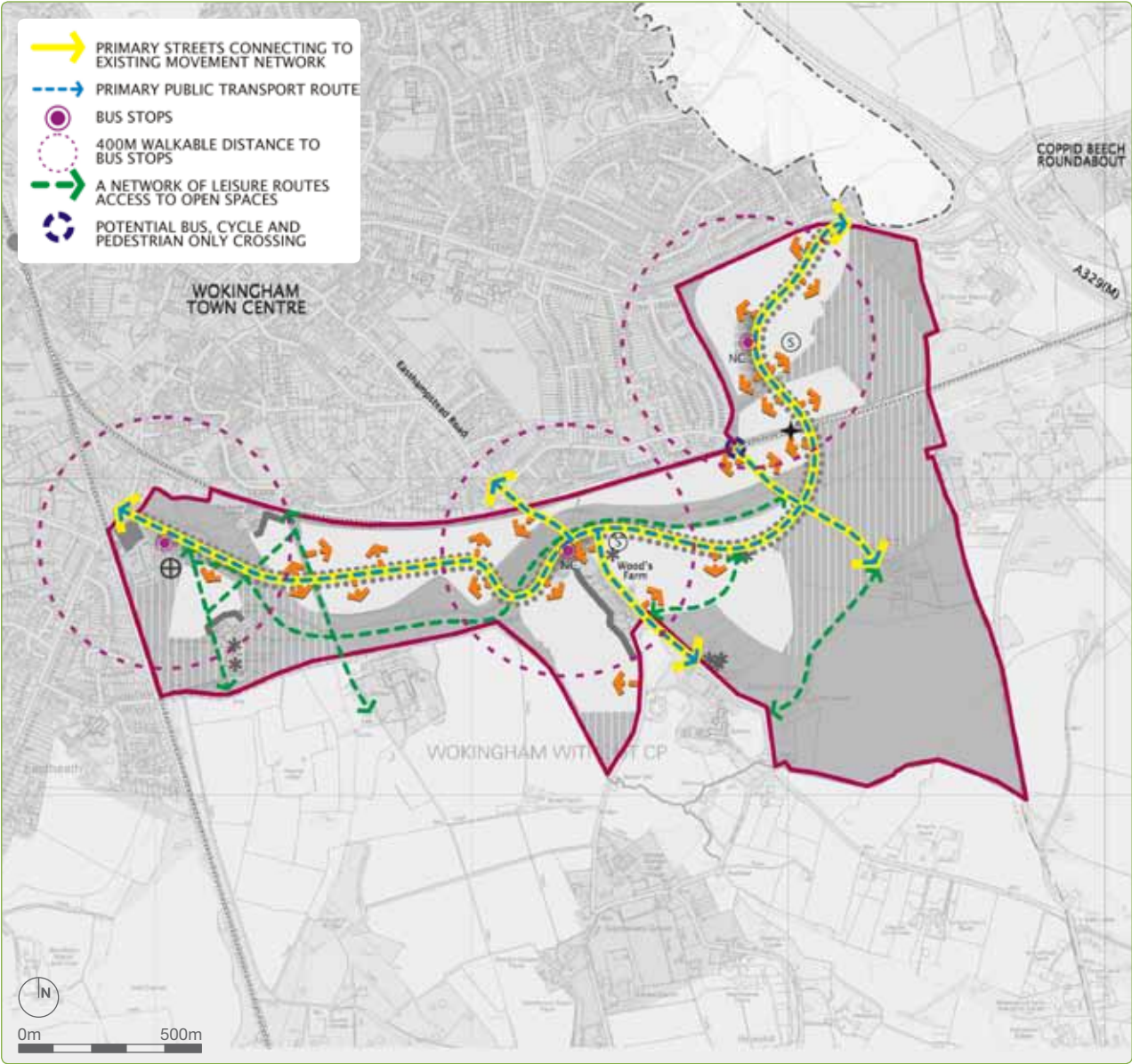
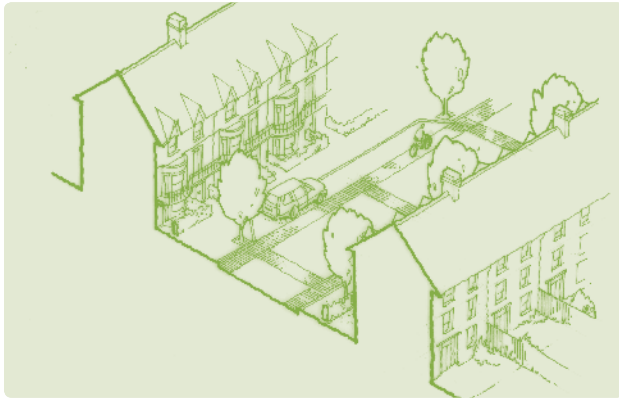


Figure 4.6: Transport and Movement Diagram

DESIGN REQUIREMENTS	SOUTHERN DISTRIBUTOR ROAD	SECONDARY STREETS	TERTIARY STREETS	MEWS LANES	PEDESTRIAN AND CYCLE ROUTES
General function	To carry vehicles travelling through the development, to connect neighbourhoods and to give access and exposure to the centres	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 pedestrian movement	For recreational and functional purposes, and to allow movement around the SDL without the need to mix with vehicles
Public Transport	Main public transport route	Some secondary routes may be used for public transport	No	No	No
Design criteria	Carriageways should be sufficient width to carry public transport. Cycle provision should be incorporated into the street. Generous pedestrian footpaths should be created along both sides. Tree planting along both sides of the street should be achieved	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	Can be designed as shared surfaces, with an informal layout giving equal priority to slow moving vehicles and pedestrians. Informal planting should reinforce the quiet relaxed character of the street	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	Set within the landscape, but convenient to dwellings, and connecting to the centres. Routes should be sufficient width to avoid pedestrian and cyclist conflict
Frontage development	Continuous throughout the built areas	Continuous throughout built areas	Continuous	Partial	Partial
On street parking	In designated bays only through agreement with the LHA.	In designated bays	Should be designed into the street layout	N/A	N/A
Vehicle cross over	Limited opportunities	Permissible	Permissible	N/A	No



Cross Section - Primary Streets



Cross Section - Secondary Streets



Cross Section - Tertiary Streets

5a(iii): 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. Easthampstead Road should continue to carry traffic across the railway, whilst the Waterloo Crossing could be downgraded to cycle, pedestrian and public transport only routes in accordance with Network Rail objectives, if this proves feasible. Development should not prejudice closure of the Waterloo Road crossing should this be pursued at a later date by Network Rail or a successor body.

5a(iv): The SDR will introduce a further high quality bridge crossing over the railway. The adopted Core Strategy expects this to be a landmark feature. The precise location will be determined through design work. However, it will be essential for any Outline application coming forward for development either north or south of the railway to demonstrate that agreement has been reached on the location and delivery of the bridge, and that this will not undermine the ability of development either side to be laid out and developed to a high standard and deliver the required number of dwellings at the appropriate time.

5a(v): An Infrastructure Delivery Plan must be submitted with any planning application.



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.

Design Principle 5b: 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.



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, robust detailing and high quality materials have been used at this public transport stop on the edge of Dublin.

Requirements

- 5b(i):** Street trees are an essential component of the new development. A selected list of trees 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.
- 5b(ii):** A simple palette of materials for use across the movement network should be identified in discussion with the local authority. Materials from this palette should be used to highlight the distinction between different streets within the established hierarchy.

5b(iii): Tree and shrub species and materials should be applied to public spaces also, in order to create a coherent public realm.

5b(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.

Design principle 5c:
The SDL should make provision for sustainable travel choices, both now and into the future.



A consistent but simple design approach to shelters, covered cycle parking and street furniture together with direct pedestrian crossings and tree planting create a functional public transport interchange at Kent Thameside.

Requirements:

- 5c(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.
- 5c(ii):** Emphasis should be given to passenger comfort, safety and convenience. Therefore 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.

5c(iii): Land should be safeguarded in the vicinity of the proposed new railway crossing for the future provision of a rail halt to provide rail services into Wokingham and to Bracknell and London. The land should be sufficient to allow for public transport interchange between bus and rail, with adequate provision for passenger comfort and safety, and a limited number of vehicle “drop-off” spaces. It should have the potential to become a readily identifiable location and place in the SDL.

6. Phasing

The WCS requires:

- A phasing strategy which prioritises the provision of non-vehicles 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 6a: 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 location in order to begin to establish local community.

Requirements

6a(i): An indicative phasing strategy should be submitted with any Outline planning application. 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 health care, and any incremental growth of these facilities as the development advances;

- the programme and approach to developing the three neighbourhoods, including the timing of the centres; and
- the sequencing of the movement infrastructure and the provision of public transport infrastructure.

6a(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'.

Section 5:

Climate change & 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 South 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 the Outline planning application and be submitted no later than at Reserved Matters stage.

- 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 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 their development. It will help developers think through the impacts and will offer real, alternative solutions to developments. 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.

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 and homes to reduce travel. The overall development concept for South Wokingham should create accessible neighbourhoods in which all homes are within approximately 5-10 minutes walking distance of each Neighbourhood Centre and the existing supermarket at Finchampstead Road and Rances Lane. Neighbourhood Centres should be co-located with other shops, services 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:

- space 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 South 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) in accordance with Environment Agency advice. Regard will also need to be given to the Flood and Water Management Act in regards to SUDs maintenance. Attention should be given to the existing network of watercourses, ponds and drainage ditches on the South Wokingham SDL as part of the overall flood attenuation and open space strategy.

Section 6: Delivery

This section of the SPD sets out guidance for applicants regarding the application process, ensuring design excellence, strategic phasing principles and the future management of the South Wokingham SDL.

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 paragraph the Council seeks either an overarching infrastructure outline planning application or another relevant mechanism such as an overarching Infrastructure Delivery Plan. If there is not an overarching outline 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 Any piecemeal planning applications will need to demonstrate how they will provide the infrastructure requirements laid down in the Core Strategy.

6.1.3 Pre-application discussions will be encouraged and consideration should be given to a Planning Performance Agreement to establish an agreed timetable, key milestones and information requirements.

6.1.4 It is likely the Outline 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.

6.2 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 on the following page.

Policy	Wokingham Core Strategy including Concept Statement. Infrastructure Delivery SPD.
Outline Planning	Outline planning application submitted. Approved documents including Parameter Plans, Description of Development and Environmental Statement. Supporting Information including illustrative masterplan 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 planning obligations.
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 masterplans

6.2.2 Design and Access Statements are required under the 2004 Act. Regard should be had to the requirements of the Regulations and the DCLG publications 'Guidance on Local Information Requirements and Validation'. The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with the WCS, 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 applicant will be expected to set out what steps will be taken to ensure that the 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 a 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 masterplans which demonstrate how key developments aspects being applied for can be delivered and

articulated across the SDL. It would also be appropriate to include a typology of blocks with clear principles for the relationship between the built form, spaces and streets. 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 Arborfield SDL will be reviewed by the South East Regional Design Panel or by the Commission for Architecture and the Built Environment (CABE) or other appropriate design review panel. This should take place at an early stage of pre-application discussions in order to allow for 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 CABI to provide a tool for Local Authorities and developers for greater design consistency and is based upon design 20 criteria (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 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 between 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, services providers and other stakeholders. The Design Codes should prescribe the character of:

- primary, secondary and tertiary streets;
- edges, gateways and corners;
- community buildings and facilities;
- public spaces;
- block sizes and character;
- built form;
- appropriate parking solutions; and
- building heights and set backs.

- 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 Outline planning applications to inform negotiations.
- 6.3.4 The Infrastructure 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 South 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 SPD. Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted. Reference should be made to the Infrastructure Delivery SPD for clear guidance on the phasing of infrastructure.

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 SDR, at the early phase;
- Concentrate residential development north of the railway line primarily in the first instance but with sufficient infrastructure provided for the whole SDL to be developed;
- Ensure the Local and two Neighbourhood Centres are delivered early on in the 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 with integrated neighbourhoods and avoid disconnected and isolated pockets of residential development.

6.4.3 The Local Planning Authority will seek an overarching infrastructure outline 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 2012-2016, 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 South 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 WBC 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. The successful maintenance of public open space 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 WBC will expect developers to manage public open space by a management company or community development trust.

Community Infrastructure

6.5.4 The applicants will be encouraged to discuss the provision of community infrastructure with the relevant service providers and agree with the service provider the detailed requirements in the right location to ensure people have the best access to the community facilities. In this regard a key design principle is that the Local and Neighbourhood Centres are the focus of community uses. The Neighbourhood Centre and multi use community centre, which should form a 'community hub', should be managed by a management company underwritten by the developer. Ownership, management and maintenance of the community centre to be in line with the legal agreement or agreed adoption strategy.

Delivery Board

6.5.5 As part of the management of the delivery of the South Wokingham SDL, the Borough Council will set up a Delivery Board Structure. The Consortia will be encouraged to 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.

Appendix One

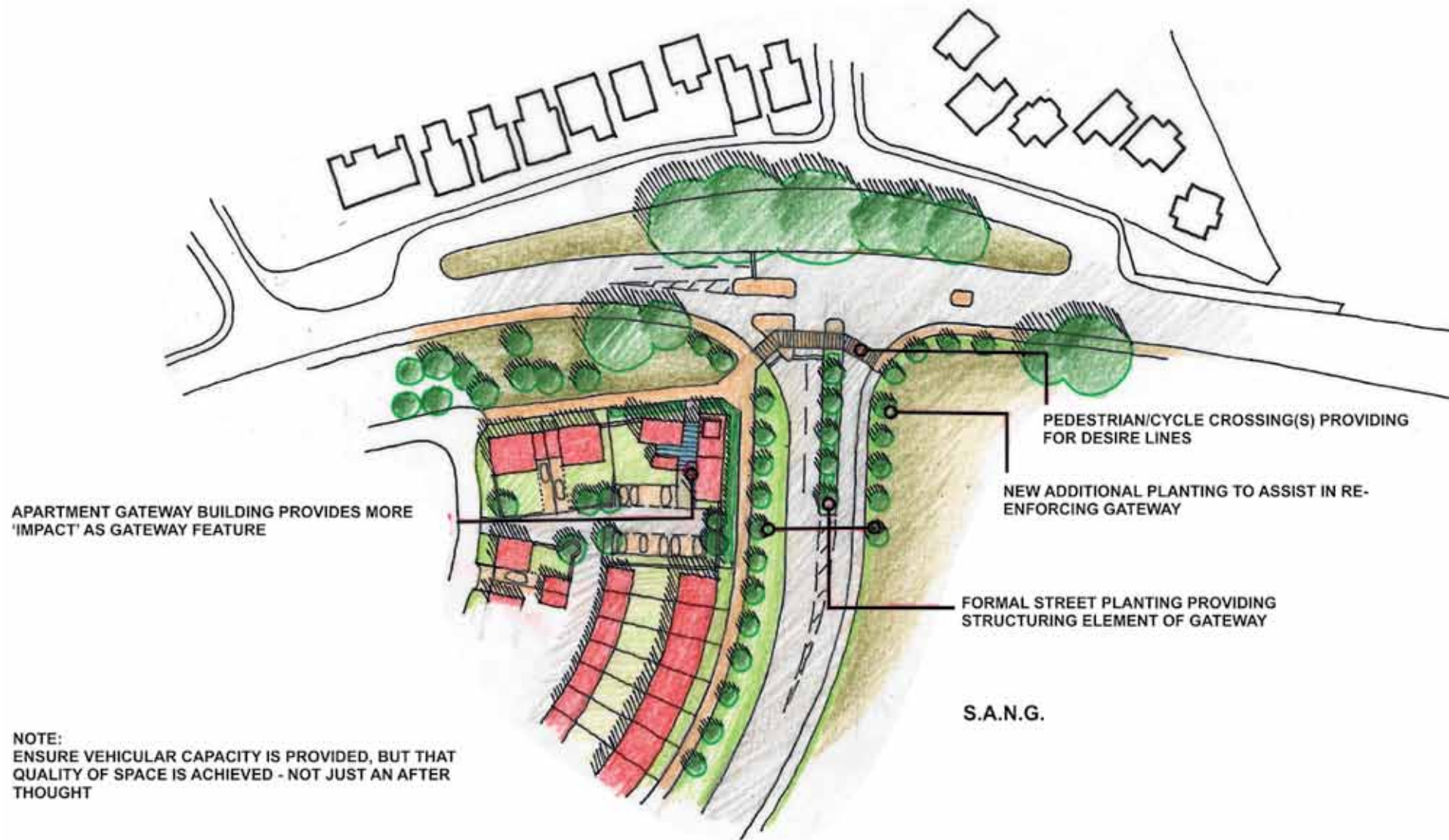
The Clay Lane plan opposite has been prepared to emphasise that particular regard should be had to the retention of existing trees, hedgerows and open space along Clay Lane.

The sketches here illustrate potential design response to:

- Clay Lane
- the Neighbourhood Centre
- The London Road Gateway







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