

The background of the page is a dark grey map of a city, showing streets and building footprints. Overlaid on this map are several large, semi-transparent geometric shapes. A large, light orange rectangle covers the upper left and middle sections. A smaller, solid black rectangle is positioned in the upper right. Another solid black rectangle is located in the lower right. A medium-sized, solid orange rectangle is centered on the page, containing the title text.

APPENDIX 2: STAKEHOLDER WORKSHOPS

Masterplanning for Potential Strategic Sites

Technical Stakeholders' Workshop – Transport and Environmental Health

Monday 26th April 2021 10am – 1pm

INTRODUCTION

A Transport and Environmental Health workshop took place on Monday 26th April with technical stakeholders to inform masterplanning considerations of two large sites at:

- Hall Farm and 'Four Valleys' (East of Shinfield); and
- An extension to the existing South Wokingham Strategic Development Location (SDL)

The workshop was facilitated by David Lock Associates (DLA) and Stantec as part of the appointment to prepare masterplan options, infrastructure plans and supporting technical work for the two potential sites. The main purpose of the workshop was to gather knowledge and ideas about the sites and explore, in broad terms, the potential opportunities arising from strategic-scale development, and to understand the nature of transport infrastructure and other measures required to achieve sustainable development in and around the sites. More specifically, the key objectives were to:

- understand existing and future movement patterns, critical issues and opportunities for change;
- review existing and committed infrastructure projects;
- understand existing public transport hubs and corridors and future public transport connectivity;
- consider the potential mix of uses and accessibility between homes, jobs and other destinations;
- explore how active travel can be encouraged, including Greenways and other pedestrian/cycle connectivity;
- discuss opportunities for new and improved accessibility and infrastructure;
- consider likely constraints and impacts with regards to noise and vibration and air quality; and
- discuss local perceptions and opinions to be aware of.

Appendix A contains a copy of introductory slides, including agenda. The workshop was attended by a mix of Council officers, representatives from key service providers and representatives from the development promoter teams.

This summary note presents a synthesis of the key issues, opportunities and other points raised at the workshop, as well as any key next steps and actions and a broader commentary where appropriate. This note does not represent the formal view of WBC but is prepared as feedback to the next stages of the strategic masterplanning and infrastructure planning.

Hall Farm Key Issues

Vehicular access

- Mixed views were expressed on whether a new M4 motorway junction would be needed or sustainable choice. On the one hand, it might lead to unnecessary traffic flows through the area (using the junction to access elsewhere) and might drive a different type of market based on longer distance car commuting. On the other hand, it was acknowledged that J10 and J11 are both problematic, that a strategic opportunity to resolve wider issues may exist including a re-located hospital that may require ready access to the M4.
- A new motorway junction would normally have a regional or strategic purpose and would not be solely development-led (HE suggested 10,000 dwellings plus as a guide). The potential new location for Royal Berks hospital would increase the regional rationale given its cross-county catchment, coupled with the Four Valleys scheme.
- A new junction would cost circa £100 million, which is likely to be unviable for a developer. However, the LEP and HE would be possible funding sources, given the local, regional and national potential of the wider development. It was additionally highlighted whether a new motorway junction would meet DMRB distances (generally 2km between junctions/merge/diverge lane end).
- It was highlighted that there is land owned by one of the development promoters that could enable a direct link through to Winnersh Relief Road (via Hatch Farm) rather than the need to bridge M4 to Lower Earley Way.
- Measures to deter traffic down Mill Lane may also be required (between Syndlesham and Barkham) given its rural nature.
- At present Four Valleys is currently a 'cul-de-sac', and therefore any future development , for example at Hall Farm would need to consider how to expand and link into existing Four Valleys infrastructure.

Walking and Cycling

- An overarching principle to transport strategy is how to make the key routes as attractive as possible for walking, cycling and public transport to encourage people to get out of their cars.
- Existing pedestrian / cycle connections at the Thames Valley Science Park provide could be extended to open up access across the wider site.
- Also noted that there are problems within the existing network which need to be addressed, e.g. Cutbush Lane is a good active travel route, but crossing Lower Earley Way is very difficult for cyclists. Also, better interchange is necessary.
- Reading cycle hire scheme ceased to operate because a sponsor could not be found. Need to look into the reasons for this.
- Recreational walking and cycling routes are just as important as commuter routes. The long- distance Loddon Valley Loddon long distance footpath connection into Twyford and

Reading for example, is an existing objective of the Managing Development Delivery Local Plan. Potential to integrate and upgrade Greenways to provide opportunities to connect the site to the wider borough.

Public Transport

- Importance of public transport links / hubs to connect site with Reading, Wokingham, UOR campus was highlighted. Some kind of shuttle service to Twyford station could be considered as alternative to just Reading Station for access to Elizabeth line services (Crossrail).
- Key opportunity exists to connect strategic site to Mass Rapid Transit (MRT) network linking with Reading, Wokingham and south of Reading destinations (e.g., Green park and Shinfield). The role of technology in future transport services to be built into key principles was highlighted, including the potential for autonomous vehicular linkage.
- Bus provision is Reading-centric which makes cross-area movement by public transport inefficient. There needs to be better and more direct connections with employment areas.
- Localised buses critical for inter development movements
- South of M4 Bus Strategy (high frequency) now largely complete and could be extended to improve travel to work by sustainable modes.
- Opportunity for new public transport services to have corporate sponsor if associated with movements to major destinations.
- There was some uncertainty noted as a result of the covid pandemic and how this will impact upon public transport usage. It was acknowledged that it may be another twelve months before travel patterns become settled.

Future Development principles

- Opportunity to plan development around the concept of a '20 Minute Neighbourhood', recognising the correlation between environment, active travel, green spaces and physical and mental health – needs to be informed by a joined-up approach.
- Transport hubs to include bus stops, car clubs, e-scooter stations and cycle hire. These should be planned now to future proof development, as car ownership rates are starting to fall, as is the number of younger people learning to drive.
- Development should consider better facilities for residents in higher density units, including communal office, gym, break out, community facility.
- Crossing the M4 is a key constraint to growth. There will be high demand for north-south travel. Equally recognised that there will be need for substantial tree planting and screening adjacent to the M4 motorway – noted as AQMA
- Importance of East/West connections to link the innovation area with rest of site. Site offers potential for high degree of trip internalisation due to potential mix of uses residential and employment.
- Need to be clear what the extent of the flood attenuation will be, and how will this impact on potential east west link across the site, and including potential to displace existing and proposed footpaths.

- Achieving improvements in sustainable travel rates in an area with high car ownership levels will require real incentives, and an understanding of cost. Ambitious, fully funded travel plans for homes and workplaces are required.

Car parking

- Parking standards will be key. High car ownership within the borough currently, and need to encourage behavioural change. Noted that pattern of car ownership is changing. Residential parking standards could be linked to proximity to transport hubs, although it is recognised that many households will continue to want to own one or two cars
- Getting the right level of electrical vehicle charging infrastructure is important
- Workplace car parks could be future development land when they are no longer needed

South Wokingham Key Issues

Vehicular access

- Connection into surrounding road network and increasing capacity is crucial. There is limited existing capacity on existing roads.
- Maximising connectivity to existing SDL area is important but may now be challenging for road connections given proposals are at advanced stage. Any extension to South Wokingham SDL should be fed by the spine road, rather than Old Wokingham Road.
- Access arrangements from South Wokingham Distributor Road with potential opportunities from Waterloo Road were discussed – opportunities to knock down a property and provide access which could be considered.
- Providing a vehicle access onto Old Wokingham Road could open up opportunities to connect to the south east including Bracknell. Equally noted that Bracknell Forest Council are unlikely to support new junction onto Old Wokingham Road. Local junction improvements are likely to be needed including at Peacock Lane/Waterville Road/Old Wokingham Road
- It was noted that East Hampstead Road is in need of upgrade. Also issues with existing school at in terms of road use at peak times.

Walking and cycling

- Pedestrian and Cycle links –very important to get links to the Wokingham and surrounding areas to encourage sustainable travel
 - SDL infrastructure would bring opportunities to tie in with the site to provide network of links
 - However, off site existing infrastructure into the town centre would need to be considered as currently some constraints to providing ped/cycle improvements due to road network and historic streets.
 - Byway 30 runs along western frontage – brings a good opportunity to be upgraded for a cycle /pedestrian link
- Potential for pedestrian / cycle link across the site, including pathways along the river tributaries, and linking to the proposed sports hub at Grays Farm to the west.
- Cycling connectivity to key employment and services in Bracknell is also important to consider, and important to understand emerging residential neighbourhoods in Bracknell such as Jennet's park to north east but also developments to the south east.

Public Transport

- Queried whether is potential for proposed bus service for proposed new development to the north to also link into this extended part of South Wokingham

- Diverting a bus through the site could bring challenges but opportunities could be explored with the route through the SDL. An access to Old Wokingham Road could also bring opportunities for public transport to/from Bracknell
- Also queried whether there is potential to link into Coppid Beech Park and Ride adjacent to the A329M to the north east.

Masterplanning for Potential Strategic Sites

Technical Stakeholders' Workshop – Green and Blue Infrastructure

Monday 26th April 2021 2-5 pm

INTRODUCTION

A Green and Blue Infrastructure workshop took place on Monday 26th April with technical stakeholders to inform masterplanning considerations of two large sites at:

- Hall Farm and 'Four Valleys' (East of Shinfield); and
- An extension to the existing South Wokingham Strategic Development Location (SDL)

The workshop was facilitated by David Lock Associates (DLA) and Stantec as part of the appointment to prepare masterplan options, infrastructure plans and supporting technical work for the two potential sites. The main purpose of the workshop was to gather knowledge and ideas about the sites and explore, in broad terms, the potential opportunities arising from strategic-scale development, and to understand the nature of green space, nature, water and drainage measures required to achieve sustainable development in and around the sites.

More specifically, the key objectives are to:

- understand known flood risks and flood schemes near on or near to the site, including those associated with the River Loddon and Emm Brook;
- consider the role of water at the sites in relation to biodiversity and amenity;
- understand landscape character and value, existing green assets and constraints on and near to the sites and how potential development could incorporate and enhance features of importance;
- discuss wider biodiversity objectives and mitigation measures, including Suitable Alternative Natural Greenspace (SANG).
- explore any site-specific issues and opportunities;
- discuss opportunities for outdoor sport and recreation, play and amenity, including policy and standards;
- establish what available data sets that could be available for use; and
- discuss local perceptions and opinions to be aware of.

Appendix A contains a copy of introductory slides, including agenda. **Appendix B** contains an attendance list. The workshop was attended by a mix of Council officers, representatives from key service providers and representatives from the development promoter teams. This summary note presents a synthesis of the key issues, opportunities and other points raised at the workshop, as well as any key next steps and actions and a broader commentary where appropriate. This note does not represent the formal view of WBC but is prepared as feedback to the next stages of the strategic masterplanning and infrastructure planning.

Hall Farm Key Issues

Flood risk & water

- Flooding is a key consideration – there is a need to further model the extent of the flood attenuation area, as a result of any flood alleviation measures undertaken adjacent to the M4 Motorway. The current WBC scheme is to manage the flow under the M4 on the south side of the motorway to improve wider area (Winnersh Triangle etc).
- Should be an assessment of the extent of any potential flood risk extent from Bear Wood Lake to the east to ensure no impact.
- Surface water drainage will need to be given careful consideration. Each phase should be able to control its own drainage but within an overall drainage framework or set of principles.
- The river corridor is a key asset and implications of valued landscape need to be considered, including long views across the valley.
- Concerns were expressed regarding crossing the Loddon Valley with a major road, including its possible impact on the flooding scheme. Such a crossing would need to be raised via a bridge using piles and minimal flood loss.
- Greenways crossing the Loddon Valley should seek to be minimise impact on the valley, with limited displacement of flood storage, and may need to be subject to flooding during extreme events.
- It may also be necessary to raise a section of the A327 to the south to bring it out of flood risk zone.
- There are opportunities for the positive use of water within any development, for recreation and energy generation.
- Will need to ensure that there is sufficient foul water treatment capacity, obviously dependent upon the number of homes that are proposed.

Landscape framework

- The opportunity inherent in a strategic scale development is the ability to avoid piecemeal erosion of landscape and deliver tangible benefits through an outline landscape framework. A 'landscape first' principle should be considered in the master planning. Biodiversity can be managed in a similar way. the landscape should inform the character of the development, with green corridors and attenuation features forming part of the placemaking strategy.
- The introduction of a framework for high quality green spaces and corridors can marry enhancing development value at a parcel level – creating a desirable place to live.
- WBC's Valued Landscapes Assessment identified the Loddon Valley as one of few low-lying river valleys left intact.
- Regard should be given to the Arborfield and Barkham Neighbourhood Plan, especially in relation to protected views and valued landscapes and protection of locally valued heritage

<p>assets (e.g. Chestnutt Avenue linking Arborfield to remains of St Bartholomew and Carters Hill). Opportunities to enhance assets should be considered.</p> <ul style="list-style-type: none"> • Mapping of the site in relation to the wider GI context would be helpful in understanding green connections beyond the site, to foster a joined-up approach • The landscape should inform the character of the development, with green corridors and attenuation features forming part of the placemaking strategy.
<p>SANG</p>
<ul style="list-style-type: none"> • Introduction of a new SANG relating to Loddon Valley footpaths network is a key opportunity but SANG would need to avoid flooded areas and meet access requirements (refer to appeal decision for land east of Finchampstead Rd on SANG). SANG should offer wellbeing benefits as well as biodiversity net gain. • Potential for SANG (as well as sports pitches) to be located within area of flood risk.
<p>Ecology</p>
<ul style="list-style-type: none"> • Natural England recognise the valley as priority habitat, and habitat connectivity along the river corridor is key. Niche could be more a natural wetland type destination. Also interested in making sure connections outward (e.g. across) motorway are promoted and secured through the development • Loddon Valley contains existing fragments of small woodland that should be protected and increased if possible. May be potential for ensuring provision of new wildlife corridors, and creation of new areas of wetland. • Will need assessment of ecology present across the study area including additional potential for species recovery, for example ensuring new habitat for water vole or for beaver. The area has a significant bat population – ecological assessments will be required. • Evidence of badgers across the site, whilst some of the watercourses may be suitable for pea mussel, and white clawed crayfish. There may be additional potential for modifying the flows of some of the waterways across the area. • Reading Borough Council lack projects within their area to provide biodiversity net gain. Is that an opportunity? Might be some scope to address other needs subject to site being able to wash its own face in terms of biodiversity net gain in the first place. • The change of use away from agricultural land use may result in potential improvement of nitrate levels
<p>Future Development Principles</p>
<ul style="list-style-type: none"> • Green and Blue infrastructure have gained even more importance given behaviour patterns during lockdown – there has been both an increase of use and value. Green and blue infrastructure need to be designed together rather than as parallel pieces of business. The Loddon Valley has these components and provides a significant opportunity in that regard;

- The Loddon Valley has potential as a corridor to move through, a recreational resource for residents and employees, need to understand early how sustainable resource can best be used. 'Green fingers' into the employment and residential elements – sensory trails, sculpture trails. Loddon Catchment Partnership have already done some work and identified some good opportunities – and should be consulted.
- The wider opportunity should be green infrastructure led – not bolted on after. Needs to be central to the vision for the site – part of what forms the global opportunity and offer of the innovation valleys but also integral to the residential communities on site and a destination in its own right also. The placemaking agenda cuts across the site.
- Incorporating water into developments can be part of a wider SUDs strategy, but also potential to impact positively in relation to well-being. Future development should additionally maximise use of grey water, green roofs, permeable areas etc.
- Advance planting should be carried out to help absorb development, which should be built in clear phases.
- There is one existing river crossing which is a farm access (Footpath 4). It is adjacent to listed buildings and could be moved to avoid heritage impact. Major highway interventions should be avoided due to ecological and landscape impacts.
- Holistic approach to healthy living and lifestyles will provide longer term benefits and cost savings for the health service.

Sports and recreation

- Destination Play Areas – access by Cycle and connection to other play areas / community facilities outside the site
- Sports and Recreation – Parkrun / Destination play / outdoor recreation – centre that allows co-ordination of use
 - Opportunities for specific facilities / public open spaces – 5km,10km running route, dedicated leisure routes
 - Destination play / leisure routes
 - Sensory trails
- Shinfield Strategic Greenspace provides capacity for +4 additional formal pitches to meet demand arising from development. Different types of provision can be made within the development, e.g. a route for ParkRun, neighbourhood play opportunities, water-sports and activities, and opportunities for education about the natural environment.
- There may be potential to use the river Loddon for sports (canoeing etc).

South Wokingham Key Issues

Flooding and sustainable drainage

- Noted that the site is not particularly impacted by flooding.
- Need to ensure integration within the existing landscape including Emm Brook
- Any proposed development will need to take into account surface water flood risk, noting that the water table is quite high generally in across much of Wokingham Borough.
- New development will need to ensure that it incorporates sustainable drainage principles, including embedding existing ditches as a feature within any scheme.

Landscape framework

- The approach to green infrastructure should be multi-functional, taking into account potential for not only optimising space, but also potential for wildlife habitat creation, public right of ways, cycle routes etc
- Limited scope for integration with the existing SDL to the north due to current landscaping, listed buildings, ownership boundaries etc, with the exception of potential pedestrian / cycle linkages.
- There are number of listed buildings and their settings to consider.
- There are currently tree lined lanes with TPOs which should be carefully integrated to retain tranquility and character.
- Area to south-east (but off-site) includes Forest and Ride valued landscape and ancient parkland
- Development on this site will need to be coordinated with, and consider land to the east within Bracknell Forest, ensuring that there is a separation of urban built environment
- Any proposals should take into account the potential for an east/west pedestrian link along the Emm Brook to connect Wokingham and Bracknell. Consideration will need to be given to its nature (hard/ soft, offset from brook, etc), and whether scope for cycling, horse riding etc.

SANG

- A review will be needed on existing SANG provision and approach to additional development.
- SANG / Green Infrastructure – could be capacity to provide green infrastructure adjacent to the site to maximise development

Ecology

- | |
|--|
| <ul style="list-style-type: none">• From ecological point of view there is a need for additional surveys to be undertaken to consider whether any ground nesting birds present on the site |
| <i>Sports provision</i> |
| <ul style="list-style-type: none">• Development at South Wokingham will need to take account of whether there is additional capacity at the proposed Grays Farm sports facility |

Masterplanning for Potential Strategic Sites

Technical Stakeholders' Workshop – Community Wellbeing

Tuesday 27th April 2021 1-4 pm

INTRODUCTION

A Community Wellbeing workshop took place on Tuesday 27th April with technical stakeholders to inform masterplanning considerations of two large sites at:

- Hall Farm and 'Four Valleys' (East of Shinfield); and
- An extension to the existing South Wokingham Strategic Development Location (SDL)

The workshop was facilitated by David Lock Associates (DLA) and Stantec as part of the appointment to prepare masterplan options, infrastructure plans and supporting technical work for the two potential sites. The main purpose of this workshop is to gather knowledge and ideas about the sites and explore, in broad terms, the potential opportunities arising from strategic-scale development, and to understand the nature of community and social infrastructure required to achieve sustainable development in and around the sites.

More specifically, the key objectives are to:

- understand current and future education provision and the need/opportunities for new schools;
- understand current and future health provision, community meeting space and other community facilities;
- review the broad housing needs in the area and potential to offer diverse housing types and sizes;
- consider the opportunity for creating healthy places;
- consider the potential mix of uses and accessibility between homes, jobs and other destinations;
- review how existing and proposed centres for shopping and other services could relate to new development, including the potential for new centres;
- discuss opportunities local governance and management of places and spaces; and
- discuss local perceptions and opinions to be aware of.

Appendix A contains a copy of introductory slides, including agenda. **Appendix B** contains an attendance list. The workshop was attended by a mix of Council officers, representatives from key service providers and representatives from the development promoter teams.

This summary note presents a synthesis of the key issues, opportunities and other points raised at the workshop, as well as any key next steps and actions and a broader commentary where appropriate.

This note does not represent the formal view of WBC but is prepared as feedback to the next stages of the strategic masterplanning and infrastructure planning.

Hall Farm Key Issues

Education provision

- Important to consider wider schools' capacity and provision. The strategic site may provide the opportunity to improve the current catchment/travel and capacity situation (especially secondary education). Noted that Bohunt Secondary School, Arborfield, is over-subscribed. Queried whether there is six form capacity within the area. Reading Borough has a number of pupils who attend schools in Wokingham. Education provision (particularly secondary) needed within a new development to ensure that the new pupils do not displace Reading pupils from existing schools. On-site secondary provision would additionally maximise internal trip generation.
- Positioning of secondary school provision on site was considered important, with suggestion that it would be best located in the south of the site.
- Phasing of education provision on site will be crucial. At least one of the primary schools constructed for the SDLs has remained dormant for a period upon completion of construction as pupil numbers have not been there to support it opening. Suggestion that rather than building the school at the start of development, land could instead be safeguarded to ensure construction/delivery is more aligned to actual occupations and demand rather than long-term forecast.
- Typically, 7-800 new homes will trigger need for primary school new form of entry (FE). About 1 ha for each FE required – some merit in safeguarding larger site (up to 3ha). Was also noted that the site may only support two primary schools, dependent upon number of homes proposed, but with flexibility to expand if required.
- Genuine opportunity to link education with skills strategy – with focus on film, science, heritage and innovation, as well as eco valley concept. Opportunity to strengthen links between University of Reading and secondary education.
- Wide extent of green infrastructure within Loddon Valley would provide excellent learning opportunities, e.g. forest school. Not just in terms of learning about ecology, but also allotments/food growing etc.
- Dual-use of primary school facilities is not recommended as this has proved problematic.

Sports facilities

- Noted that if sports pitches are not provided on site people will be required to travel elsewhere which counteracts the desire to minimise off-site travel.
- UOR see the 'Eco Valley' by the Loddon as being a place for sports/activities which are not necessarily intrusive of the land in the same way that defined sports pitches would be. For example, as well as walking and cycling, activities such as canoeing and even a 'wave lake' – an example of which in Bristol was cited.

Community facilities

- Who is the community? Is this a new inward facing community or extensions to existing communities around the boundaries (Shinfield, Arborfield, Sindlesham).
- Demand for community facilities and meeting places remains very high. Shinfield Parish are investing in the extension and improvement of the Shinfield facility due to community benefits.
- Flexible community and health hubs are seen as essential, incorporating satellite healthcare, café, shared workspaces to support WFH, play areas, MUGAs, transport hubs, local shops etc, based on twenty minute neighbourhood concept.
- Noted that any development of Hall Farm should include allotments / community orchards, as well as flexible outdoor meeting spaces. Also acknowledged that neighbourhood centres should include formal outdoor spaces for community use - a 'town square' - which should be more than just temporary use of a car park.
- Provision for community waste disposal and recycling should be planned in to prevent fly-tipping.
- Phasing will be key to ensuring facilities are in place at the right time to support the growth of community.
- Governance and management – S106 legal agreement is crucial to establish at early planning stage not only the timing of community facility provision but potentially how managed. There are a range of different potential forms of community management of places and spaces, from more formal parish council to management organisations, and community groups.
- Youth activity opportunities are needed. There is scope to combine this with the Loddon Valley. Children's play needs more thought, as do opportunities for health and fitness for the wider population. Good case studies of this holistic approach to active environments would help.
- Main focus in the wider area at present is for the facilities/opportunities in Reading. This site provides a real opportunity for Wokingham to provide something unique to be a draw. This could be a sport or leisure facility not available in Reading or a facility of cultural significance. Suggestion that WBC could canvass its officers/members to understand what Wokingham is 'missing' and whether it would fit in with the development aspirations.
- Acknowledgement that innovation valley would need community hub.
- Suggestion that there is an arts and heritage focus to proposals – given existing ports focus at Shinfield. For example, existing assets could be included a part of a wider trail.
- Potential for Eco Valley to be providing assets that communities typically don't have access to.

Health facilities

- Key issue is Royal Berkshire Hospital re-location decision but there is also scope for local provision to also be planned in. Shinfield surgery was over-planned and now has pharmacy as a tenant.

- Understood that health provision tends to locate in hubs and relies upon economies of scale to be able to effectively operate.
- Future of primary health care provision still not clear – Shinfield surgery may have room to expand, but not for a very large development at Hall Farm. Noted that GP at Shinfield was built to accommodate SDL demand, but key issue has been attracting GPs. It was noted that this is where the joint offer of a job and house could assist in attracting professional medical staff.
- The take up of video and phone consultations with GPs during the pandemic has demonstrated that GP appointments can be done in a different way and attending the surgery in person isn't always needed. Can this influence what a new surgery would look like?
- Ensuring walkable (and cyclable) neighbourhoods with open spaces in close proximity was noted as being a key principle
- Concept of lifetime neighbourhoods could be included in principles – included open spaces and facilities being planned for all accessibility and ages
- Benefits of the Eco Valley to mental health and general fitness were noted.

Housing

- Homes with gardens and balconies are really important post-pandemic, as well as access to high quality amenity space.

Retail

- Future of retail is not clear. Has been seen at many developments in recent years that providing space for retail does not mean that retailers will take it up. Concerns raised about ability to fill ground floor units, and therefore a potential need for flexibility to accommodate a range of uses including: gyms, restaurants, cafes, special retail, office/work areas for residents, start-up units, community rooms etc. Would need to be able to support both a seven day and evening economy.
- The site as a whole may be able to accommodate three retail / district centres, with potentially two located within residential area to the south, and one within employment area to the north. Some concerns were raised in relation to competition if any further centres are proposed. Equally the scale of development proposed may mean that there is potential for a larger food retail offer to be provided at one of the local centres.
- Retail and local centre uses should be provided within early development phases to support first residents and to prevent external trips.
- Would it be more sensible to safeguard land for retail? This can be used as needed or the use changed if demand is not sufficient.

South Wokingham Key Issues

Education

- Primary school capacity at South Wokingham SDL is not clear – WBC to clarify.
- Noted that the Montague School is in close proximity, although this is a private school
- Also acknowledged that consideration should also be given to existing capacity within schools in Bracknell Forest to the east.

Sports provision

- Noted that Grays Farm is potentially coming forward as a sport hub – will need to check that there is surplus capacity here to cater for provision at extended South Wokingham
- Similarly, pitch capacity not certain – need for clarification.

Health

- Highlighted that Wokingham Community Hospital is located to the west of Wokingham Town centre on Barkham Road, whilst additional health provision is likely within the South Wokingham SDL.

Housing

- Housing – noted that there should be a wide range of provision, including starter homes and affordable provision. It was additionally highlighted that new development should incorporate adaptable homes to suit the needs of residents over a longer period of time.
- Important to incorporate high levels of energy efficiency within new build homes

Community facilities

- Will need to be aware of permitted development rights, and potentially consider ways to protect against loss of particular uses if they are considered key to these new communities
- Any centre needs to be well defined – what is its purpose, its location, what does it offer etc. in the context of South Wokingham SDL.
- As with other aspects, it is important to understand existing and planned facilities in adjoining Bracknell Forest.

Masterplanning of Potential Strategic Sites

Hall Farm/East of Shinfield and South Wokingham

Technical Stakeholder Workshop – Transport and Environmental Health
26th April 2021



Welcome and introduction



- Wokingham Borough Council (WBC) is updating and reviewing its Local Plan policies – known as the Local Plan Update.
- Previous consultations
 - Issues and Options (2016)
 - Homes for the Future (2018/19)
 - Draft Local Plan (2019)
- Alternative strategic allocations now under-consideration alongside smaller site allocations
- Objective is to meet the Borough's development requirements in the most sustainable way and foster a comprehensive and holistic approach to planning, design and infrastructure delivery

Overview of the session

	Agenda
10.00	Welcome and introduction (WBC)
10.05	Overview (DLA/Stantec)
10.30	Move to Group Discussions (smaller groups)
11.30	<i>Break</i>
11.45	Feedback session (whole group)
12.15	Conclusion

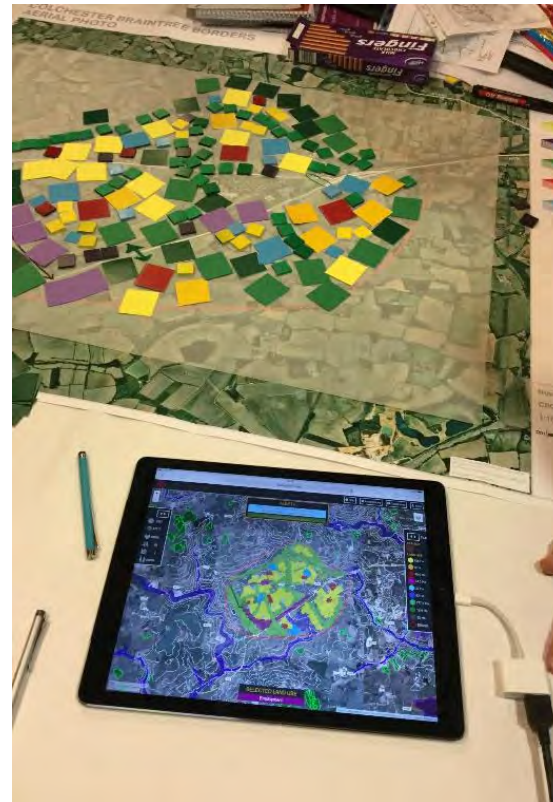
Overview of the brief

- David Lock Associates and Stantec are undertaking work supporting WBC's Local Plan Update
- Inter-related workstreams:
 - Potential Strategic Sites - Masterplanning, Infrastructure Plan and Viability
 - Technical evidence - Transport Modelling, Flood Risk, Air Quality and Renewable Energy
 - Non-strategic sites
- Work will help inform decisions on the Local Plan Update *and* reports to form part of evidence base - to be included with consultation in Autumn 2021.

Strategic Masterplanning



- Longstanding approach of WBC to meeting development challenge:
 - Exploring different growth scenarios
 - Engagement-led
 - Visionary and innovative
 - Deliverable and based on robust evidence



Infrastructure and viability



- Site-specific and off-site infrastructure requirements
- Strategic Sites Infrastructure Framework
- Viability assessment of preferred options
- Informs Infrastructure Delivery Plan (IDP)



A staged process

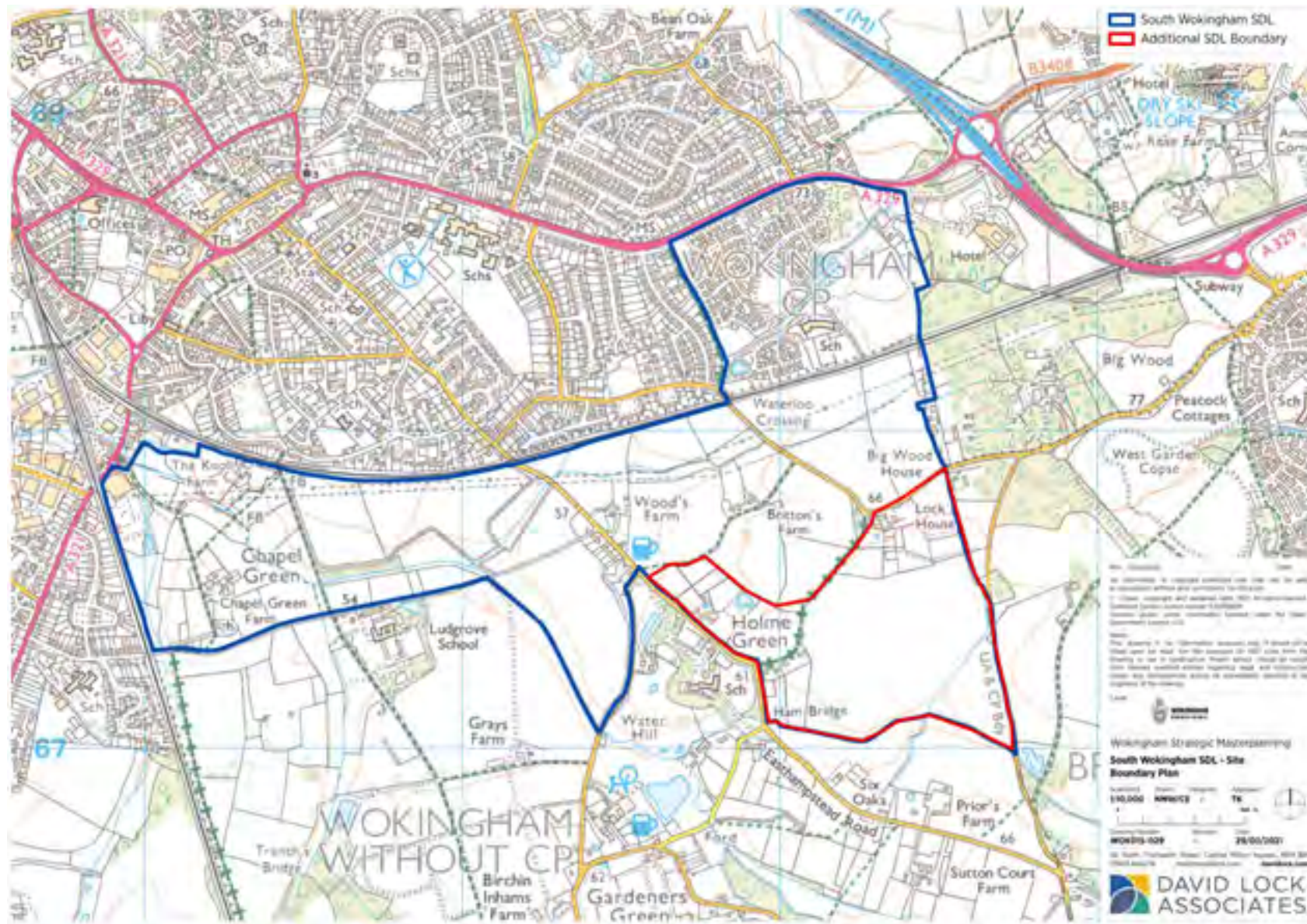


Understanding the site Desk top assessment Technical and Community representatives' workshops Considering issues and options	April-May 2021
Preparing drafts documents Site masterplans Infrastructure schedule Technical evidence (Transport, flood risk and renewable energy)	June 2021
Final drafts	July 2021
Air Quality Assessment	July-Sep 2021
Local Plan Update Consultation	Autumn 2021

Hall Farm East of Shinfield



South Wokingham





Workshop Objectives

- Share knowledge about constraints and explore potential opportunities arising from strategic scale development (transport, movement and related environmental health matters)
- Understand how could sustainable development be achieved in and around the sites.
- Establish on-going and constructive dialogue
- One of three themed workshops
 - **Transport and environmental health** 26th April (am)
 - Green and Blue infrastructure 26th April (pm)
 - Community Wellbeing 27th April (pm)

Workshop: Some key questions

- What are the existing and future movement patterns, critical issues and opportunities for change?
- What are the existing and committed infrastructure projects?
- Where are the existing public transport hubs and corridors and what does future public transport connectivity look like?
- How can the mix of uses and accessibility between homes, jobs and other destinations be planned to reduce the need to travel and encourage active travel?
- How can active travel can be encouraged more generally, including Greenways and other pedestrian/cycle connectivity;
- What opportunities exist for new and improved accessibility and infrastructure?
- Where are the likely constraints and impacts with regards to noise and vibration and air quality and how can they be addressed?

Hall Farm/ East of Shinfield

Transport Constraints and Opportunities

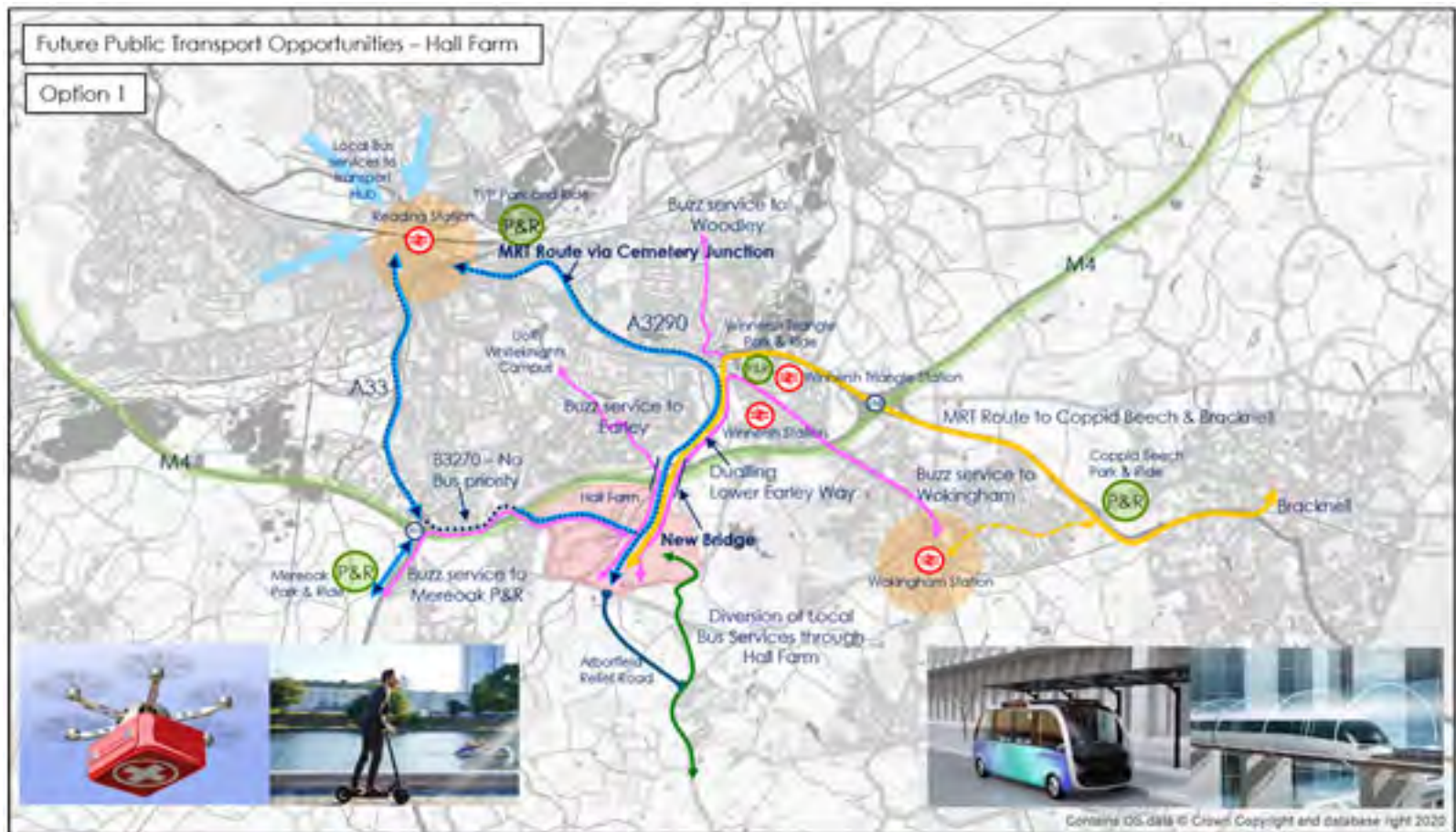
Sustainable Modes

- Opportunity to deliver pedestrian and cycle improvements to A327 and B3030
- Series of Greenways through the site.
- Opportunity for Electric Scooter network on site, regulated by GPS to minimise misuse

Public Transport

- Currently limited local services which serve the site
- Opportunities to deliver new Mass Rapid Transport Services and Transport hub
- Could contribute to an orbital MRT Route to connect to Reading Station, Winnersh Triangle and Thames Valley Park.
- Opportunities for Buzz Services to main Reading University campus
- Diversion of local bus services through the site

Option 1



Hall Farm/East of Shinfield

Transport Constraints and Opportunities

Vehicles

- Northern access options via bridge to Lower Earley Way or new M4 junction.
- M4 junction acceptability likely to be dependant on providing regionally significant land use.
- M4 junction brings opportunities for relief at J10 and J11
- Additional accesses from Shinfield Eastern Relief Road and Arborfield Relief Road
- Multiple crossings of the Loddon and other watercourses required for vehicles, pedestrians and cycles

South Wokingham

Transport Constraints and Opportunities

Vehicles

- Ideal would be to provide vehicular access from the South Wokingham Distributor Road. Understood this will be difficult.
- Opportunities for access via Easthampstead Road and Old Wokingham Road to be considered.

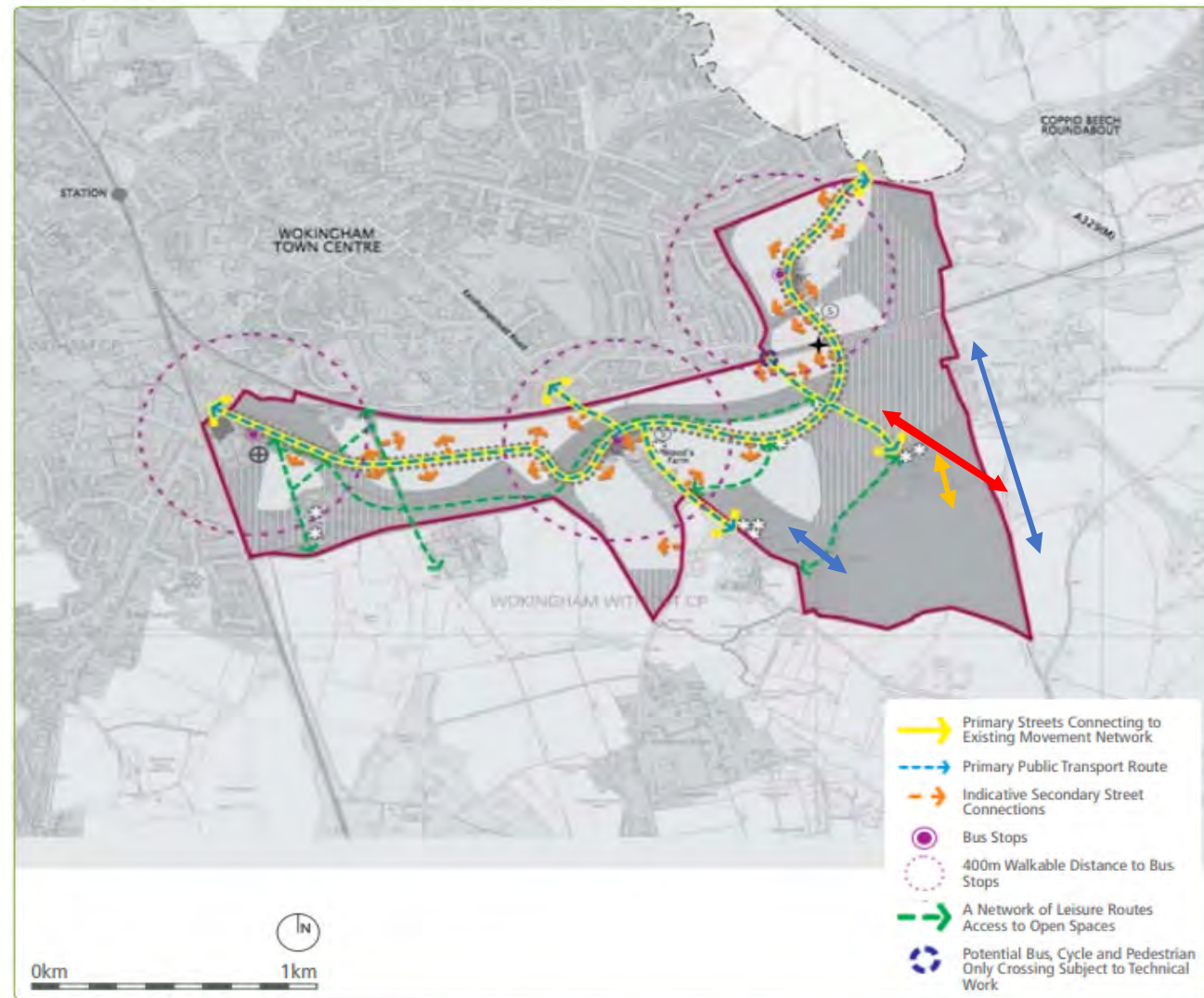
Sustainable Modes

- Accessibility of the site to local facilities will depend on ability to connect to existing South Wokingham SDL
- Severance caused by the Railway line limited access for pedestrians and cyclists to Wokingham Town Centre
- Opportunity for Greenways to promote sustainable travel

Public Transport

- Limited local bus services that serve the site with no existing provision on Easthampstead Road
- Opportunities to connect with bus services which serve South Wokingham SDL and divert into site to be considered

Figure 4.6: Transport and Movement Diagram



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Transport and
Movement Plan –
Source: South
Wokingham SDL SPD
(2011)



	Agenda
10.00	Welcome and introduction (WBC)
10.05	Overview (DLA/Stantec)
10.30	Move to Group Discussions (smaller groups)
11.30	<i>Break</i>
11.45	Feedback session (whole group)
12.15	Conclusion

- You will be sub-divided into groups.
- A facilitator will lead the discussion, share plans and collate feedback.
- Re-join main teams invite for 11.45 feedback session.

Plans for group discussions

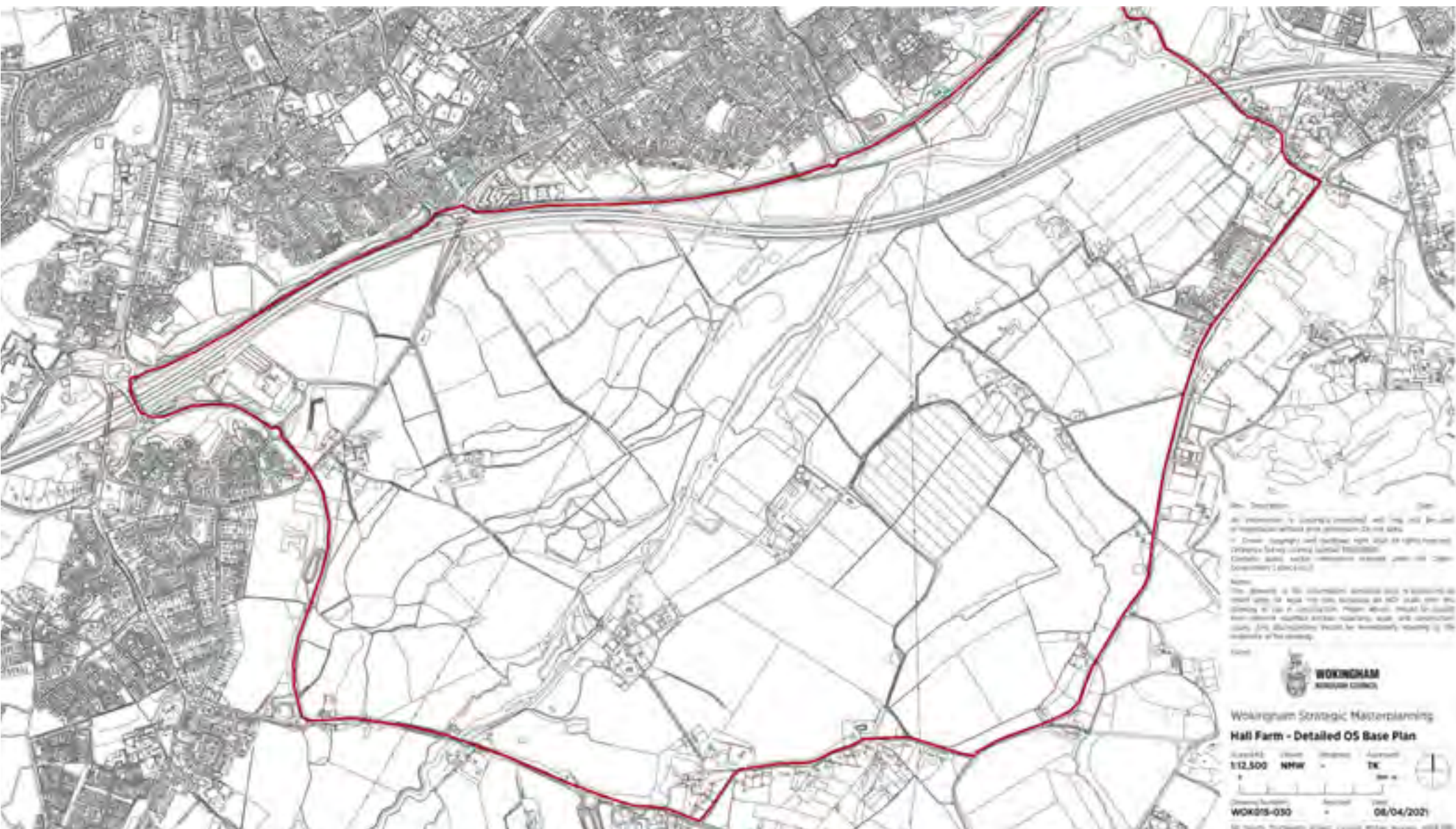
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Hall Farm East of Shinfield







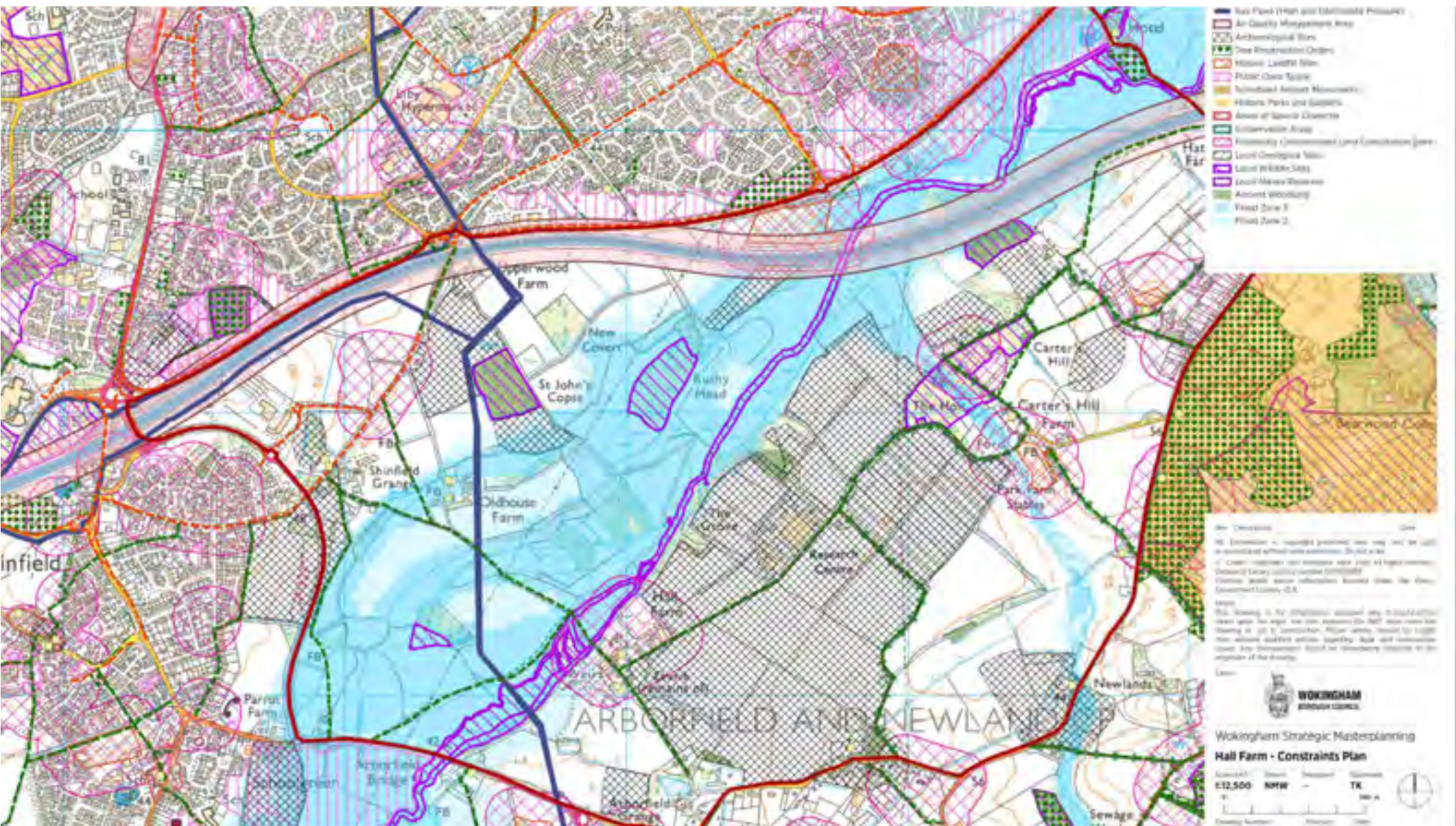
Site Description:
An extension to existing residential and farm buildings and associated infrastructure and parking.
The site is located on the northern edge of the Hali Farm site, adjacent to the A10 road. The site is bounded to the north by the A10 road, to the east by the A10 road, to the south by the A10 road, and to the west by the A10 road.
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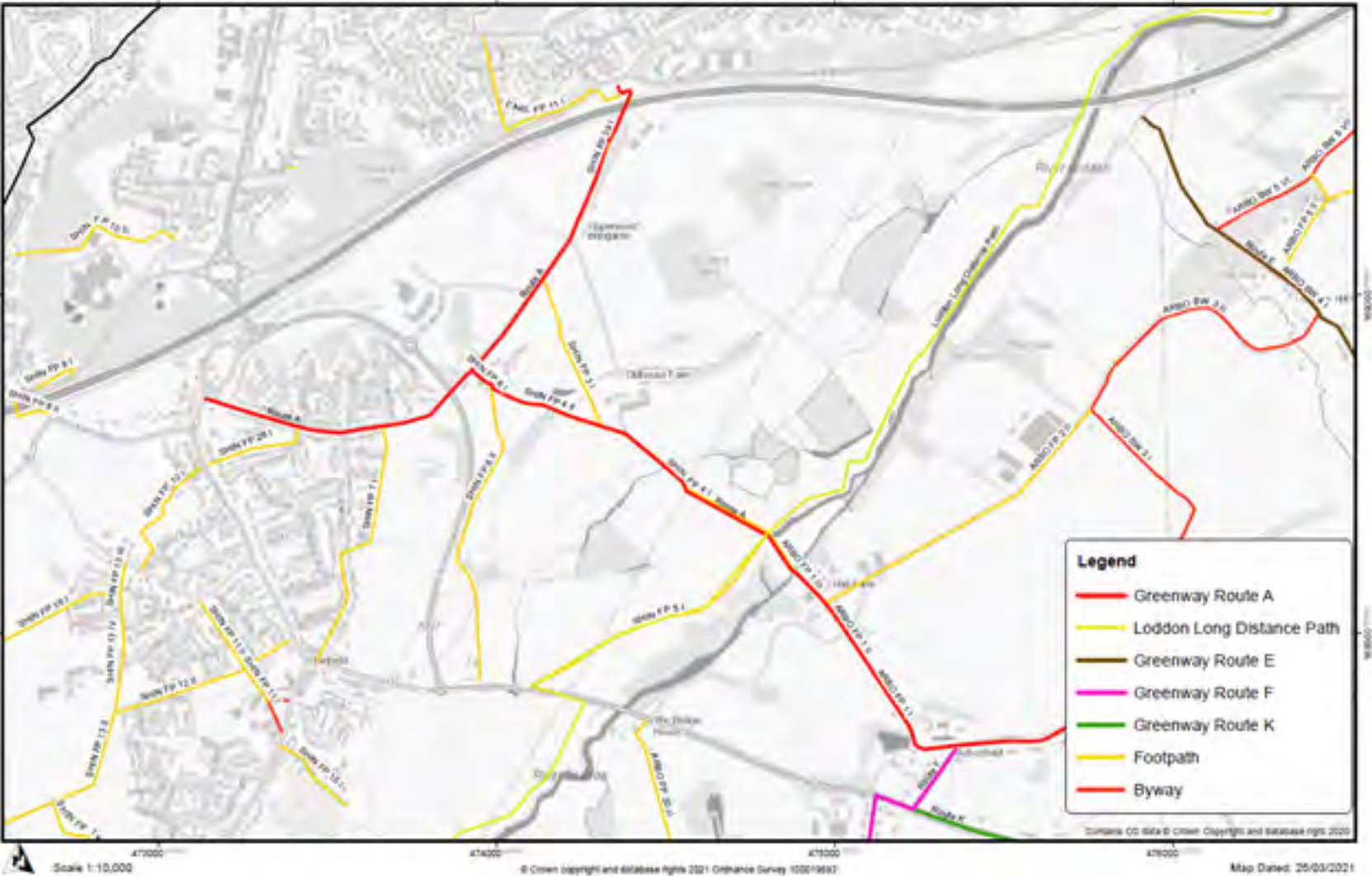
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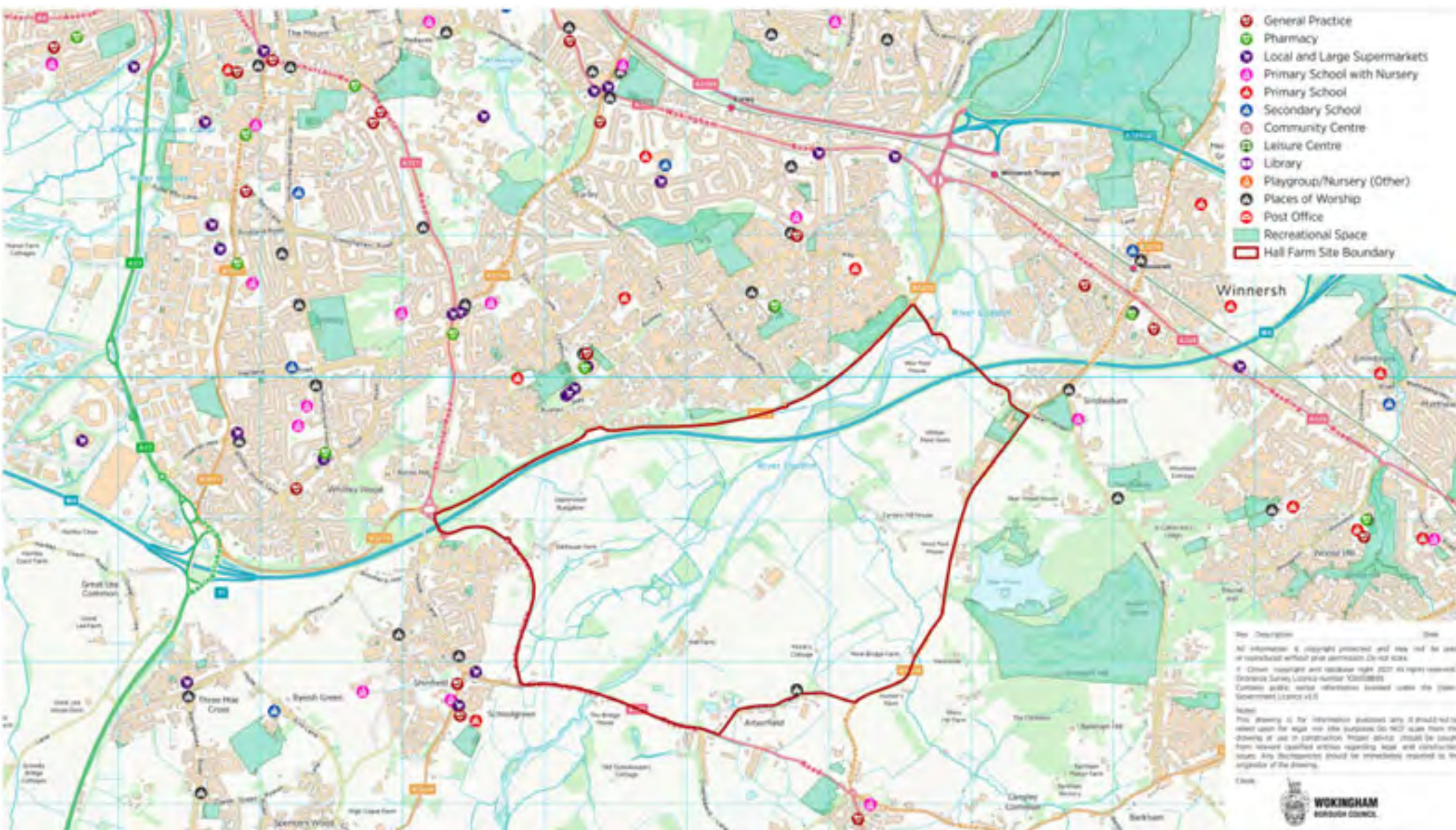


**Wokingham Strategic Masterplanning
Hali Farm - Detailed OS Base Plan**

Scale: 1:12,500
North arrow pointing up.
Drawing Number: WOK/S-030
Date: 08/04/2021
By: [Name]
For: [Name]







South Wokingham Plans

South Wokingham

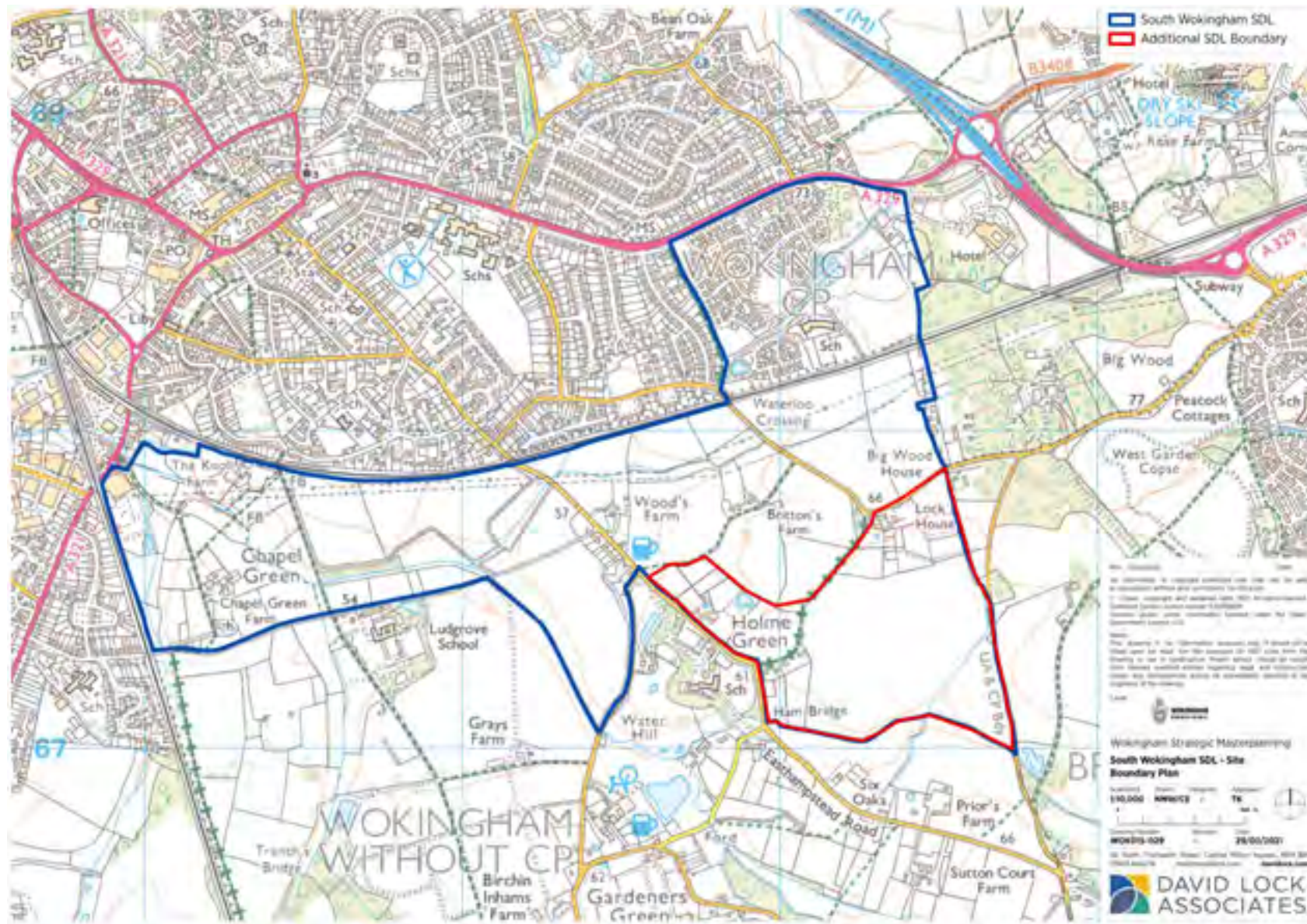
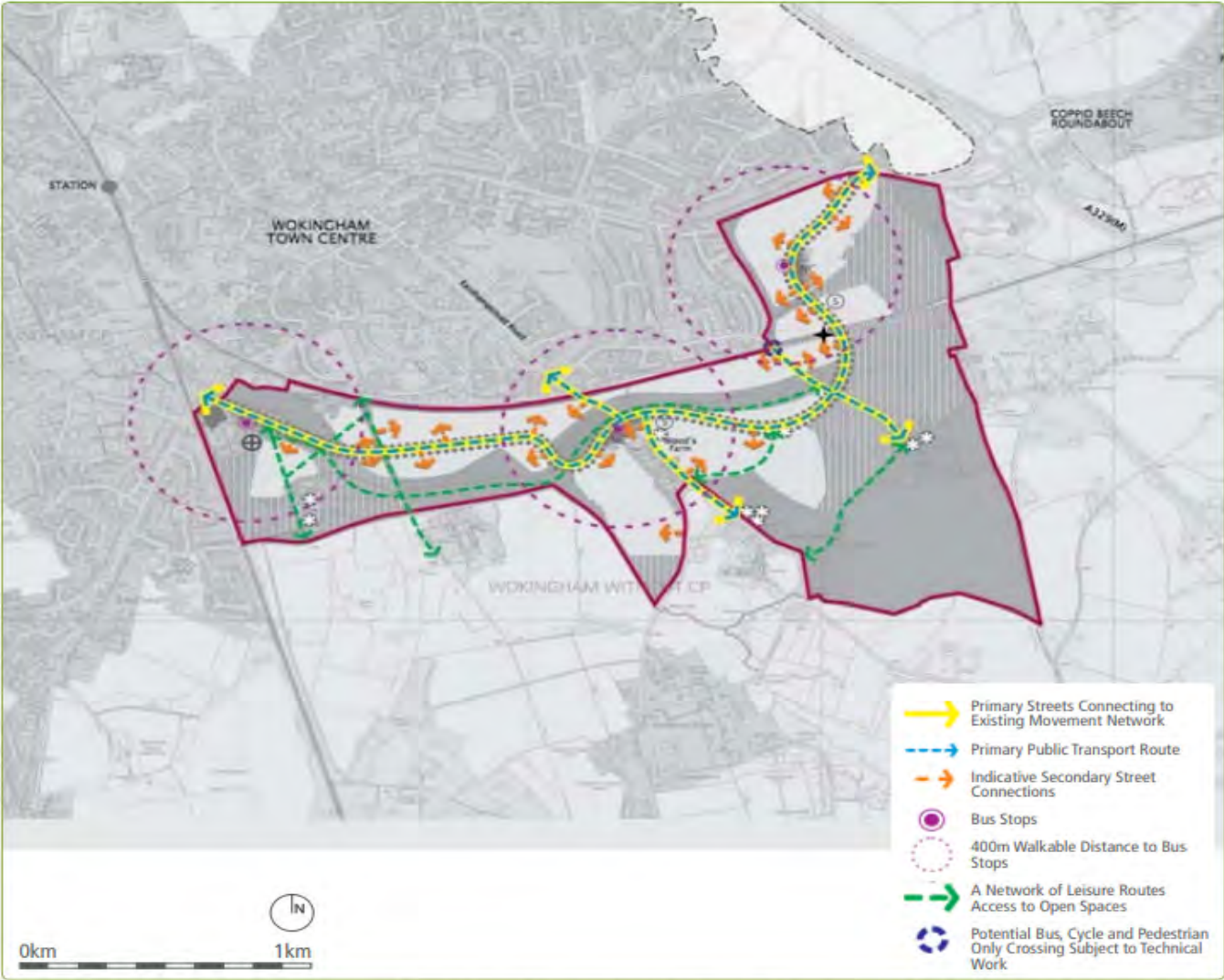
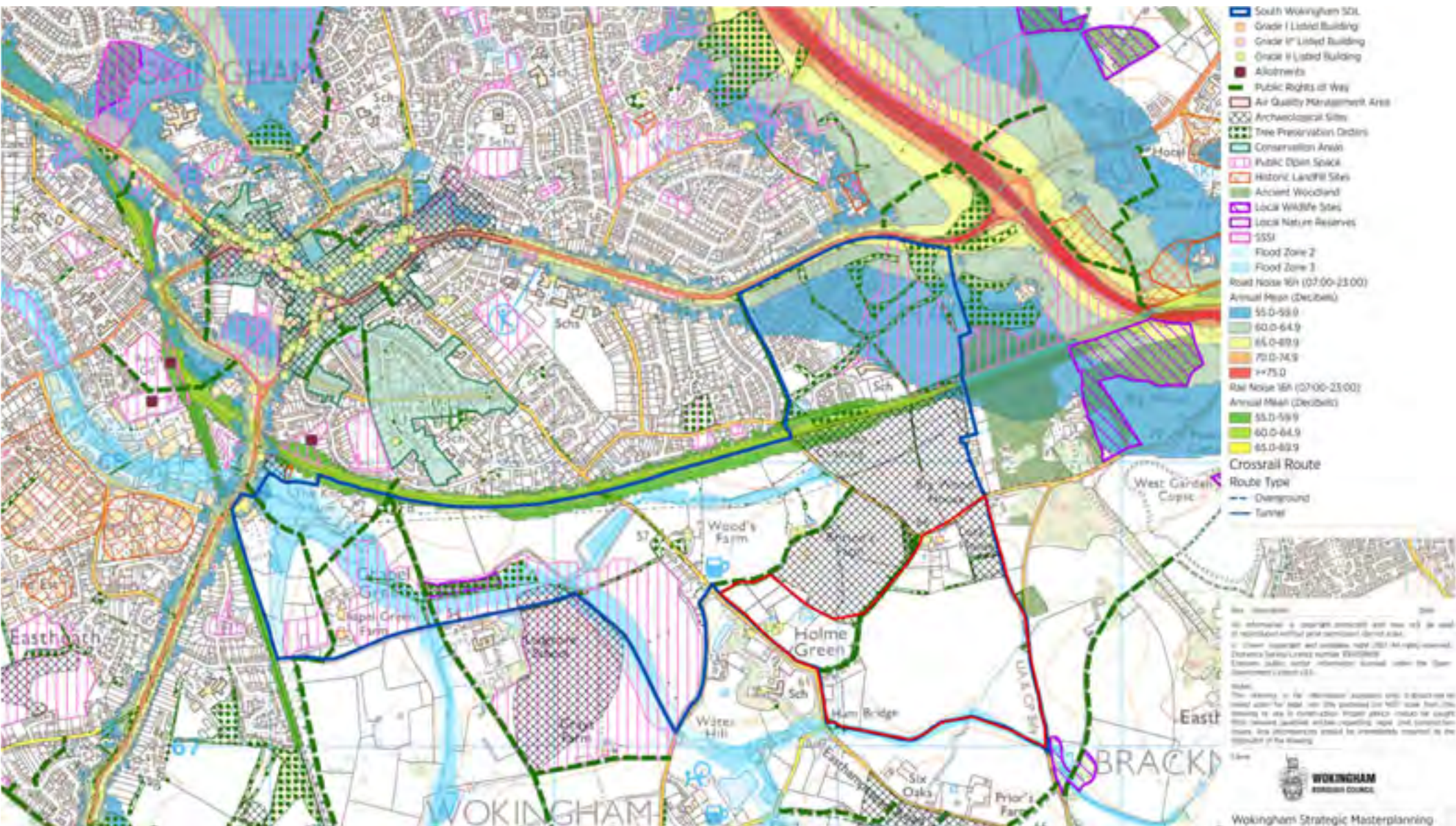
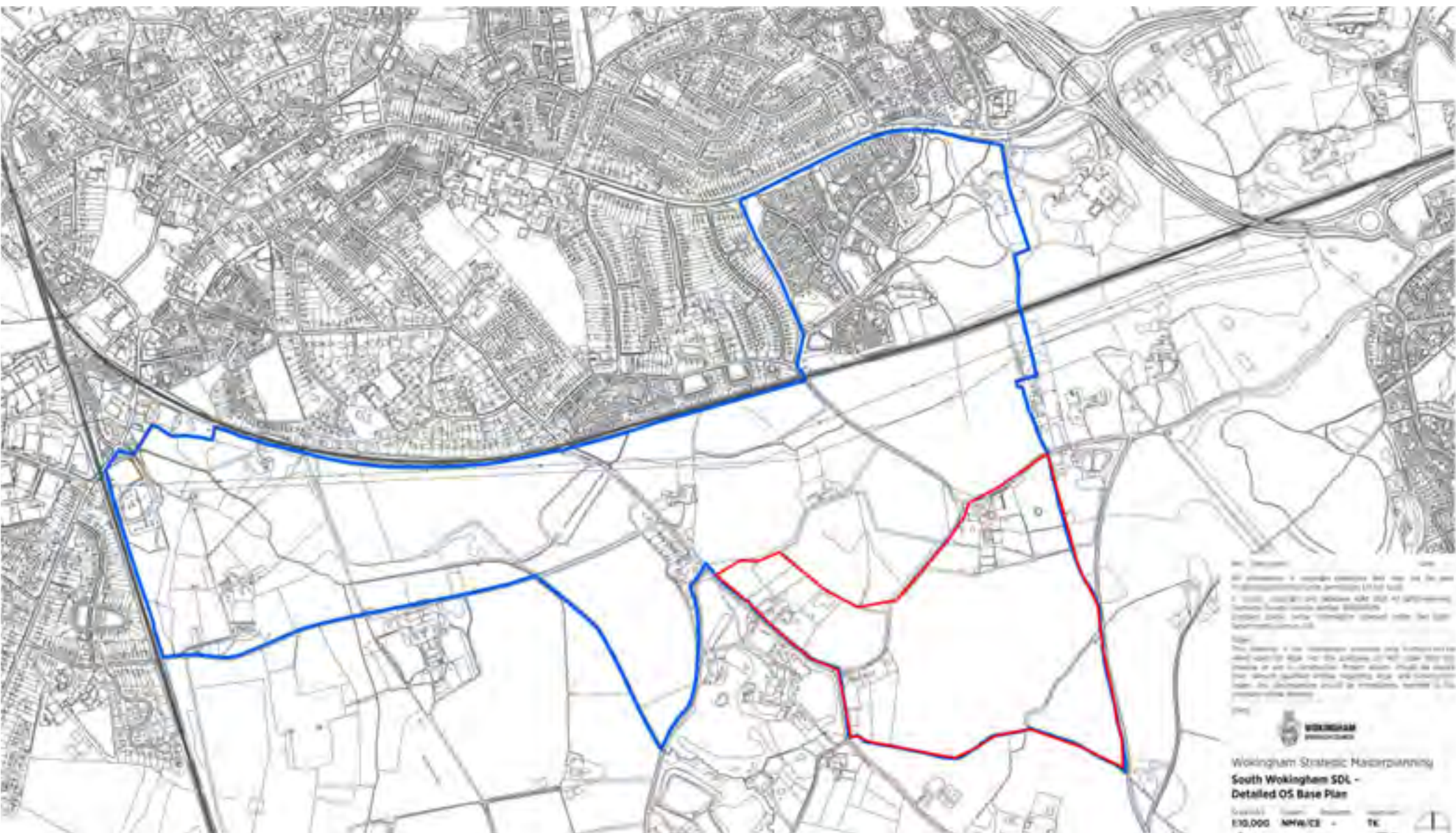


Figure 4.6: Transport and Movement Diagram

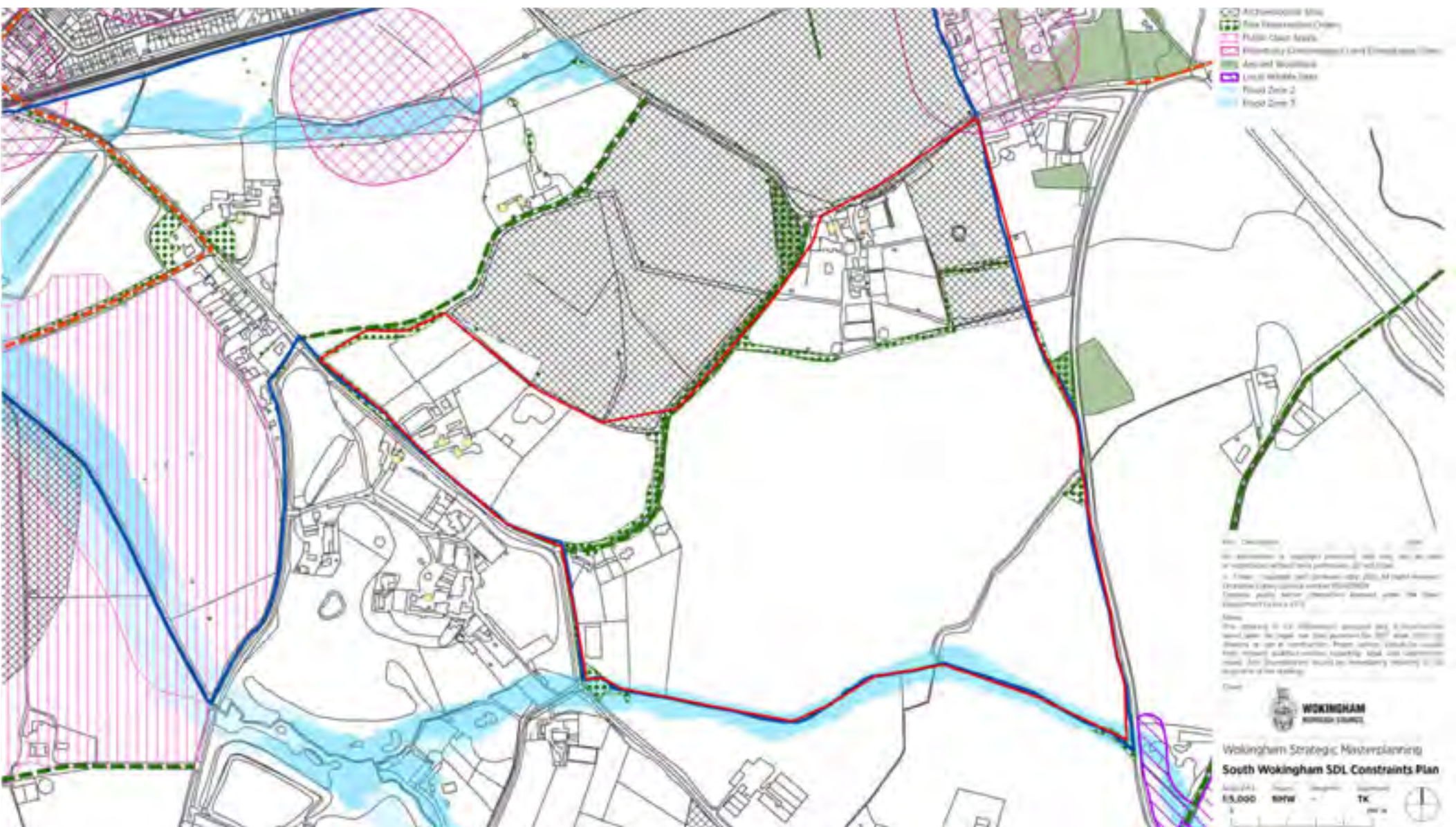


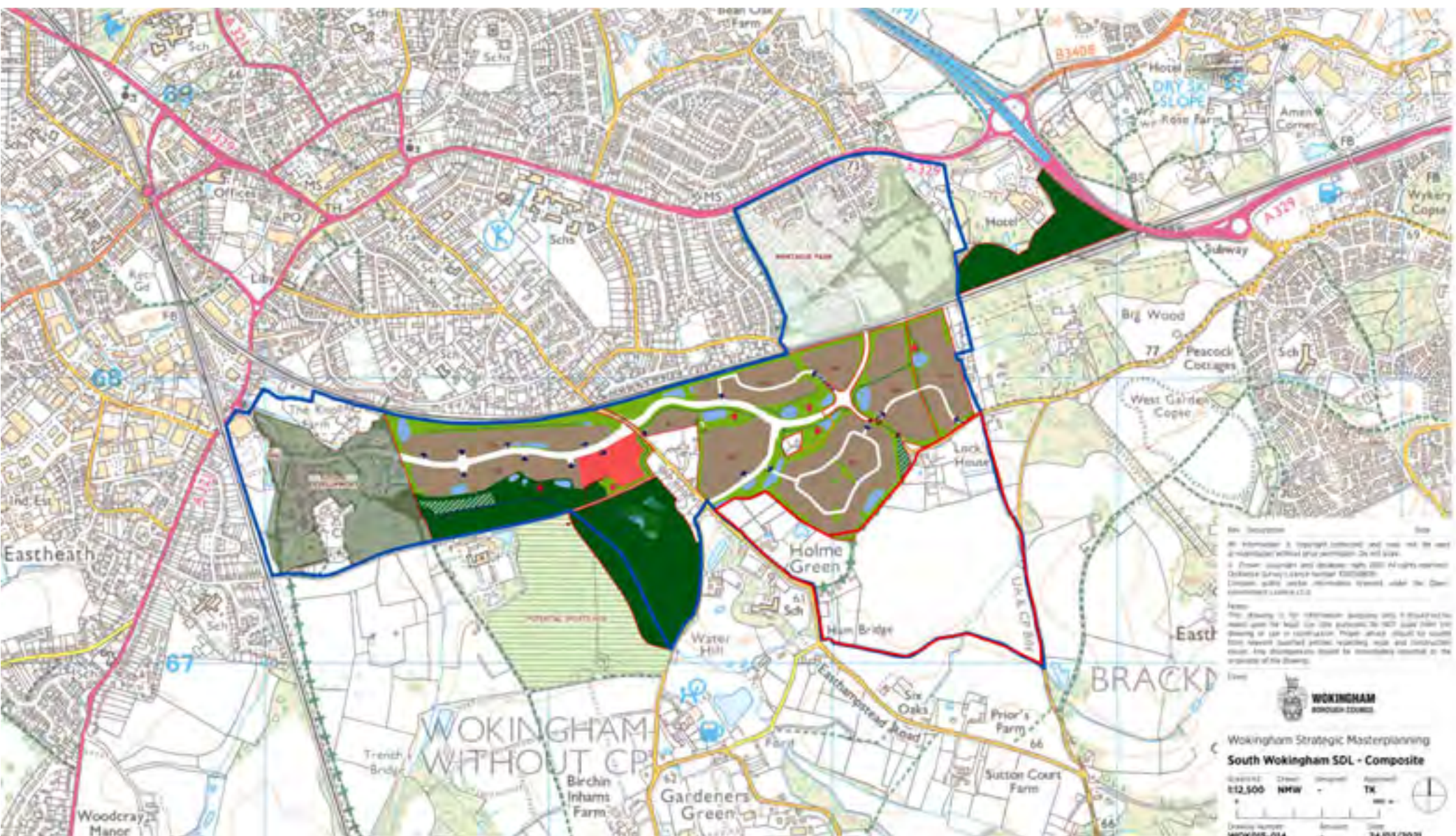
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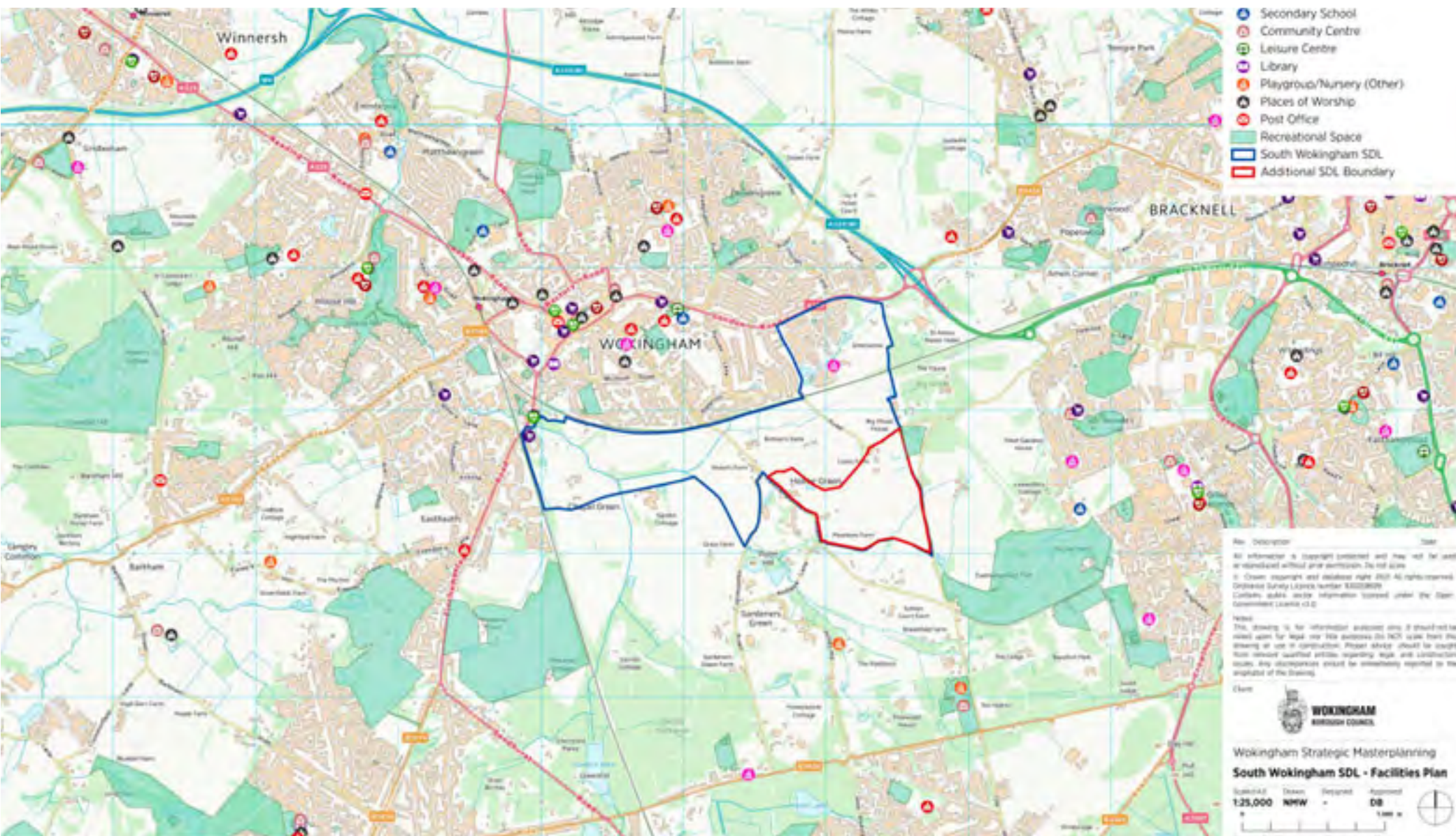














Wrap-up and Conclusions

Masterplanning of Potential Strategic Sites

Hall Farm/East of Shinfield and South Wokingham

Technical Stakeholder Workshop – Green and Blue infrastructure
26th April 2021



Welcome and introduction

- Wokingham Borough Council (WBC) is updating and reviewing its Local Plan policies – known as the Local Plan Update.
- Previous consultations
 - Issues and Options (2016)
 - Homes for the Future (2018/19)
 - Draft Local Plan (2019)
- Alternative strategic allocations now under-consideration alongside smaller site allocations
- Objective is to meet the Borough's development requirements in the most sustainable way and foster a comprehensive and holistic approach to planning, design and infrastructure delivery

Overview of the session

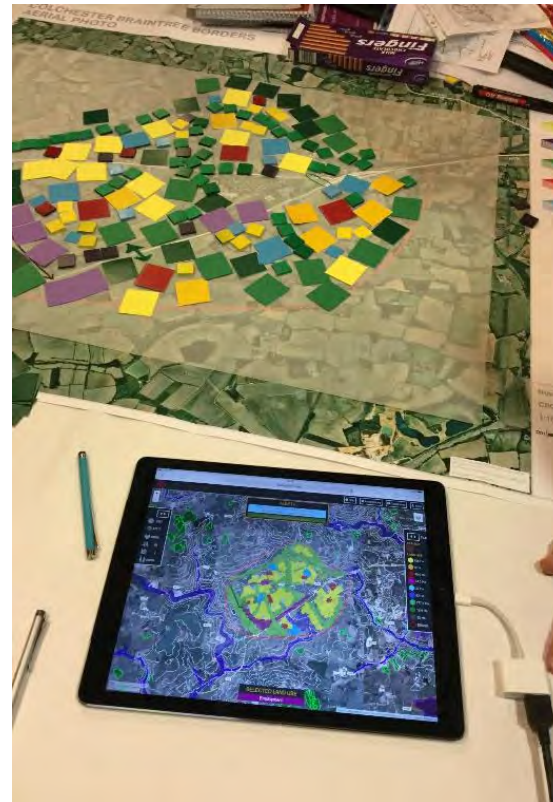
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2.00	Welcome and introduction (WBC)
2.05	Overview (DLA/Stantec)
2.30	Move to Group Discussions (smaller groups)
3.30	<i>Break</i>
3.45	Feedback session (whole group)
4.15	Conclusion

Overview of the brief

- David Lock Associates and Stantec are undertaking work supporting WBC's Local Plan Update
- Inter-related workstreams:
 - Potential Strategic Sites - Masterplanning, Infrastructure Plan and Viability
 - Technical evidence - Transport Modelling, Flood Risk, Air Quality and Renewable Energy
 - Non-strategic sites
- Work will help inform decisions on the Local Plan Update *and* reports to form part of evidence base - to be included with consultation in Autumn 2021.

Strategic Masterplanning

- Longstanding approach of WBC to meeting development challenge:
 - Exploring different growth scenarios
 - Engagement-led
 - Visionary and innovative
 - Deliverable and based on robust evidence



Infrastructure and viability

- Site-specific and off-site infrastructure requirements
- Strategic Sites Infrastructure Framework
- Viability assessment of preferred options
- Informs Infrastructure Delivery Plan (IDP)



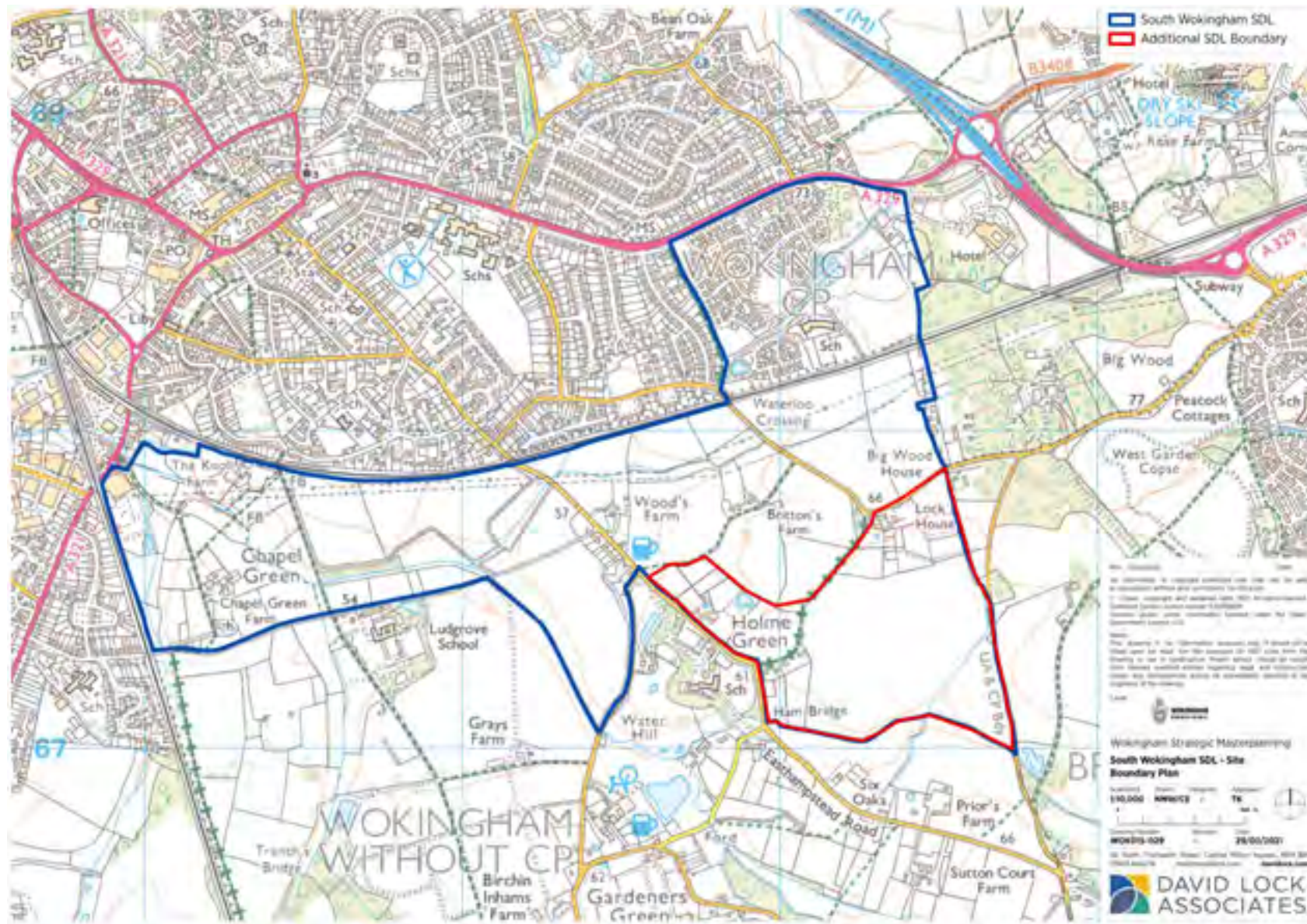
A staged process

Understanding the site Desk top assessment Technical and Community representatives' workshops Considering issues and options	April-May 2021
Preparing drafts documents Site masterplans Infrastructure schedule Technical evidence (Transport, flood risk and renewable energy)	June 2021
Final drafts	July 2021
Air Quality Assessment	July-Sep 2021
Local Plan Update Consultation	Autumn 2021

Hall Farm East of Shinfield



South Wokingham



Workshop Objectives

- Share knowledge about constraints and explore potential opportunities arising from strategic scale development (transport, movement and related environmental health matters)
- Understand how could sustainable development be achieved in and around the sites.
- Establish on-going and constructive dialogue
- One of three themed workshops
 - Transport and environmental health 26th April (am)
 - **Green and Blue infrastructure** 26th April (pm)
 - Community Wellbeing 27th April (pm)

Workshop: Some key questions

- Where are the known flood risks and flood schemes near on or near to the sites, including those associated with the River Loddon and Emm Brook?
- What sustainable drainage principles should be considered?
- What role could water play in relation to biodiversity and amenity?
- How can existing green assets, landscape character and value influence the design of potential development?
- What are the ecological or landscape constraints on and near to the sites and what site specific approaches are needed?
- What approach should be taken to wider biodiversity objectives and mitigation measures, including Suitable Alternative Natural Greenspace (SANG).
- How can opportunities for outdoor sport and recreation, play and amenity, including policy and standards, be planned and designed?
- What other available data sets are available for use?

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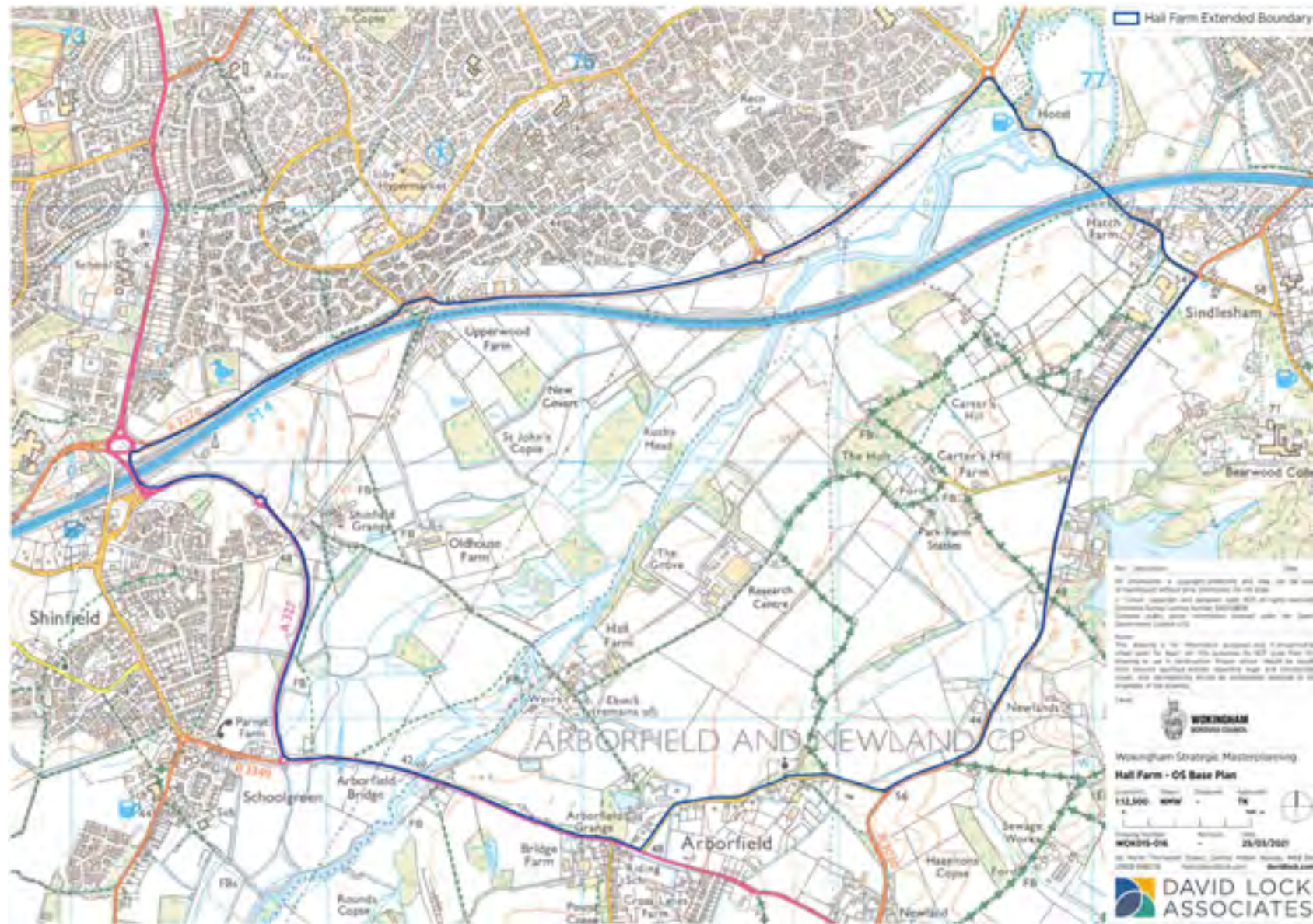
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Plans for group discussions

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Hall Farm East of Shinfield





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Client

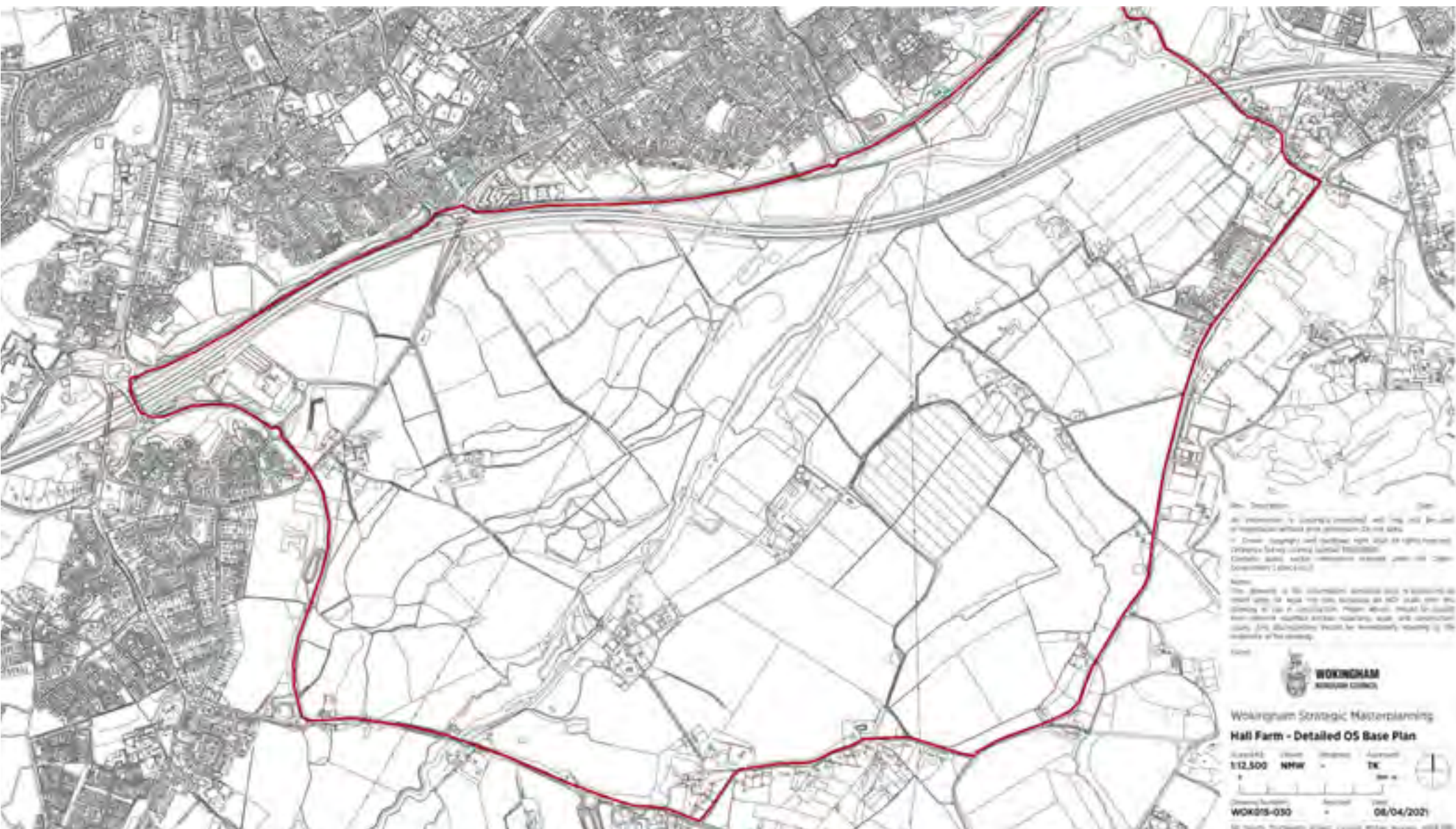


Wokingham Strategic Masterplanning Hall Farm - Aerial Plan

Scale 1:12,500	Drawn	Designed	Approved
0	NEW		TK
Drawing Number: WOK015-017			Date: 23/05/2021

10 North, Thurston Street, Canine Hill, Wokingham, RG40 3DP
01344 896276 info@dauidlock.com www.dauidlock.com





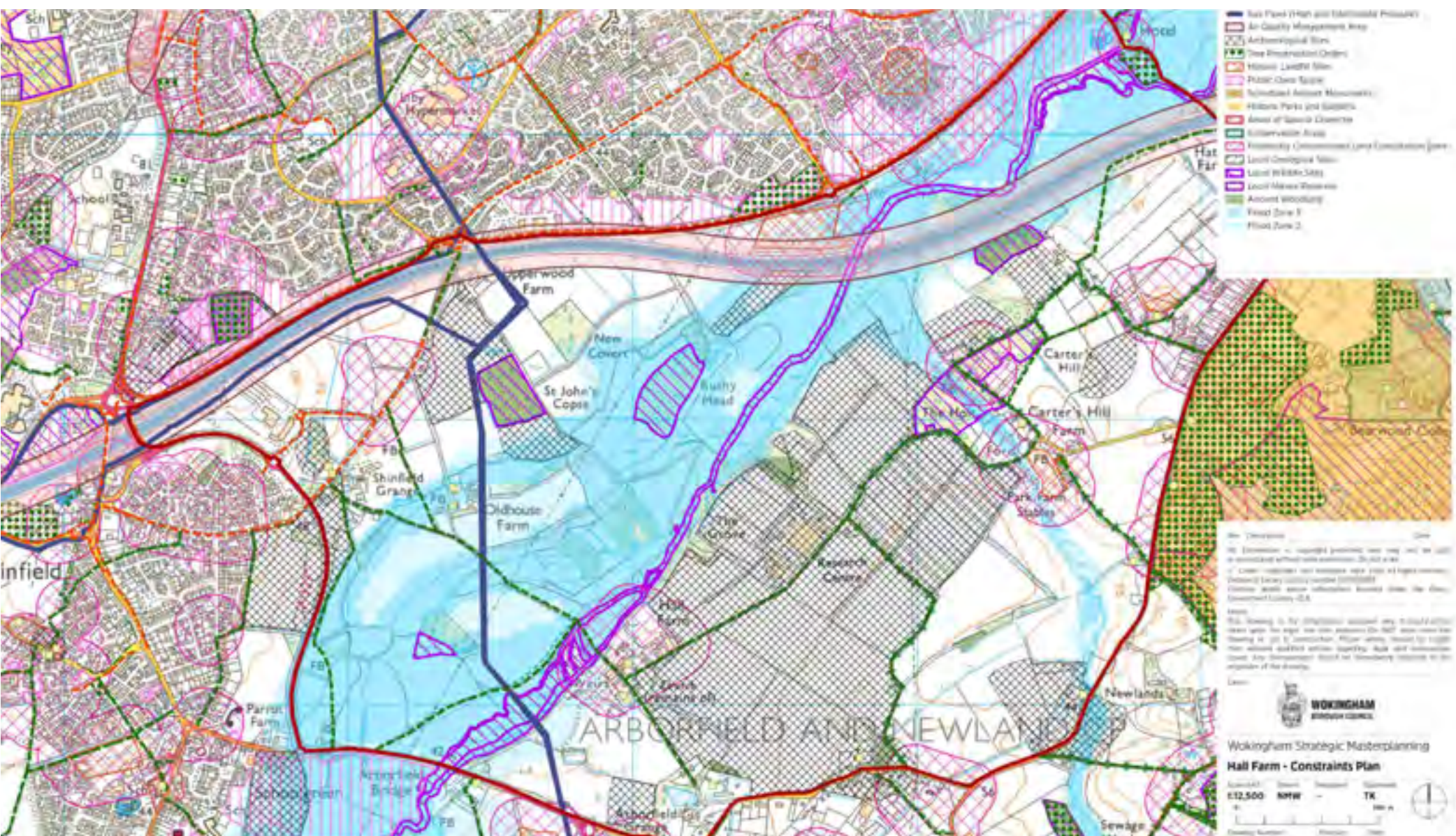
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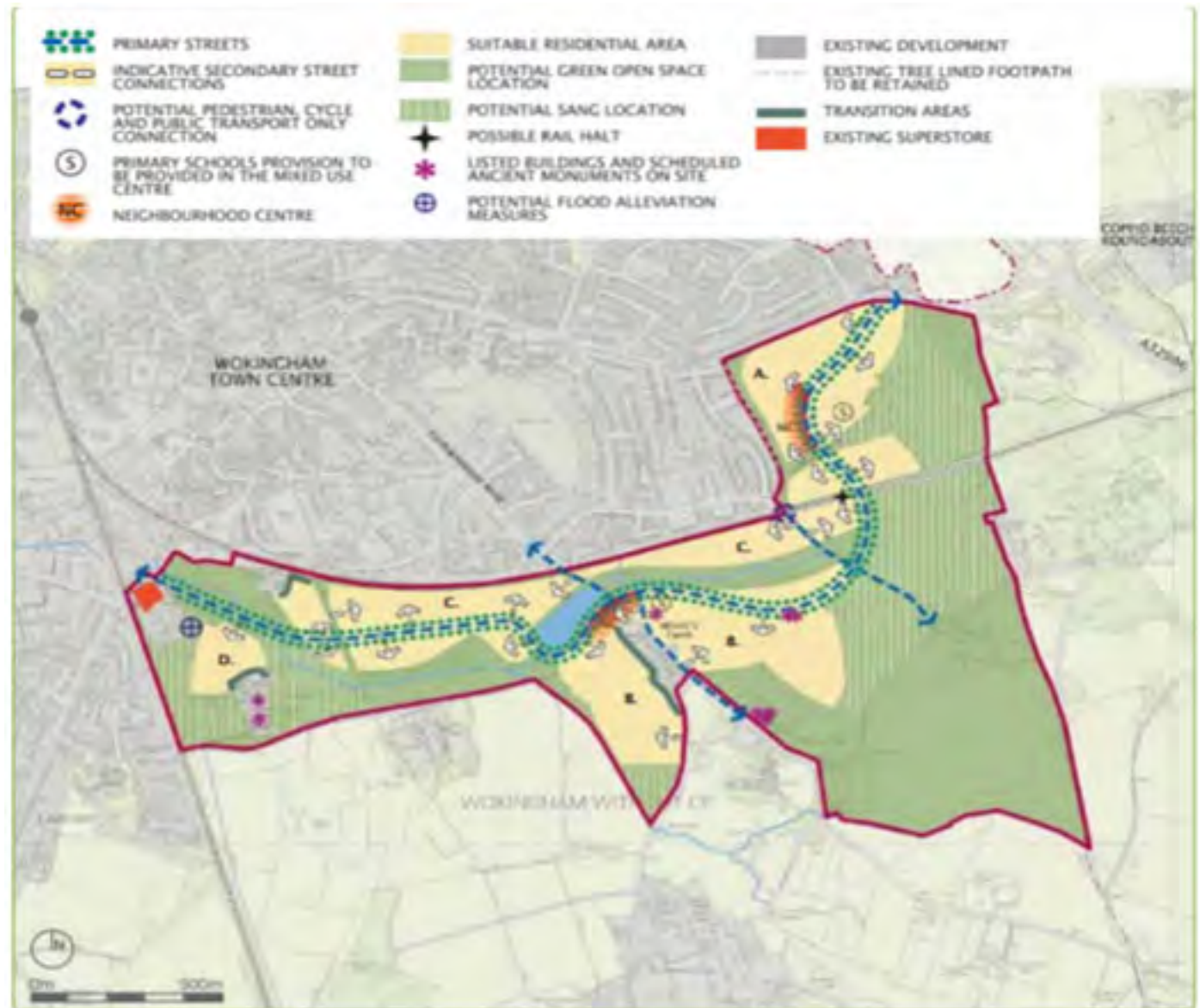
**Wokingham Strategic Masterplanning
Hali Farm - Detailed OS Base Plan**

Scale: 1:12,500
North arrow pointing up
Drawing Number: WOK/S-030
Date: 08/04/2021
By: [Name]
For: [Name]



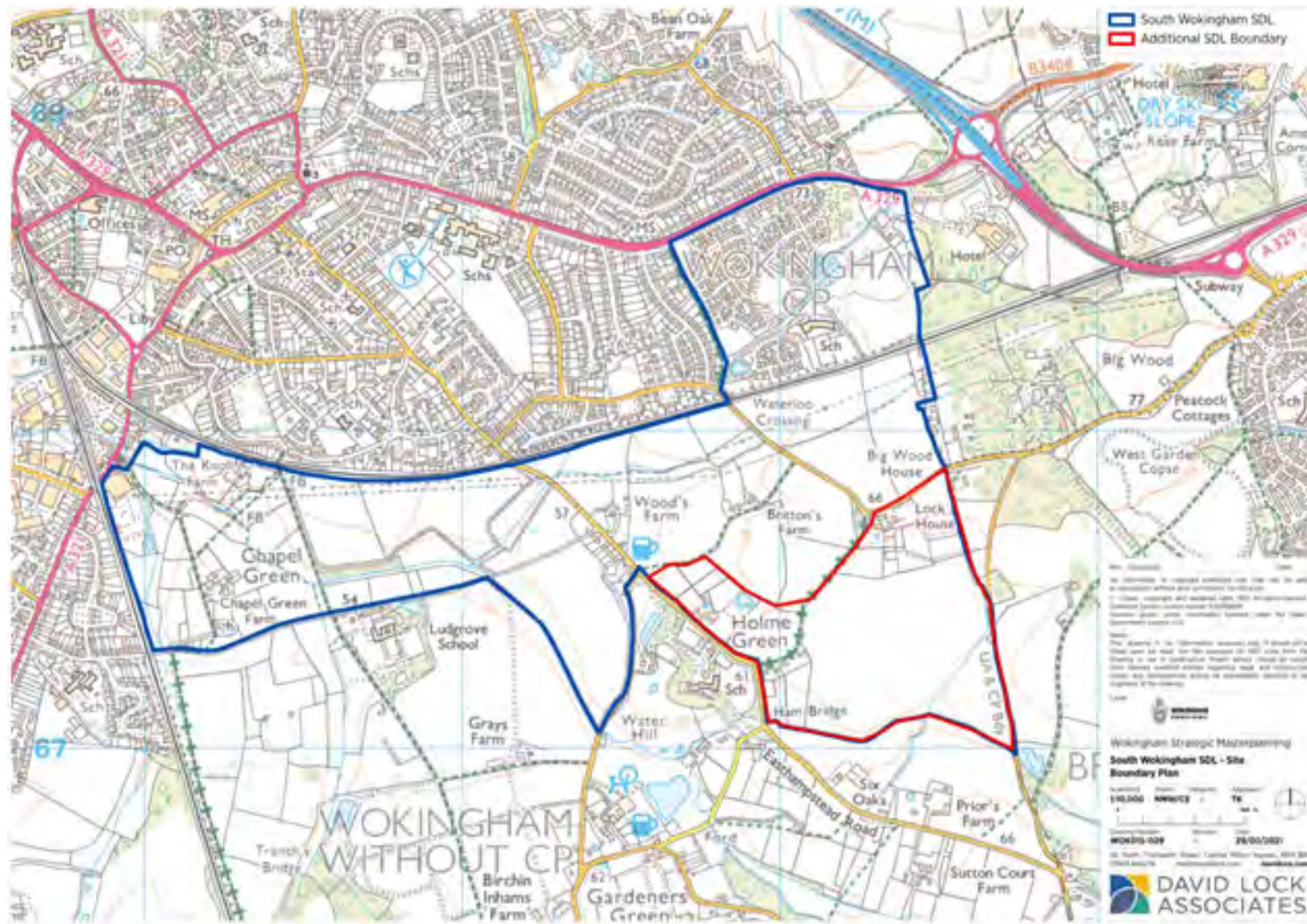


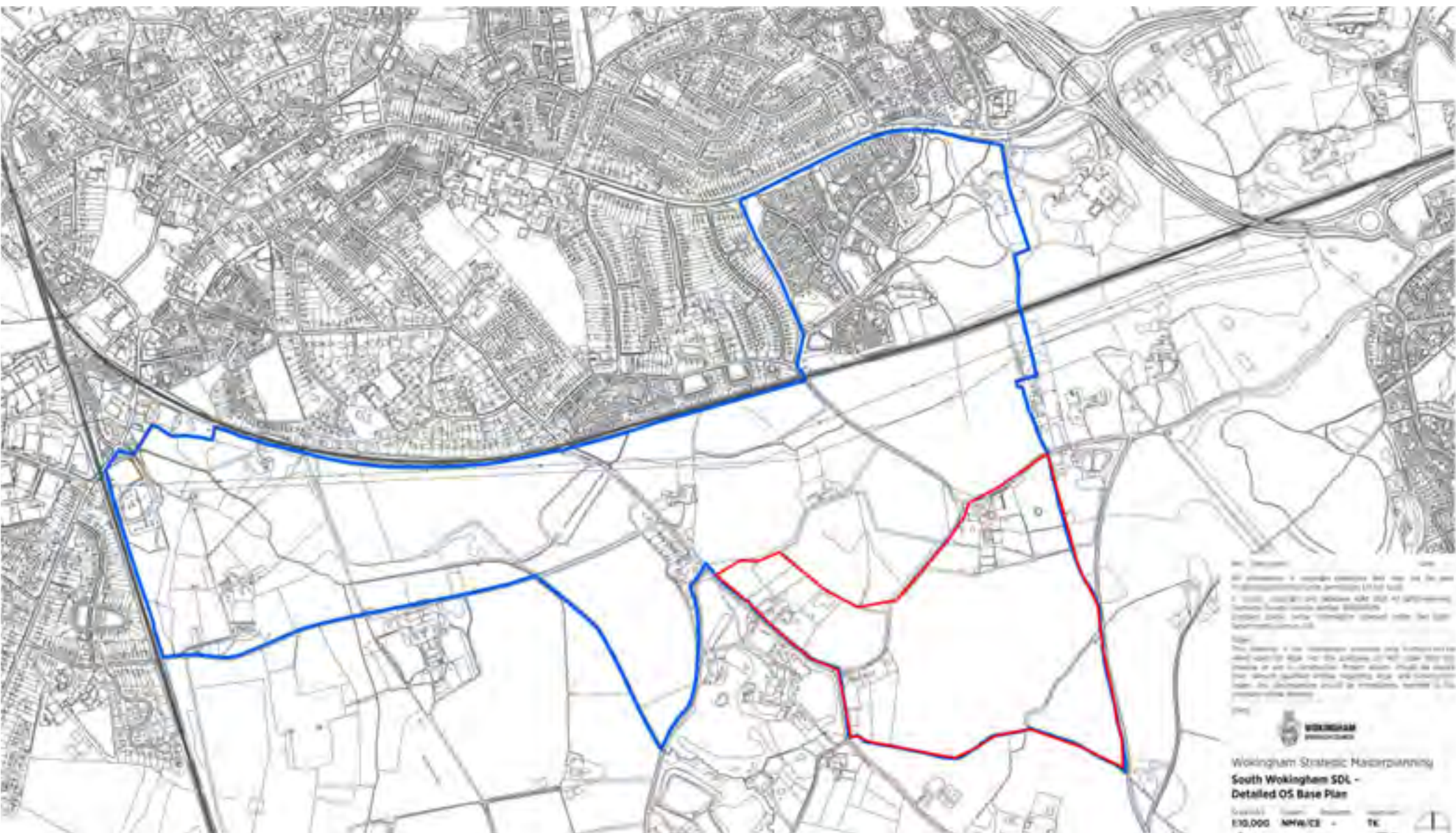
South Wokingham Plans



Spatial Framework
Plan Source: South
Wokingham SDL SPD
(2011)

South Wokingham



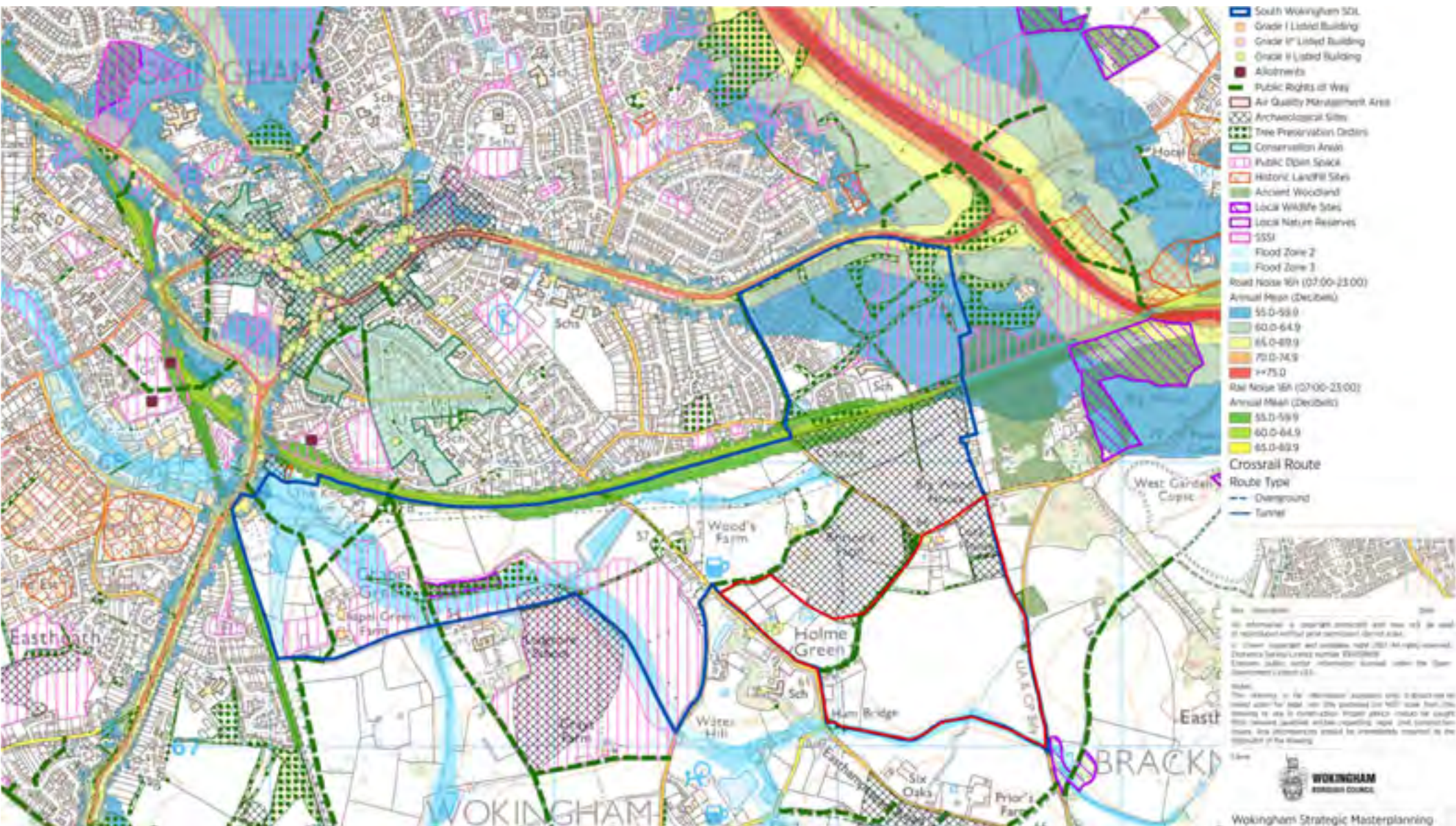


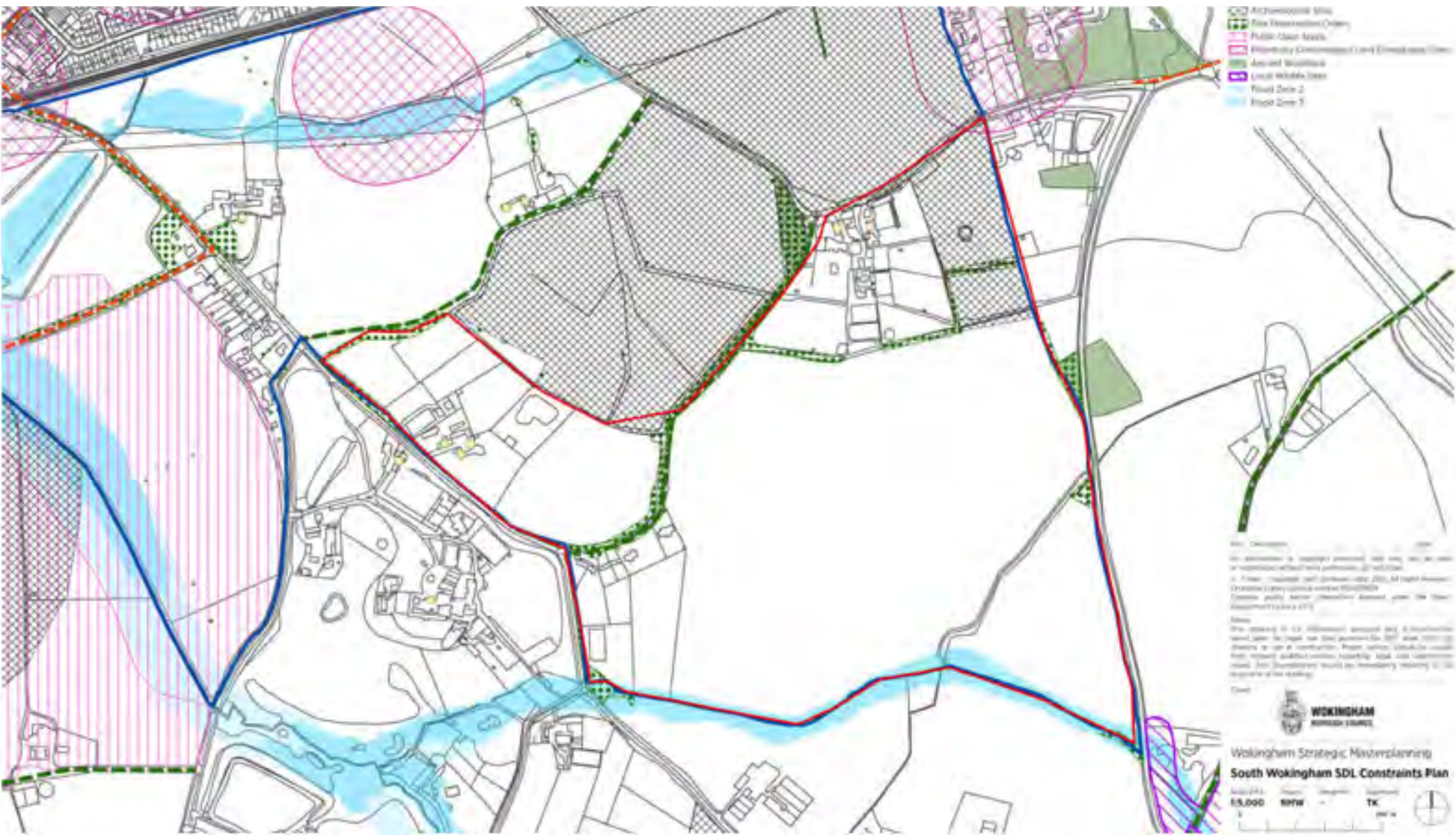
Key:
Blue boundary: A boundary between the area for the plan and the surrounding area.
Red boundary: A boundary between the area for the plan and the surrounding area.
Yellow boundary: A boundary between the area for the plan and the surrounding area.
Green boundary: A boundary between the area for the plan and the surrounding area.
Grey boundary: A boundary between the area for the plan and the surrounding area.

Wokingham
Wokingham Strategic Masterplanning
South Wokingham SDL -
Detailed OS Base Plan
Scale: 1:50,000
NHW/CE
TE



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Client		
 WOKINGHAM BOROUGH COUNCIL		
Wokingham Strategic Masterplanning South Wokingham SDL - Aerial Plan		
Scale 1:10,000	Drawn NW/CE	Designed TK
Drawing Number WOK015-034		
Date 21/04/2021		





- Archaeological Sites
- Area of Outstanding Natural Beauty
- Public Open Spaces
- Environmentally Sensitive Areas and Other Protected Areas
- Local Wildlife Sites
- Flood Zone 2
- Flood Zone 1

Notes:
This map is a simplified representation of the data available and should not be used for legal purposes.
The map is based on data from the Hampshire County Council and the Hampshire County Council Planning Department.
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Wokingham Borough Council

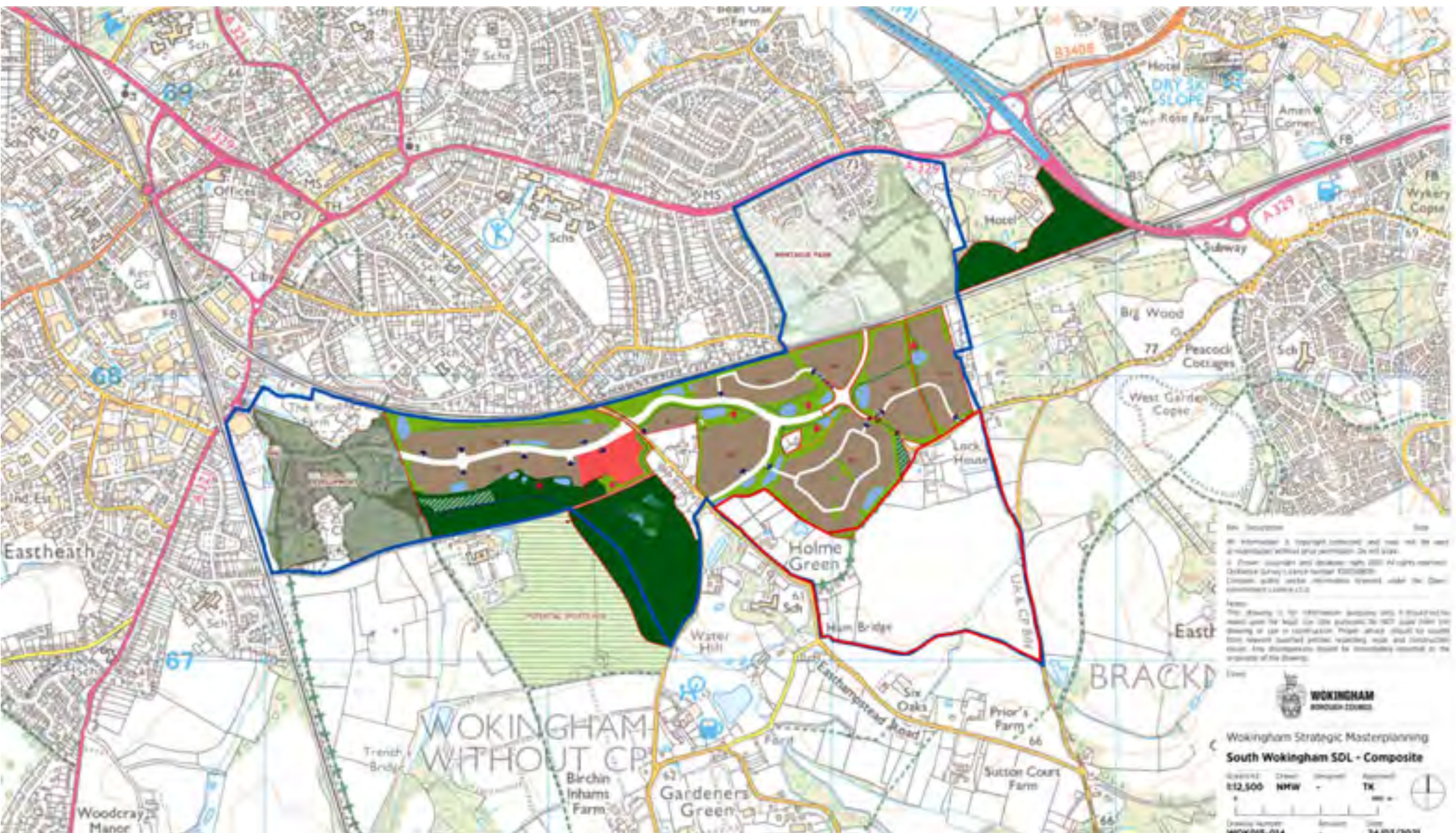
Wokingham Strategic Masterplanning
South Wokingham SDL Constraints Plan

Scale: 1:50,000

North Arrow

Scale bar: 0 to 1 km







Wrap-up and Conclusions

Masterplanning of Potential Strategic Sites

Hall Farm/East of Shinfield and South Wokingham

Technical Stakeholder Workshop – Community wellbeing

27th April 2021



Welcome and introduction

- Wokingham Borough Council (WBC) is updating and reviewing its Local Plan policies – known as the Local Plan Update.
- Previous consultations
 - Issues and Options (2016)
 - Homes for the Future (2018/19)
 - Draft Local Plan (2019)
- Alternative strategic allocations now under-consideration alongside smaller site allocations
- Objective is to meet the Borough's development requirements in the most sustainable way and foster a comprehensive and holistic approach to planning, design and infrastructure delivery

Overview of the session

	Agenda
1.00	Welcome and introduction (WBC)
1.05	Overview (DLA/Stantec)
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2.30	<i>Break</i>
2.45	Feedback session (whole group)
3.15	Conclusion

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 - Exploring different growth scenarios
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 - Visionary and innovative
 - Deliverable and based on robust evidence



Infrastructure and viability

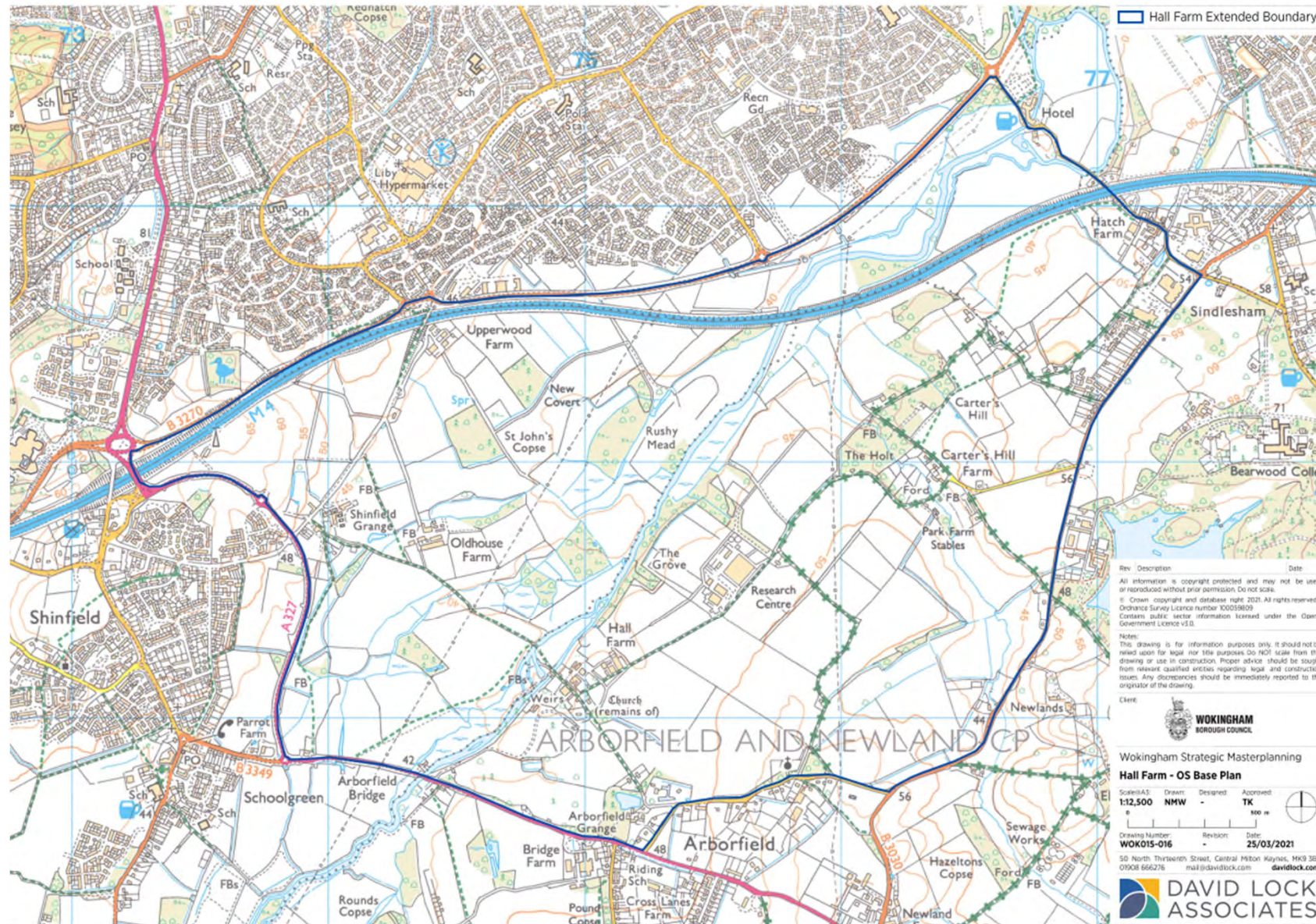
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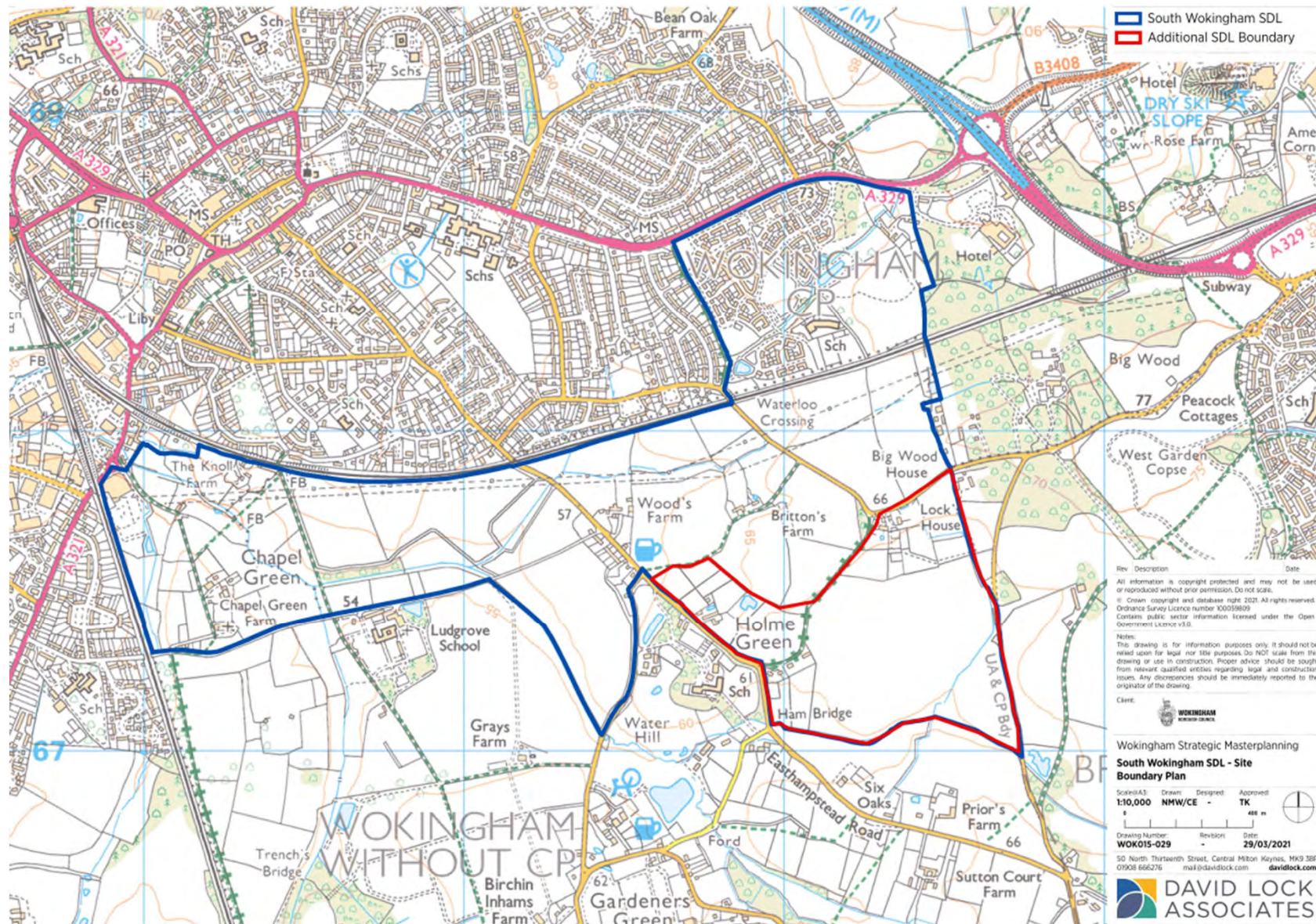
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Final drafts	July 2021
Air Quality Assessment	July-Sep 2021
Local Plan Update Consultation	Autumn 2021

Hall Farm East of Shinfield



South Wokingham



Workshop Objectives

- Share knowledge about constraints and explore potential opportunities arising from strategic scale development (community and social related)
- Understand how could sustainable development be achieved in and around the sites.
- Establish on-going and constructive dialogue
- One of three themed workshops
 - Transport and environmental health 26th April (am)
 - Green and Blue infrastructure 26th April (pm)
 - **Community Wellbeing** **27th April (pm)**

Workshop: Some key questions

- Where are the nearest schools and other education providers?
- What is current and future school capacity likely to be
- Do the sites present the opportunity for new schools and how should they be planned (site size, location) ?
- Where are current GP surgeries and other health facilities?
- How should health needs be planned into potential developments?
- How should community meeting spaces, indoor sports and other community facilities be design into potential developments?
- What is the nature of the current housing needs in the area and is there potential to offer diverse housing types and sizes;
- What is the potential improve connectivity (physical and economic) to employment opportunities?
- Can future developments plan for future shopping needs?
- Are there opportunities for local governance and management of places and spaces?

	Agenda
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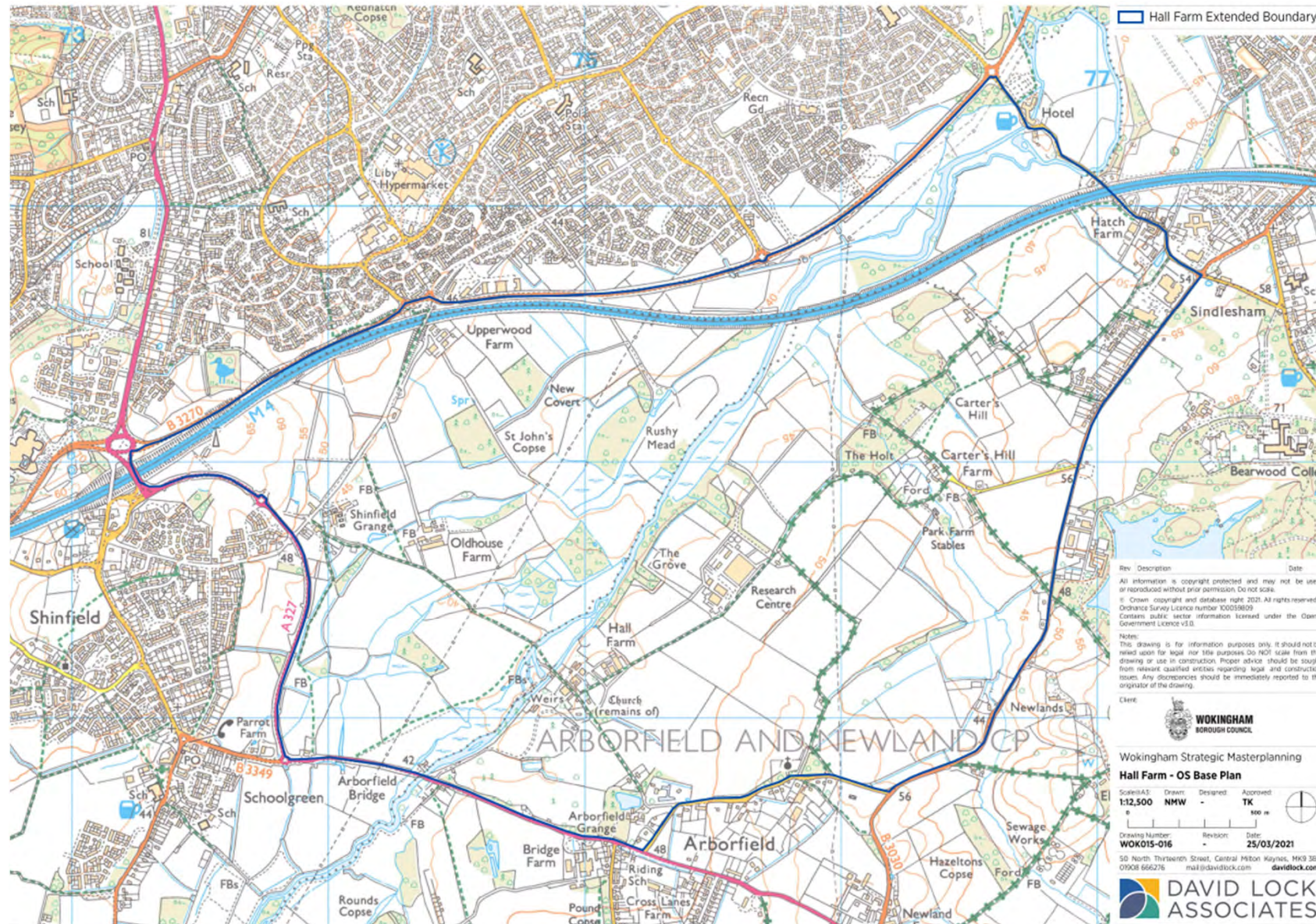
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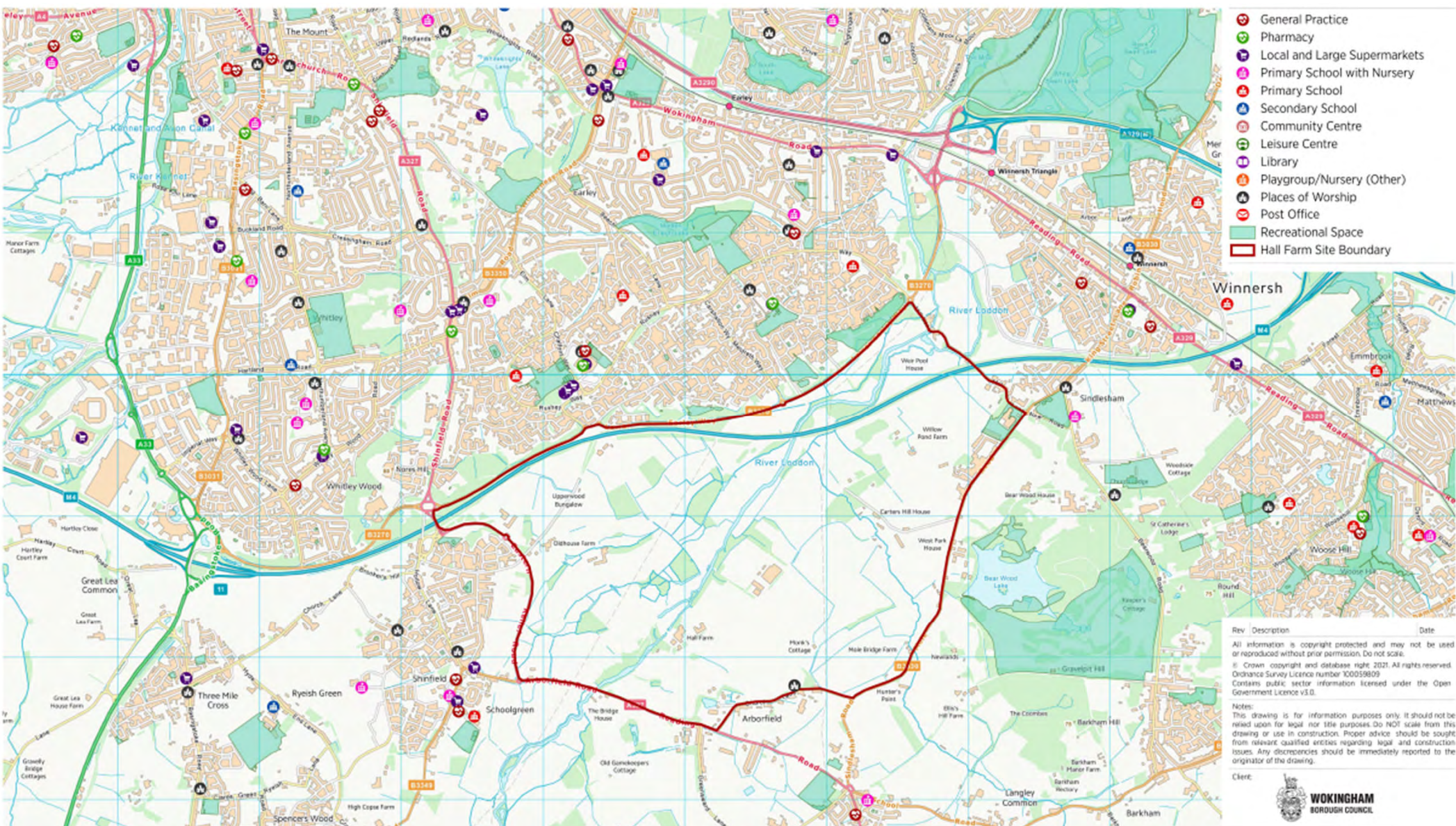
Plans for group discussions

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Hall Farm East of Shinfield







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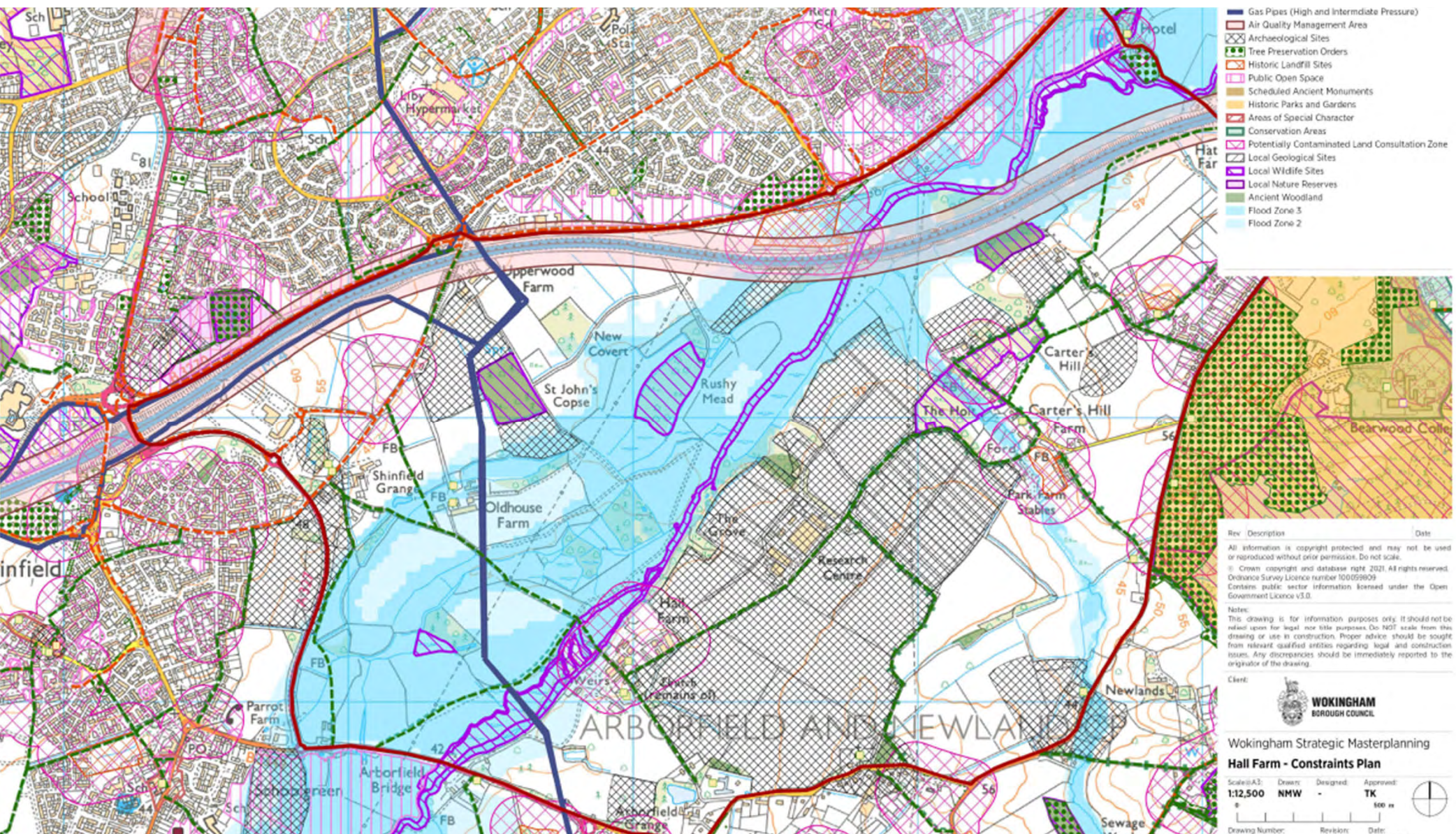
Client:  **WOKINGHAM BOROUGH COUNCIL**

Wokingham Strategic Masterplanning
Hall Farm - Aerial Plan

Scale: 1:12,500	Drawn: NMW	Designed: -	Approved: TK
Drawing Number: WOK015-017	Revised: -	Date: 25/03/2021	

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@dauidlock.com dauidlock.com

 **DAVID LOCK**



South Wokingham Plans

South Wokingham SDL
Additional SDL Boundary

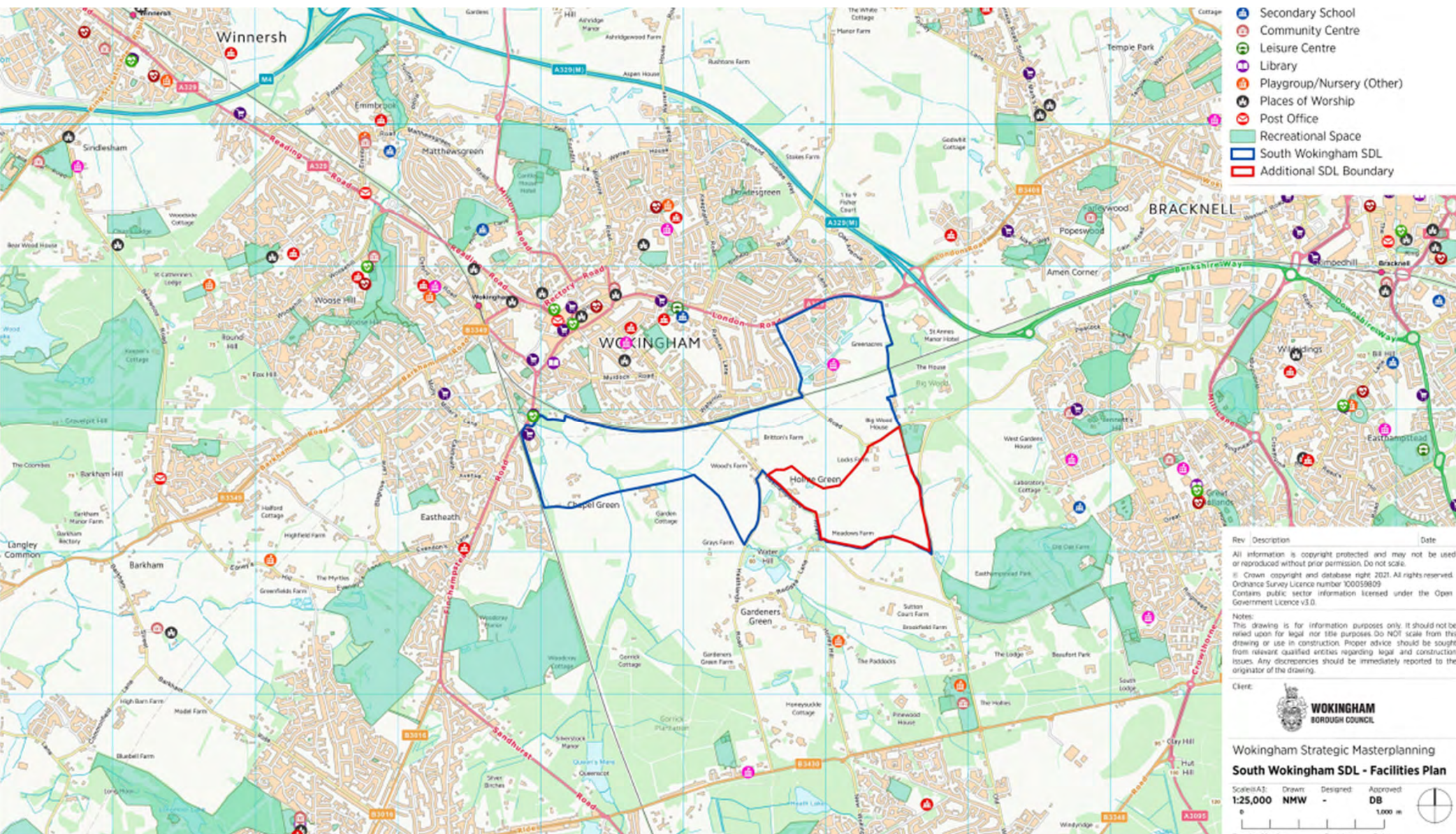
South Wokingham Strategic Masterplanning
South Wokingham SDL - Site Boundary Plan

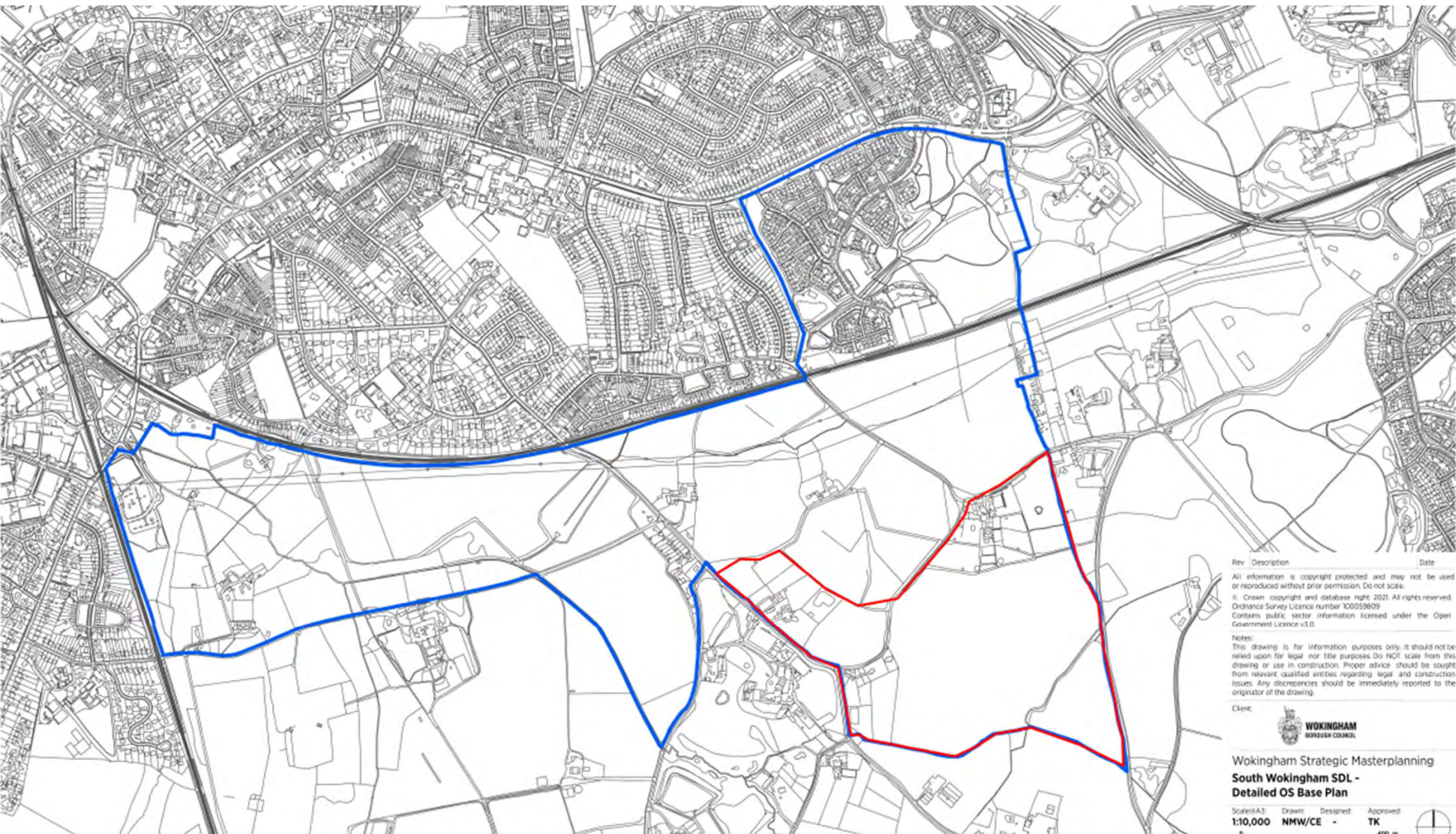
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 Designed: TK
 Approved: 29/03/2021

Drawing Number: WOK015-029
 Date: 29/03/2021

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
 01908 666276
 mail@dauidock.com
 dauidock.com

DAVID LOCK ASSOCIATES





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Client:



Wokingham Strategic Masterplanning South Wokingham SDL - Detailed OS Base Plan

Scale: A2:	Drawn:	Designed:	Approved:
1:10,000	NMW/CE	-	TK



Rev	Description	Date
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Client:



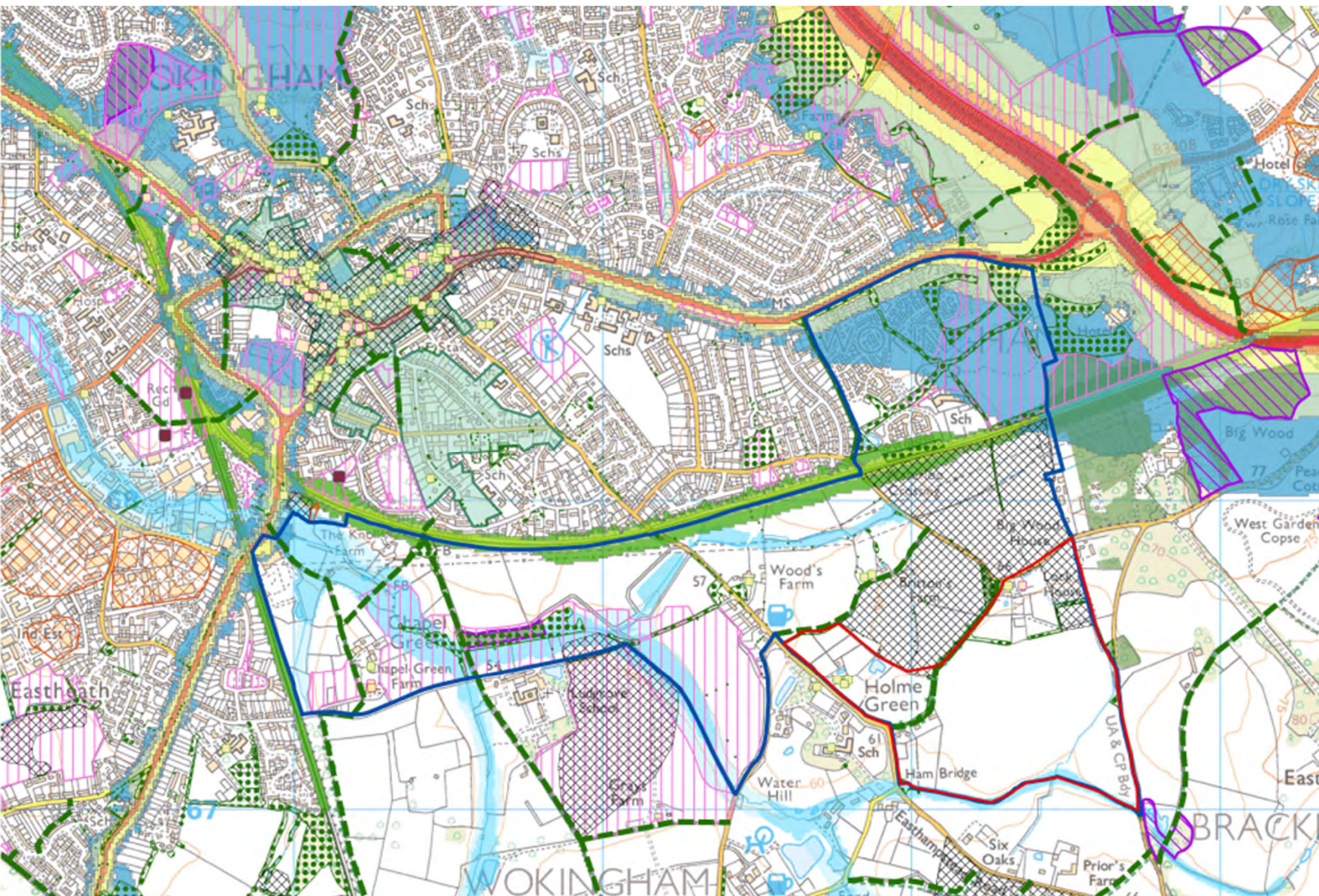
Wokingham Strategic Masterplanning

South Wokingham SDL -
Aerial Plan

Scale(s):	Drawn:	Designed:	Approved:
1:10,000	NHW/CE	-	TK

Drawing Number:	Revision:	Date:
WOK015-034	-	21/04/2021





- South Wokingham SDL
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Allotments
- Public Rights of Way
- Air Quality Management Area
- Archaeological Sites
- Tree Preservation Orders
- Conservation Areas
- Public Open Space
- Historic Landfill Sites
- Ancient Woodland
- Local Wildlife Sites
- Local Nature Reserves
- SSSI
- Flood Zone 2
- Flood Zone 3

Road Noise 16h (07:00-23:00)

Annual Mean (Decibels)

- 55.0-59.9
- 60.0-64.9
- 65.0-69.9
- 70.0-74.9
- >=75.0

Rail Noise 16h (07:00-23:00)

Annual Mean (Decibels)

- 55.0-59.9
- 60.0-64.9
- 65.0-69.9

Crossrail Route

Route Type

- Overground
- Tunnel

Rev Description Date

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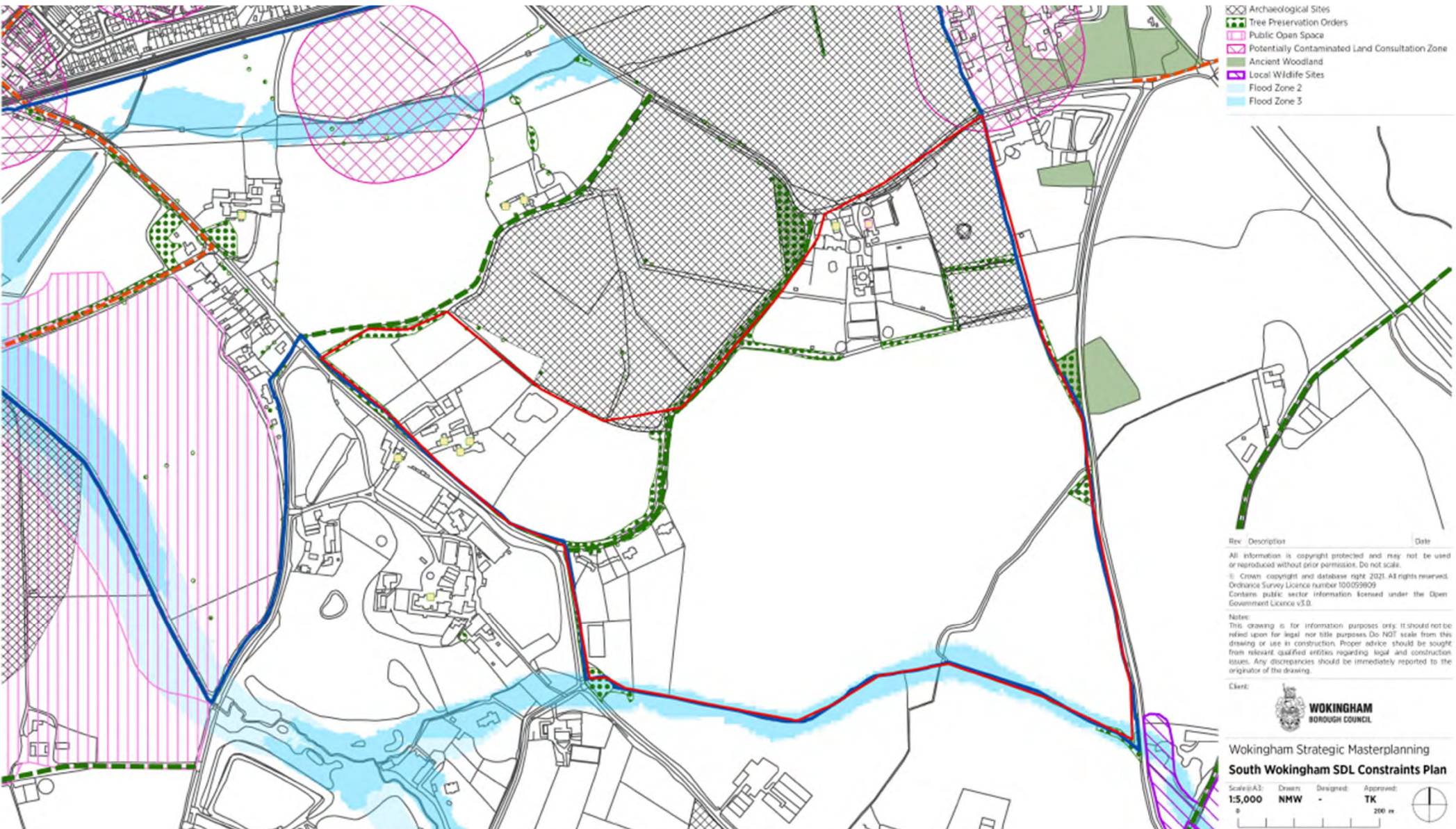
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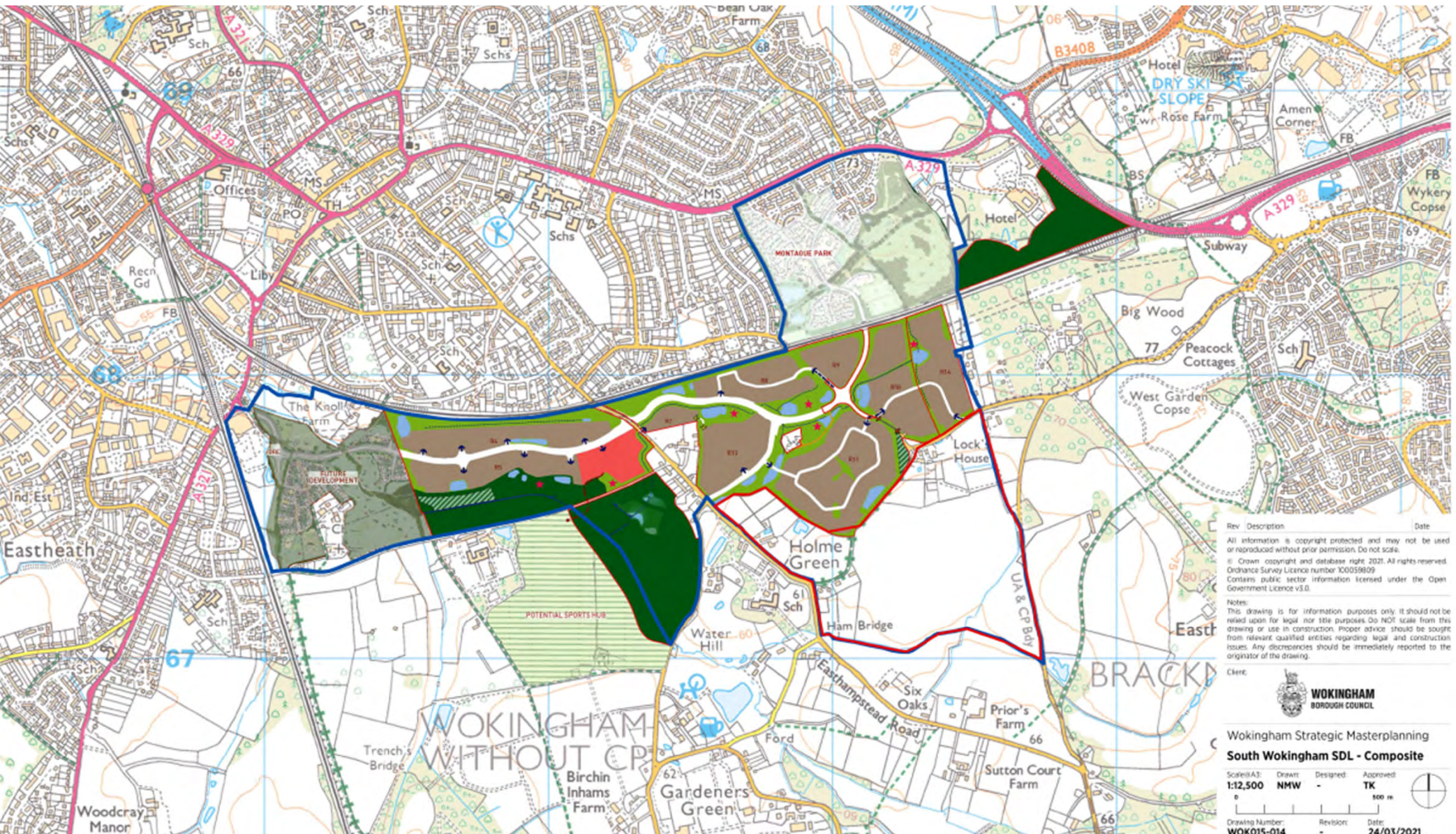
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Client:



Wokingham Strategic Masterplanning







Wrap-up and Conclusions