



**WOKINGHAM**  
BOROUGH COUNCIL

◆ **RIGHT HOMES, RIGHT PLACES**

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**Wokingham Borough  
Local Plan Update  
2023 - 2040  
Proposed Submission Plan**

**Appendices**



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# A

# Arborfield Green SDL: Development Guidelines

## A Arborfield Green SDL: Development Guidelines

### **A1. Arborfield Green Strategic Development Location (SDL)**

- A1.1. The Core Strategy local plan (2010) identified the former Arborfield Garrison as a site for a sustainable, well-designed mixed-use development for around 3,500 dwellings, new employment, appropriate retail facilities and transport, social and physical infrastructure.
- A1.2. A number of phases of the development have been completed. The secondary school (Bohunt School) and one of two planned primary schools (Farley Hill Primary School) are open. The Nine Mile Ride Extension is open and runs through the development, linking with the A327 (Eversley Road). Other improvements include the completion of a new highway bridge at Barkham Bridge to accommodate two-way traffic flow.
- A1.3. As delivery of the SDL has progressed, a wide range of infrastructure projects have been delivered, or have been permitted, which alongside active travel and public transport connections to nearby settlements have helped to provide some self-sufficiency and containment.
- A1.4. In reviewing the original vision, additional development opportunities have been identified through optimising density at land currently occupied by Arborfield Studios in the northern part of the SDL, and through the extension of the SDL to include land to the north known as Barkham Square, and land to the south at Westwood Yard, Sheerlands Road.

#### **Concept Rationale**

- A1.5. The Arborfield Green SDL amounts to what will essentially be a large village. There are a range of important ingredients, in addition to those which have already been provided, to ensure a degree of self-sufficiency and the achievement of a vibrant, thriving and healthy community.
- A1.6. Consequently, the following elements are considered fundamental to its continued success:
- a) To achieve climate resilient neighbourhoods by championing the use of adaptation and mitigation methods at all scales in the sustainable design and construction of residential and non-residential development. This will include delivering energy efficient homes and buildings, as well as utilising opportunities for renewable energy generation.
  - b) To create a cohesive place with a singular identity, inspired by the landscape setting and existing features through careful planning of the built form, to provide an attractive environment. Existing woodland areas, hedges and hedgerows should be retained, enhanced and where possible, extended.
  - c) To create a linear park acting as a biodiversity corridor and space for recreation, supported by high-quality sustainable drainage systems along existing drains and watercourses running from the west to the north-east. SuDS should integrate into the wider landscape and green and blue infrastructure network.

- d) To remain physically and visually separate from settlements, including the defined settlements of Arborfield Cross, Barkham Hill and Finchampstead North.
- e) To provide a scale of development, which balances the physical capacity of the site, the number of dwellings required to create a sense of community and support some local services, the desired character of the development (which is derived in part through development densities), and a requirement to provide a mix of dwelling types and sizes.
- f) To achieve inclusive, balanced and healthy communities by providing a range of housing types, sizes and tenures; supported by community services and facilities and well-connected opportunities for local employment.
- g) To concentrate a mix of uses in the district centre to provide for convenience retail, nursery, planned education provision, community facilities, leisure and residential uses.
- h) To respond to the attractive rural setting, through a design response that ensures the development is absorbed into the landscape, taking account of natural features including watercourses, and to ensure a sense of the landscape permeates the development through a flood attenuation and open space strategy. Regarding the proposed allocation on land to the north of Arborfield Studios, known as Barkham Square, potential changes associated with flood risk should be addressed by containing residential development on the western side of the Barkham Brook and within the defined settlement. Development should avoid flood zone 2 and areas of potential reservoir flood risk. Surface water corridors should be left free of development.
- i) To achieve a sustainable and healthy new community, ensuring that strategic transport improvements maximise and prioritise opportunities for public transport services and active travel, including pedestrian and cycling (including integration and connection with Greenway networks). It is important that these are promoted alongside convenient road links in the future planning of the site and connect to surrounding settlements and communities. To achieve this concept, it must be underpinned by a raft of measures, including a development form which will provide local networks for alternative modes of travel, connecting to a strategic framework of high order movement corridors to encourage the use of sustainable modes of transport.
- j) To expand employment facilities to provide increase opportunities for local working. Hogwood Industrial Estate will remain as a principal Core Employment Area in accordance with Policy ER1 and has scope for the expansion or intensification of employment uses.

**Key place making principles**

A1.7. Proposals for the Arborfield Green SDL should be developed in accordance with Policy SS11 and the following key place making principles:

- a) Adopt a clear landscape framework which integrates the development with the landscape by providing a positive interface between the settlement edge and the rural area; and protects and enhances ecological habitats and biodiversity. Development should respond positively to the topography of the site and existing landscape features, such as trees and hedgerows, in particular the sensitive areas of woodland.

- b) Ensure connectivity between areas of SANG, parkland, open space, sport, recreation and play provision and green and blue infrastructure assets to ensure good, safe access and use.
- c) Conserve and, where appropriate, enhance heritage assets and their settings through appropriate design and provision of sufficient space surrounding these.
- d) Create a continuous network of streets to connect existing and new communities that permit easy movement in, out and within the site. Within this network a legible street hierarchy should be established to distinguish those streets associated with through movement from quieter residential streets. Residential neighbourhoods should be inclusive, safe, accessible and attractive and support an appropriate mix, type and tenure of housing to promote inclusivity and choice to suit the needs of the whole community. Careful attention should be paid to the composition of street frontages, street corners and street tree planting to ensure a continuous building line, help define streets and provide a comfortable environment. Long featureless blank frontages should be avoided.
- e) Prioritise efficient public transport services and infrastructure, walking and cycling modes and other forms of active travel alongside convenient road links to Wokingham, Reading, Winnersh and Bracknell. Walking and cycling movements should be supported by an internal network of Greenways, where appropriate, to connect to existing and new communities; and opportunities for local employment in the area, including Crowthorne and Finchampstead North as well as through Loddon Valley Garden Village (Policy SS13) towards Reading. These will provide the new community with genuine travel choices and present a range of options for journeys of different purposes and distances.
- f) Deliver a well-designed and planned district centre and supporting local centres that are accessible by forms of active travel, well integrated with the planned education provision and supported by a high-quality public realm, including high-quality, safe, accessible and well-designed open and civic spaces. The district centre should comprise an anchor foodstore (around 2,500m<sup>2</sup>), primarily selling convenience goods, as well as good levels of access to a range of day-to-day retail, leisure, service, community and residential uses located and designed to meet the demands of residents.
- g) Provide an appropriate range of densities across the SDL. Higher development densities and storey heights should be prioritised around centres, transport nodes, and along public transport routes. The use of lower densities should be informed by a detailed assessment of sensitivities, such as landscape, ecology, character and heritage.
- h) Achieve architectural design of high-quality and that ensures a sense of cohesion. New buildings, structures and spaces should be inspired by the character of the area, providing high-quality development and contributing to a strong sense of place in the borough. Development proposals must demonstrate that they are in general conformity with the design principles in the council's Design Guide (or any successor document), national guidance and current best practice.
- i) Provide parking, in all forms, which should include facilities for electric charging. Parking should ensure limited impact on visual amenity and residential privacy. Larger surface level car parks should make provision for generous planting to aid visual containment and provide shade. Development should be in accordance with the council's adopted parking standards and any relevant guidance.

**Infrastructure requirements**

A1.8. Arborfield Green SDL will be supported by a strategy to ensure the timely delivery of facilities and infrastructure necessary to support each phase of delivery, and the SDL as a whole.

A1.9. The key infrastructure requirements for the Arborfield Green SDL are set out below, with further detail, including costings set out in the Infrastructure Delivery Plan (IDP):

**Access and movement:**

- a) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough's My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.
- b) Provide attractive Greenway routes for cyclists and pedestrians connecting to existing settlements and linking sites of historic interest and recreational value at Wokingham, Barkham and Shinfield. Arborfield Road should have a pedestrian and cycle link between Arborfield village and Shinfield. Internal to the site, a bridleway connection to existing Greenways should be provided for horses, cyclists, pedestrians and other forms of active travel.
- c) Provide attractive pedestrian, cycle and public transport services and infrastructure within the district centre to cater for direct services to Bracknell, Reading and Wokingham. This should include appropriate and secure cycle parking and cycle/bus infrastructure, such as high-quality real-time passenger information and passenger waiting facilities.
- d) Prioritise public transport services, pedestrian and cycling facilities through and beyond the site, including improvements to the A327 corridor.
- e) Provide measures to improve active travel along the B3349 to facilitate improved walking, cycling and public transport connections; including comprehensively integrating land north of Arborfield Studios, known as Barkham Square, with the Arborfield Green SDL.
- f) Create a wayfaring system for cyclists and pedestrians. It should be attractive and distinctive in design and style, complementing the semi-rural character of the area.
- g) Improvements to Commonfield Lane to manage general traffic with more passing points and a 40mph speed limit.
- h) Investigate opportunities to improve access into the proposed allocation at Westwood Yard from Sheerlands Road.
- i) Provide bus priority corridors, one through the northern part of the site, and one through Finchwood Park in the southern part of the site.
- j) Observer Way has been delivered to create a new route providing traffic relief to existing settlements and junctions such as at Arborfield Cross. Further improvements to the highway network, including transport capacity along the A327 and Barkham Road should



include a variety of measures such as highway mitigation and improvements, provision of public transport services and infrastructure and pedestrian and cycling facilities. Any future development will need to be modelled to determine and mitigate their impact upon the highway network.

SANG and open space:

- k) Provide sufficient SANG (subject to monitoring of the quality and quantity standards); and include measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area, in line with Policy NE3. SANG can be delivered in phases and will need to reflect Natural England's quality standards and requirements for size, access, character, availability and function.
- l) Any future development will be required to provide accessible and high-quality public open spaces (Policy HC4).

Utilities:

- l) Access to comprehensive digital connectivity will be delivered in homes, businesses and community buildings through the roll-out of Fibre to Premises (FTTP) and 4G and 5G mobile technologies (and their technological successors). All new properties will allow for the provision of gigabit-capable broadband and mobile connectivity in order to allow connection and sufficient coverage to that network as and when it is made available.
- m) Improvements should be made to the utilities network to secure capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-carriageway in accordance with the council's 'Living Streets: A Highways Guide for Developers in Wokingham' or any successor document.

Community:

- n) Provide one new 2-form entry primary school (with potential to expand to a 3-form entry facility in the future) in the southern part of the site. If necessary, extension of existing schools (including appropriate onsite early years provision) will be required. Each school should provide adequate space for the integrated teaching of pupils with special educational needs and/or disabilities.
  - o) Extension to Bohunt secondary school to provide a sixth form.
  - p) Deliver a district centre and two local centres including good levels of access to a range of retail, leisure, cultural and community uses.
- A1.10. The key infrastructure requirements for the Arborfield Green SDL are set out in the council's latest Infrastructure Delivery Plan (IDP).

# B

# South Wokingham SDL: Development Guidelines

## B South Wokingham SDL: Development Guidelines

### **B3. South Wokingham Strategic Development Location (SDL)**

- B3.1. The Core Strategy local plan (2010) originally identified land to the south of Wokingham as a site for a sustainable, well-designed mixed-used development for around 2,500 dwellings, new employment, appropriate retail facilities and transport, social and physical infrastructure.
- B3.2. A number of phases of the original SDL concept have been completed. Development north of the railway line at Montague Park has delivered 636 new homes, a two-form entry primary school (with scope for expansion), local centre, public open space – including Buckhurst Meadows SANG, four play areas and allotments.
- B3.3. The section of the South Wokingham Distributor Road (SWDR) between the A329 (London Road) and Waterloo Road (William Heelas Way) including a new bridge over the Reading-Waterloo railway line has been completed.
- B3.4. The remaining section of the SWDR will provide connectivity through the site between the eastern and southern parts of the town and is an integral component of the SDL concept.
- B3.5. An expanded development opportunity has been identified through Policy SS12 of the local plan with further land allocated largely within the extent of the original SDL, on land south of Waterloo Road. Proposals in the expanded area will be supported by a comprehensive masterplan to ensure that the new community is delivered in a cohesive and sustainable manner and forms an integrated part of the overall major development of South Wokingham.
- B3.6. The extent of the original SDL has been amended to remove the area north of the railway line to reflect its completion.

#### **Concept Rationale**

- B3.7. The South Wokingham SDL amounts to what will essentially be an urban extension to Wokingham.
- B3.8. Further development around Wokingham would help to continue to support the rejuvenation of the town centre through increasing its catchment population and providing supporting infrastructure to facilitate the diversion and redistribution of traffic from the town centre leading to an improved environment. It will be important to ensure that future development to the south of Wokingham continues to be built according to the principles of sustainable development and good design. The following principles/objectives will be fundamental to its continued success:
- a) To achieve climate resilient neighbourhoods by championing the use of adaptation and mitigation methods at all scales in the sustainable design and construction of residential

and non-residential development. This will include delivering energy efficient homes and buildings, as well as utilising opportunities for renewable energy generation.

- b) To embed and integrate the development into the landscape setting, and to structure the scheme around a landscape-led approach by incorporating existing landscape features, such as watercourses and tree and hedgerow planting; and notable existing buildings in order to achieve an attractive place which is well related to its setting. Planting along the Old Wokingham Road should be reinforced to help maintain the experience of moving between settlements.
- c) To provide a continuous, connected and multi-functional network of green and blue infrastructure, with high quality, safe and accessible open space, to include SuDS, SANG and sports provision, which are connected and integrated into the wider network and take advantage of the corridor of the Emm Brook and its tributaries and their role in flood water attenuation and potential for enhanced biodiversity.
- d) To remain physically and visually separate from settlements, including the defined settlements of Wokingham, Crowthorne / Pinewood (Crowthorne), Finchampstead North and Bracknell.
- e) To define the southern extent of the built form by the landscape setting, with reference in particular to the course of the Emm Brook and its tributaries, existing built form, and with due consideration to notable buildings of importance or including the former Lucas Hospital which have potential to act as important landmarks and points of architectural or community interest.
- f) To configure development at the northern edge to improve access to the countryside and to other nearby centres, such as Wokingham, Crowthorne and Bracknell. The SDL should deliver a continuous new east-west route, through the provision of the South Wokingham Distributor Road, suitable for public transport and community activity, and to relieve pressure on the town centre.
- g) To achieve a sustainable and healthy new community by prioritising and maximising opportunities in the immediate future for public transport and active travel movements, including providing a network of Greenways on site, and integrating with existing Greenways beyond the site, to connect with surrounding communities and settlements and key green spaces.
- h) To achieve, inclusive, balanced and healthy communities by providing a range of housing types, sizes and tenures; supported by community services and facilities and connections to local employment opportunities in Wokingham.
- i) To provide continuous vehicle access through the site via the SWDR, providing a link to the Tesco supermarket on the A321 Finchampstead Road and the A329 London Road/Coppid Beech roundabout. This route should:
  - i) Provide suitable traffic management measures and public realm improvements to control access by general traffic, thus relieving some pressure on the town centre.

- ii) Be capable of accommodating a bus corridor in the future to serve local and strategic needs, and cater for comfortable and safe pedestrian and cycle movements.
  - iii) Be a key public street within Wokingham, with a civic quality. It should be fronted by development and can serve as a location for commercial and community activity.
- j) To acknowledge the need to connect the site to the A329 London Road to the west of the A329(M) Coppid Beech junction and North Wokingham Distributor Road (NWDR) junctions. This would facilitate access to park and ride provision in the area. Consideration of junction improvements to achieve this will be required.

**Key place making principles**

B3.9. Proposals for the South Wokingham SDL should be developed in accordance with Policy SS12 and the following key place making principles:

- a) Adopt a clear design approach by prioritising and maximising active travel movements to improve access to the countryside from the site.
- b) Create a series of distinct communities and neighbourhoods planned and designed to respond positively to the natural topography and hydrology of the site. A continuous network of streets to permit a high level of permeability at the local level. Within this network a legible hierarchy should distinguish between routes designed for through movement and low order residential streets, which should have an emphasis on shared surfaces. Careful attention should be paid 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.
- c) Provide a continuous high-quality, safe, attractive and accessible open space network along the course of the Emm Brook and its tributaries, drawing on their recreational and ecological opportunities, incorporating natural flood management, and providing access to the waterside for recreation. The linear form of this corridor should provide an ecological buffer along the watercourse and improve its accessibility for recreation.
- d) Address the potential changes associated with climate change and flood risk, providing safe access and egress, taking into account potential increases in severity and frequency of flooding, and ensure buildings and homes are designed to be safe for the intended lifetime. A comprehensive and integrated site-wide sustainable drainage network must be provided that makes use of the existing topography and natural features of the site. All opportunities should be further explored to achieve flood betterment, reducing risk within and beyond the SDL.
- e) Conserve and, where appropriate, enhance heritage assets and their settings through appropriate design and provision of sufficient spaces surrounding these. Layout and scheme designs should incorporate measures to respect the identity of Holme Green.

- f) Provide an appropriate range of densities across the SDL. Higher development densities and storey heights should be prioritised around centres, transport nodes, and along public transport routes. The use of lower densities should be informed by a detailed assessment of sensitivities, such as landscape, ecology, character and heritage.
- g) Deliver well-designed and planned local centres providing a range of services and facilities to meet the needs of the community, including retail, employment and cultural uses. Each local centre must be located to be accessible to the local community. Each local centre should be of an appropriate scale to meet the day-to-day needs of residents, providing a mix of retail, community and education uses, and with community services and facilities being co-located, wherever desirable, to prioritise sustainable modes of travel. The local centre in the northern part of the SDL should act as a focus for community activity, including civic space in the vicinity of Easthampstead Road. Each centre should be designed to have an attractive outdoor environment including safe, high-quality and accessible public open spaces, recreation and play provision. Homes and community uses should be designed to include specific and adaptable spaces suitable for home-working and flexible-working.
- h) Achieve a sustainable development based around high-quality local facilities and served by excellent active travel routes and public transport connections to facilitate access to services and facilities and employment opportunities, including to nearby centres in Wokingham, Crowthorne and Bracknell and the SDLs.
- i) Adopt a clear design approach that is of high-quality, distinctive and introduces a sense of visual cohesion. Neighbourhoods, buildings, structures and spaces should be designed to respond to the character of existing high-quality urban design and architecture and contribute to the strong sense of place in the borough. Development proposals must demonstrate that they are in general conformity with the design principles in the council's Design Guide (or any successor document) and national guidance and current best practice.

#### **Infrastructure requirements**

- B3.10. South Wokingham SDL will be supported by a strategy to ensure the timely delivery of facilities and infrastructure necessary to support each phase of delivery, and the SDL as a whole.
- B3.11. The key infrastructure requirements for the South Wokingham SDL are set out below, with further detail, including costings set out in the Infrastructure Delivery Plan (IDP):

#### **Access and movement:**

- a) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough's My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.

- b) Establish active travel movements through the site by adopting a compact and walkable environment with a highly connected street-based layout that connects to community, services and facilities within the SDL, in addition to surrounding communities, facilities, services and employment locations beyond the site's boundaries, including to Bracknell, Crowthorne, North Wokingham and Wokingham.
- c) Provide the South Wokingham Distributor Road (SWDR), with a continuous connection between the A321 Finchampstead Road and A329 London Road. The design of this road will conform to the South Wokingham SDL SPD, the Council's 'Living Streets: A Highways Guide for Developers in Wokingham' (or any successor document) and the Department for Transport's latest 'Manual for Streets' guidance.
- d) Support active travel movements through an internal network of Greenways to extend beyond the site to public green space, and footpaths leading to Gorrick Plantation and Queens Mere. In addition, wayfinding signage should be provided and be identifiably linked to the borough's Greenways network.
- e) Provide access to the leisure, sports facilities and open spaces within the SDL.
- f) Future improvements to the strategic highway network, including the A321 and A329 corridors and route of the South Wokingham Distributor Road (SWDR), should include a variety of measures such as introducing suitable and focused congestion management measures to control access by general traffic, and provision of public transport services and infrastructure and cycling and pedestrian facilities. Any future development will need to be modelled to determine and mitigate their impact upon the highway network.

Suitable Alternative Natural Greenspace and open space:

- g) Provide sufficient SANG (subject to monitoring of the quality and quantity standards); and include measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area, in line with Policy NE3. SANG can be delivered in phases and will need to reflect Natural England's quality standards and requirements for size, access, character, availability and function.
- h) Provide a sports hub at Gray's Farm, providing open space, sports and leisure facilities and other community uses.

Utilities

- i) Access to comprehensive digital connectivity will be delivered in homes, businesses and community buildings through the roll-out of Fibre to Premises (FTTP) and 4G and 5G mobile technologies (and their technological successors). All new properties will allow for the provision of gigabit-capable broadband and mobile connectivity in order to allow connection and sufficient coverage to that network as and when it is made available.
- j) Improvements to the utilities network by securing capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-

carriageway in accordance with the council's 'Living Streets: A Highways Guide for Developers in Wokingham' or any successor document.

- k) Provide a comprehensive and integrated sustainable urban drainage network.

Community

- l) Provide new local centres on site with a mix of uses, supporting convenient access to day-to-day retail, small-scale employment and other local community uses.
- m) Enhance provision of existing community facilities to extend the range of services available at the neighbourhood level.
- n) Provide two new primary schools on site (including appropriate onsite early years provision), in an easily accessible location; one 2-form entry primary school within the area that has planning permission and one 1-form entry primary school within the planned development on land south of Waterloo Road. Each school should provide adequate space for the integrated teaching of pupils with special educational needs and/or disabilities. Space should also be reserved for appropriate playing pitch provision.
- o) Contribute towards improvements to leisure related provision in the area.

B3.12. The key infrastructure requirements for the South Wokingham SDL are set out in the council's latest Infrastructure Delivery Plan (IDP).



C

# Loddon Valley Garden Village: Development Guidelines

## C Loddon Valley Garden Village: Development Guidelines

### **B4. Loddon Valley Garden Village**

B4.1. Policy SS13 identifies the area between Arborfield, Shinfield and Sindlesham for a holistically planned, beautifully and imaginatively designed sustainable new community for around 3,930 dwellings (at least 2,700 dwellings to be delivered by 31<sup>st</sup> March 2040) and expanded employment opportunity, supported by appropriate retail facilities and transport, social and physical infrastructure.

B4.2. The new community, referred to as Loddon Valley Garden Village, will be a place where people will want to live, where they feel healthy and happy, and that provides opportunities for everyone to prosper and flourish in an attractive environment.

#### **Concept Rationale**

B4.3. The Loddon Valley Garden Village amounts to what will essentially be a large village, part of which will be closely related to Sindlesham. There are a range of important ingredients which must be included to ensure a high degree of self-sufficiency and the achievement of a vibrant, thriving and healthy community.

B4.4. The development of the new garden community will champion and embrace the Town and Country Planning Association's (TCPA) garden city principles, drawing on the site's context and the considerable natural assets and landscape attributes. The following principles/objectives will be fundamental to its success:

- a) To achieve climate resilient neighbourhoods by championing the use of adaptation and mitigation methods at all scales in the sustainable design and construction of residential and non-residential development. This will include delivering energy efficient homes and buildings, as well as utilising opportunities for renewable energy generation.
- b) To ensure new buildings (except for compatible uses) are located outside of areas of higher flood risk, placing the most vulnerable development in the lowest areas of flood risk.
- c) To embed and integrate the development into the landscape setting by drawing on and enhancing the site's context, topography, ecological and green and blue infrastructure assets and the identified attributes of the River Loddon Valued Landscape and Barkham and Bearwood Valued Landscape, to create an attractive place which is well related to its setting.
- d) To enhance the natural environment through a comprehensive strategic landscape and green and blue infrastructure strategy that creates ecological networks and habitats across the new

garden community to support net gains in biodiversity, including high levels of connectivity within the site and to existing local and long-distance corridors and networks, and supporting opportunities for formal and informal recreation.

- e) To remain physically and visually separate from Arborfield village, and the defined settlements of Arborfield Cross and Shinfield.
- f) To create a cohesive place with a high emphasis on placemaking, inspired by the landscape setting and existing features including heritage, to provide an attractive environment.
- g) To achieve a sustainable and healthy new community based around a step change in integrated and sustainable transport systems, by planning development and supporting community facilities around mobility hubs, active travel routes and high-quality and efficient public transport services. This will provide genuine travel choices and present a range of options for journeys of different purposes and distances.
- h) To improve and enhance access to local employment opportunities within in the garden village and through the expansion of the Thames Valley Science and Innovation Park.
- i) To achieve inclusive, balanced and healthy communities by providing a range of housing types, sizes and tenures within walkable neighbourhoods; supported by community services and facilities and a range of well-connected opportunities for local employment.
- j) To empower and embed community and stakeholder participation in the design and delivery of the new garden village from the outset and through sustainable long-term governance and stewardship arrangements for community assets, including heritage assets, greenspaces, public realm areas and other community services and facilities. Arrangements are to be funded and enabled by the development.

**Key place making principles**

B4.5. Proposals for Loddon Valley Garden Village should be developed in accordance with Policy SS13 and the following key place making principles:

- j) Achieve climate resilient neighbourhoods by embedding passive design principles and energy demand reduction measures in the sustainable design and construction of the built environment. Proposals should implement the energy hierarchy at all scales. The total operational regulated emissions from homes must be exceeded by on-site renewable or low-carbon energy generation. Measures must also be provided to reduce water consumption in buildings and homes.
- k) Create a continuous high-quality, safe, attractive, accessible and multifunctional green and blue infrastructure network designed and planned in from the outset. The new garden village will be structured around a coordinated and comprehensive landscape-led approach drawing on the recreational and ecological opportunities of the River Loddon and Barkham Brook and

their tributaries by utilising their role and function in natural flood management and biodiversity enhancement; and the landscape attributes and characteristics of the River Loddon Valued Landscape and Barkham and Bearwood Valued Landscape. Accessibility to and along watercourses should be increased as part of the provision of continuous, high-quality and attractive and accessible open space and ecological networks, where possible, linking to those beyond the garden village.

- l) Address the potential changes associated with climate change and flood risk, providing safe access and egress, taking account potential increases in severity and frequency of flooding, and ensure buildings and homes are designed to be safe for the intended lifetime. A comprehensive and integrated site-wide sustainable drainage network must be provided that makes use of the existing topography and natural features of the site. All opportunities should be further explored to achieve flood betterment, reducing risk within and beyond the garden village.
- m) Adopt a clear design approach that is of high-quality, distinctive and introduces a sense of visual cohesion. Neighbourhoods, buildings, structures and spaces should be designed to respond to the immediate and wider context, character and vernacular of the area, and be harmoniously integrated to create an overall identity and distinctiveness for Loddon Valley Garden Village.
- n) Conserve and, where appropriate, enhance heritage assets and their setting through appropriate design and provision of sufficient spaces surrounding these. Layouts and scheme designs should incorporate measures to conserve the separate identity of Carter's Hill and heritage assets, including those at Hall Farm and the site of St Bartholomew's Church.
- o) Embed and integrate the attractive rural setting into the development, with natural features such as watercourses, irreplaceable habitats, trees, hedgerows and woodland integrated into scheme layouts and designs. The development will provide appropriate landscaping measures to create a sense of place and provide net gains in biodiversity.
- p) Create a series of distinct communities and walkable, vibrant neighbourhoods, planned and designed around a network of varied, connected and accessible, high-quality open spaces and incorporating features such as tree-lined streets to permit a high level of permeability at the local level. The network of streets and spaces should be safe, legible, suitable and convenient for all users, prioritising active travel and high-quality public transport services both within and to key destinations beyond the garden village.
- q) Deliver well-designed and planned district centres and local centres providing a range of services and facilities to meet the needs of the community, including retail, leisure, employment, cultural and health uses. Centres must be easily accessible by active travel with community services and facilities co-located, wherever desirable, to prioritise sustainable modes of travel and reduce the need for outward travel and commuting.

- r) Provide an appropriate range of densities across the garden village to ensure a compact and highly networked, walkable and fine-grained environment with a highly connected street-based layout that prioritises sustainable modes of travel. Higher development densities and storey heights should be prioritised around centres, transport nodes (including mobility hubs), and along public transport routes. The use of lower densities should be informed by a detailed assessment of sensitivities such as landscape, ecology, character and heritage.

**Infrastructure requirements**

B4.6. Loddon Valley Garden Village will be supported by a strategy to ensure the timely delivery of facilities and infrastructure necessary to support each phase of delivery, and the garden village as a whole.

B4.7. The key infrastructure requirements for Loddon Valley Garden Village are set out below, with further detail, including costings set out in the Infrastructure Delivery Plan (IDP):

**Access and movement:**

- p) Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough's My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.
- q) Deliver a comprehensive network of Greenways within and extended beyond the site, connecting the new garden village with the existing surrounding communities and settlements and key green spaces, and providing co-benefits for biodiversity enhancement and climate change mitigation. In addition, wayfinding signage should be provided and be identifiably linked to the borough's Greenway network.
- r) Deliver an on-site, dedicated walking and cycling network, providing direct connections to integrate into existing and future active travel networks, including public rights of way and greenway networks.
- s) Deliver new and improved connections to surrounding communities, facilities, services and employment locations, including to Arborfield, Arborfield Cross, Thames Valley Science and Innovation Park, Shinfield, Green Park, Lower Earley, Winnersh, Winnersh Triangle, Wokingham; and nearby public transport interchanges, including Mere oak Park and Ride, and train stations at Wokingham, Reading, Green Park, Earley, Winnersh and Winnersh Triangle.
- t) New pedestrian and cycleway connections to link the garden village to Lower Earley / Reading. Upgrades to existing walking and cycling infrastructure both within the new garden village and along routes to key destinations.

- u) Improvements to, and the provision of, high-quality and efficient public transport services to key destinations, including Arborfield Green, Lower Earley, Shinfield, Winnersh, Wokingham and Reading.
- v) Provision for public transport interchanges and mobility hubs. Public transport interchanges should include one close to Thames Valley Science Park and one within the district centre of the garden village. The location of the mobility hubs should be informed by the masterplanning process. Mobility hubs should incorporate a range of high-quality infrastructure for pedestrians, cyclists and other modes of sustainable travel, including safe, secure and accessible cycle parking and storage, safe and accessible walkways and wayfinding signage, electric vehicle charging infrastructure, bus stop infrastructure and real-time schedule and route information, and high-quality passenger waiting facilities. Mobility hubs should also make provision for shared mobility services, such as car sharing / carpooling and shared bicycles and electric scooters.
- w) A new highway connection over the M4 to the B3270 (Lower Earley Way) will be delivered. This will include a high-quality and continuous segregated links for pedestrians and cyclists and bus priority.
- x) Vehicular access to be provided from the A327, through a new arm off Observer Way (Arborfield Cross Relief Road) roundabout, access improvements delivered at Thames Valley Science Park, new Mill Lane access and link road to Hatch Farm Way with closure of Mill Lane to the south of Lower Earley Way; and a new residential access onto Mole Road.
- y) A new bridge over the River Loddon with an associated link road delivered from Loddon Valley Garden Village.

*Suitable Alternative Natural Greenspace and open space:*

- z) Provide sufficient SANG (subject to monitoring of the quality and quantity standards); and include measures to avoid and mitigate the impact of development upon the Thames Basin Heaths Special Protection Area, in line with Policy NE3. SANG can be delivered in phases and will need to reflect Natural England's quality standards and requirements for size, access, character, availability and function.
- aa) Create a multi-functional country park on-site, incorporating the River Loddon to provide a biodiversity corridor, as well as being in an accessible location to provide opportunities for open space and recreation, accessible to settlements beyond the garden village.
- bb) Improve connectivity between areas of SANG, open space, sport, recreation and play provision and green and blue infrastructure assets, especially to Langley Mead SANG and Dinton Pastures Country Park. A network of multifunctional green spaces and open spaces should be created, to include formal sport, recreation and play facilities, formal and informal parks, recreational areas and high-quality and accessible public open spaces, community gardens, orchards and allotments.

Utilities

- cc) Local upgrades to existing water supply and wastewater network infrastructure are likely to be required. The developer should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan, which ensures the necessary infrastructure upgrades are delivered ahead of the occupation of development.
- dd) Access to comprehensive digital connectivity will be delivered in homes, businesses and community buildings through the roll-out of Fibre to Premises (FTTP) and 4G and 5G mobile technologies (and their technological successors). All new properties will allow for the provision of gigabit-capable broadband and mobile connectivity in order to allow connection and sufficient coverage to that network as and when it is made available.
- ee) Improvements to the utilities network by securing capacity and connections ahead of occupation of development. Utilities will be laid in dedicated service margins off-carriageway in accordance with the council's 'Living Streets: A Highways Guide for Developers in Wokingham' or any successor document.
- ff) Provide a comprehensive and integrated sustainable urban drainage network.

Community

- gg) Provide a new district centre with a mix of uses, supporting convenient access to local shopping, leisure, cultural, health and education facilities and opportunities for employment.
  - hh) Provide two new local centres, with a mix of uses, supporting convenient access to day-to-day retail, small-scale employment and other local community uses.
  - ii) Provide two new 3-form entry primary schools on site (including appropriate on-site early years provision) and an 8-form entry secondary school, with additional land reserved to enable expansion to 12-form entry with sixth form. Adequate space to be provided in each school for the integrated teaching of pupils with special educational needs and/or disabilities. Space should also be reserved for appropriate playing pitch provision. Playing pitches should be co-located with other community uses to promote their accessibility and dual use.
  - jj) Improvements to health and leisure related provision in the area. The Integrated Care Board (ICB) currently advise for the need for a GP surgery within the garden village.
  - kk) Provide public art and other cultural activities that are integral to the design and public realm of the new garden community, reflecting the area's cultural identity and heritage.
- B4.8. The key infrastructure requirements for the Loddon Valley Garden Village are set out in the council's latest Infrastructure Delivery Plan (IDP). A bespoke infrastructure funding

agreement should be secured and based on the value captured from the development, and should be spent on infrastructure locally, and in the surrounding areas where suitable.



# D

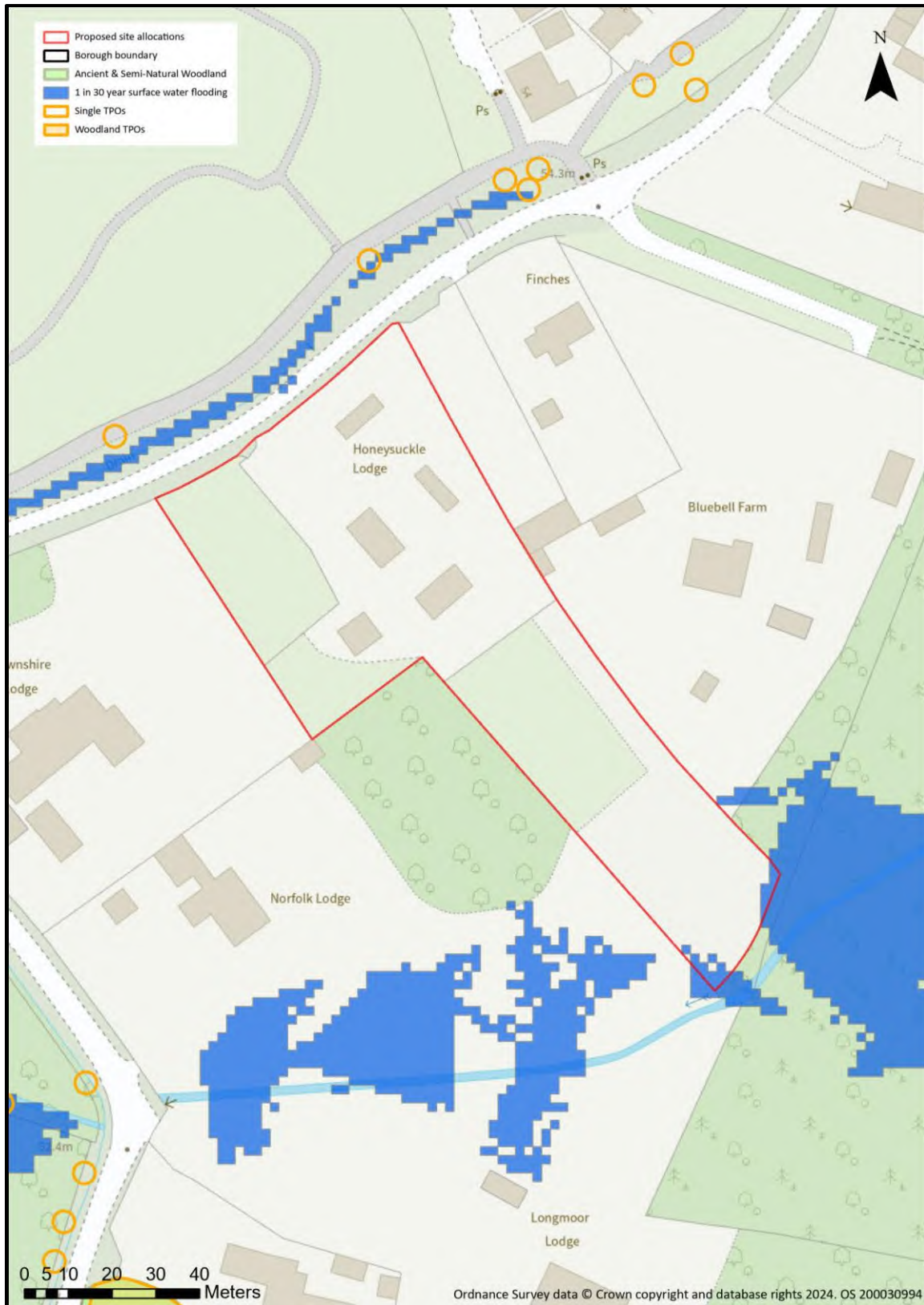
## Sites allocated for residential: Maps

## D Sites allocated for residential: Maps

High Barn Farm, Commonfield Lane, Barkham

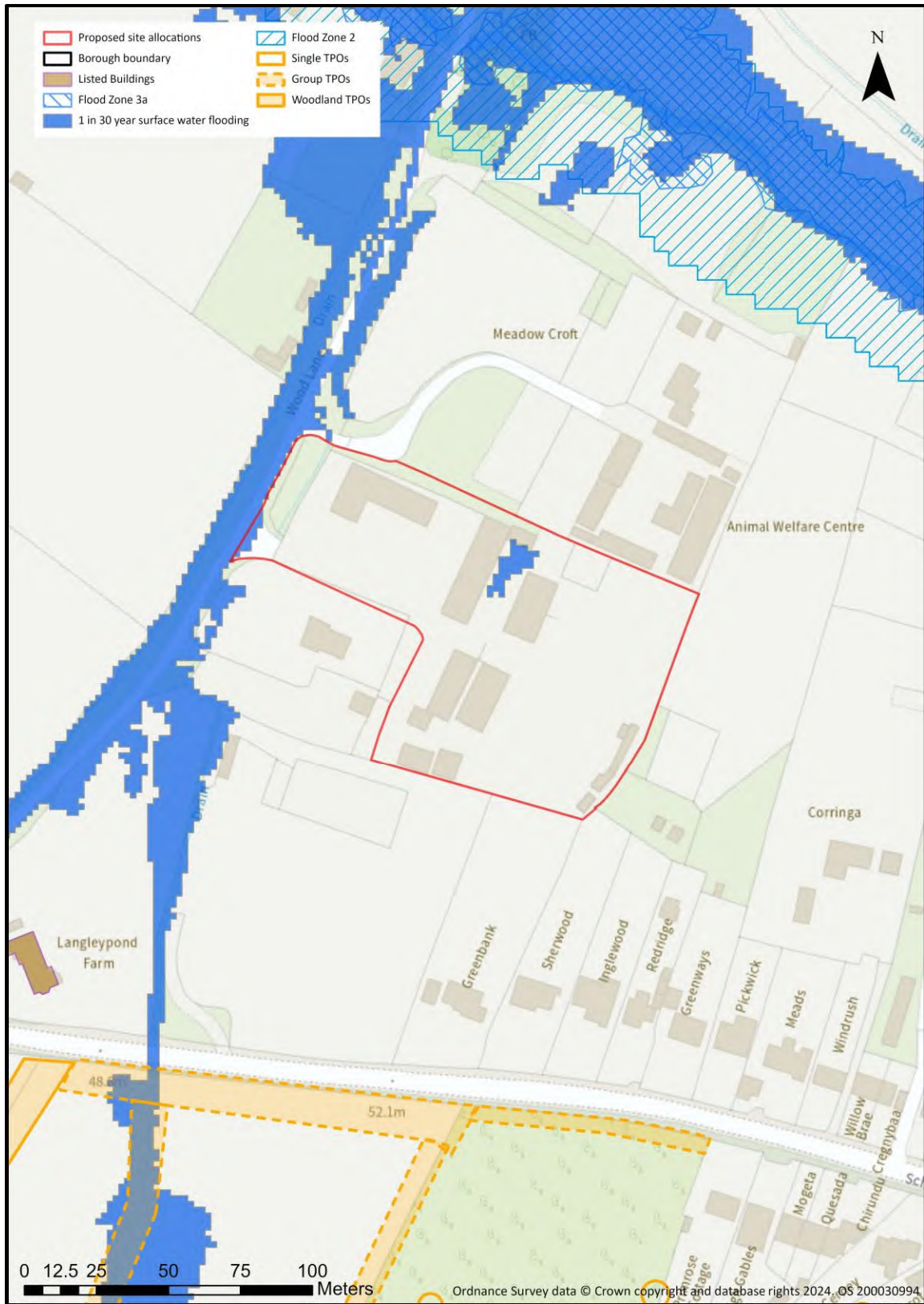


Honeysuckle Lodge, Commonfield Lane, Barkham





Woodlands Farm, Wood Lane, Barkham

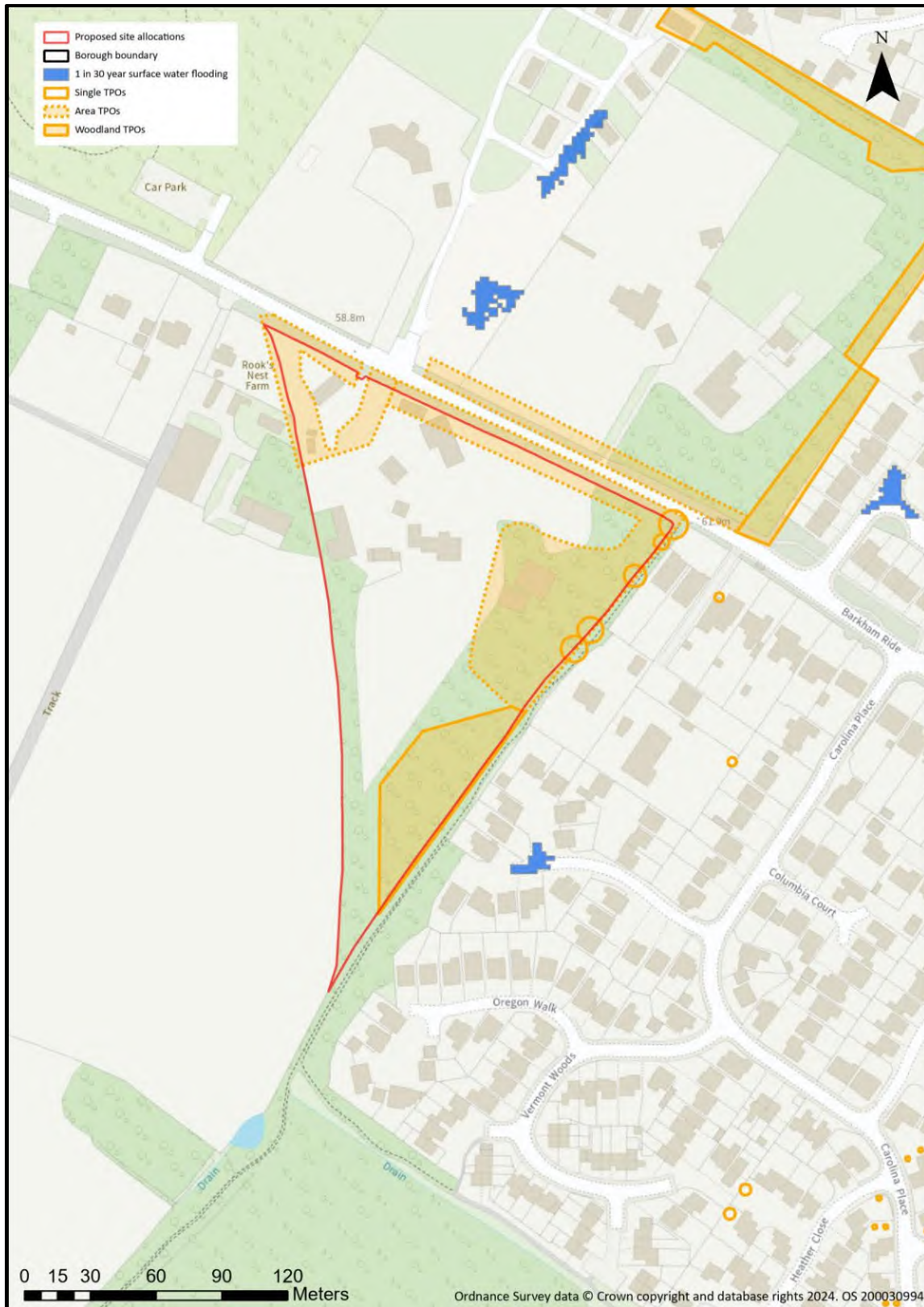


Land west of Park Lane, Charvil

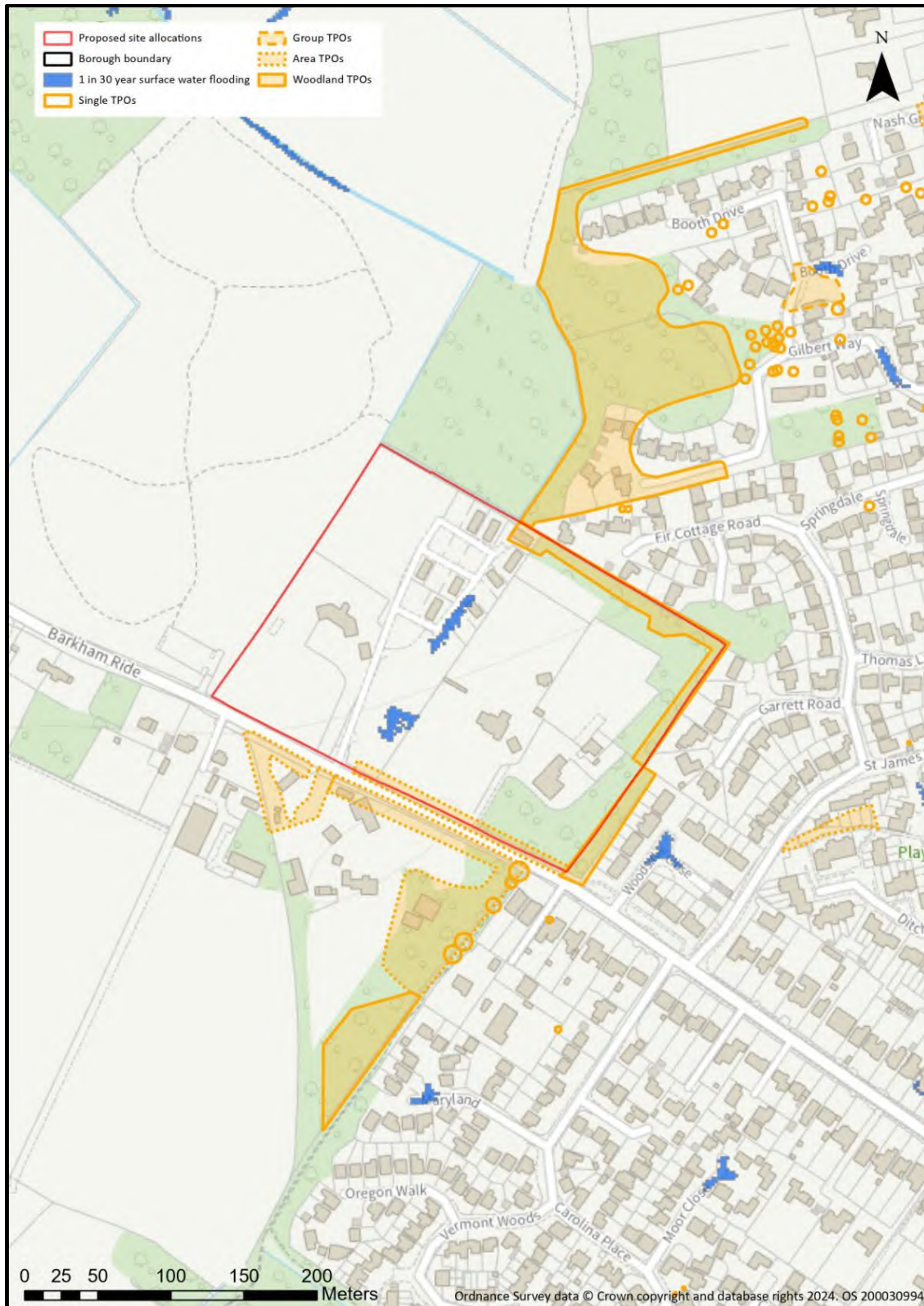




24 Barkham Ride, Finchampstead

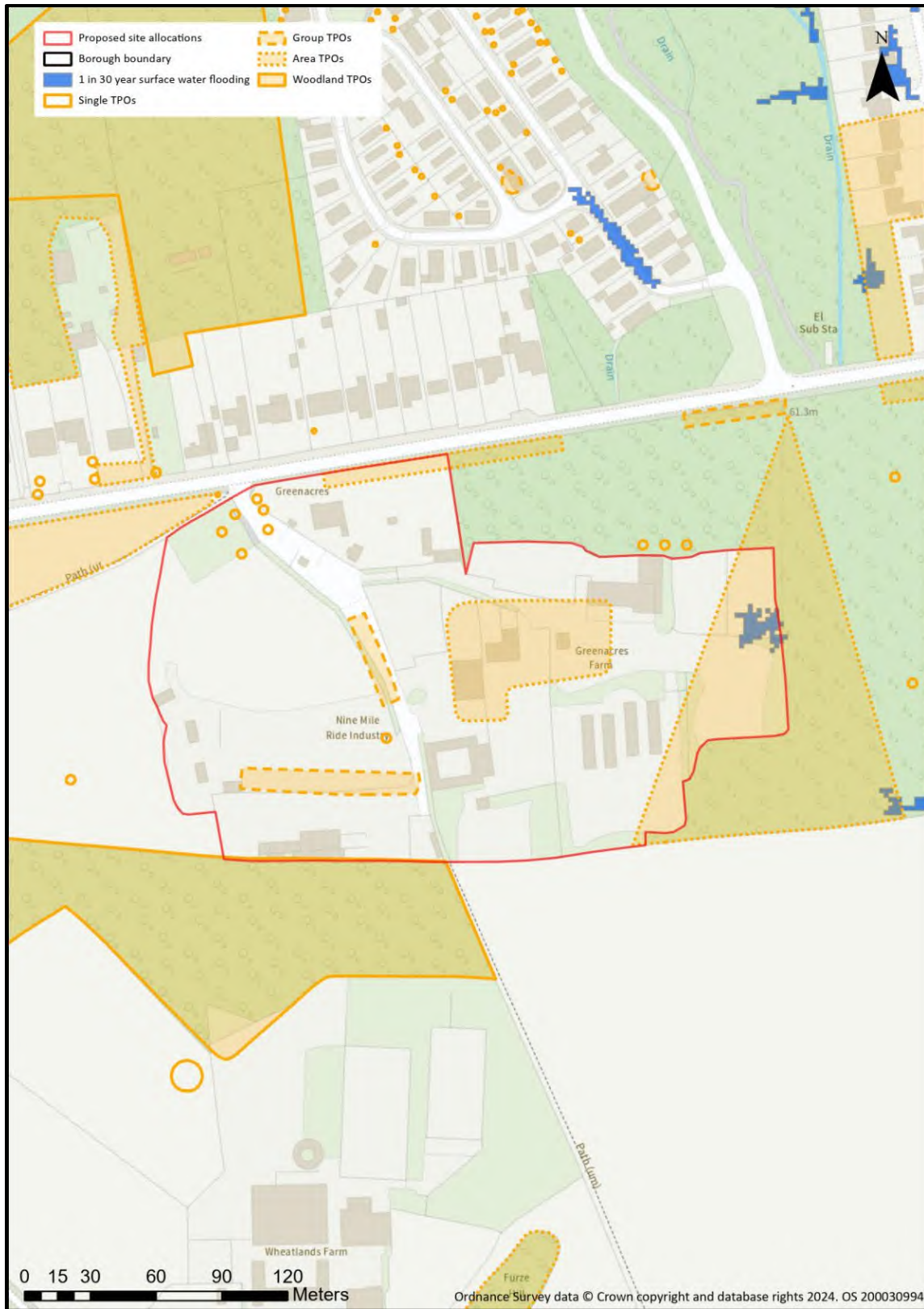


31-33 Barkham Ride, Finchampstead





Greenacres Farm, Nine Mile Ride, Finchampstead

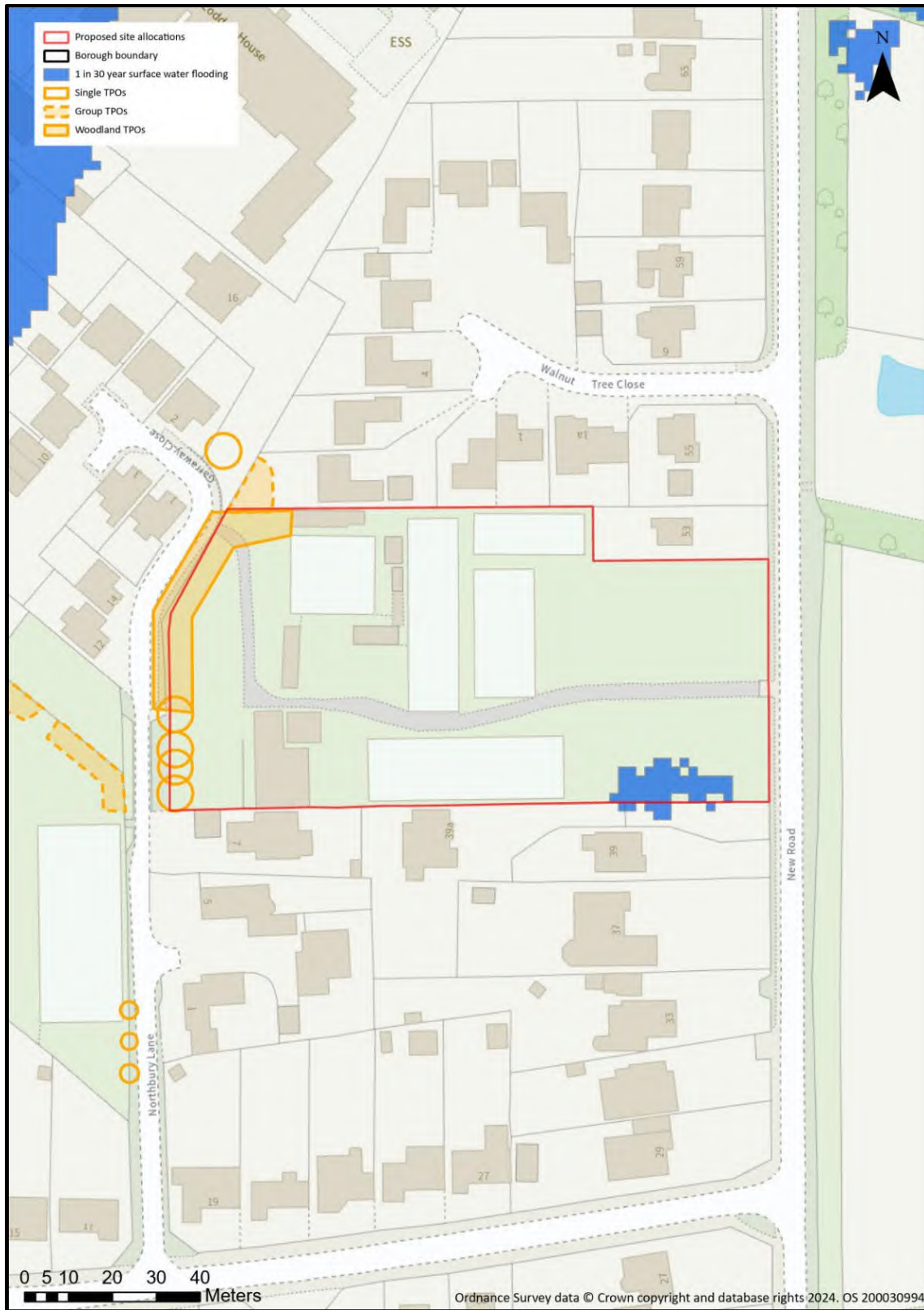




Hillside, Lower Wokingham Road, Finchampstead

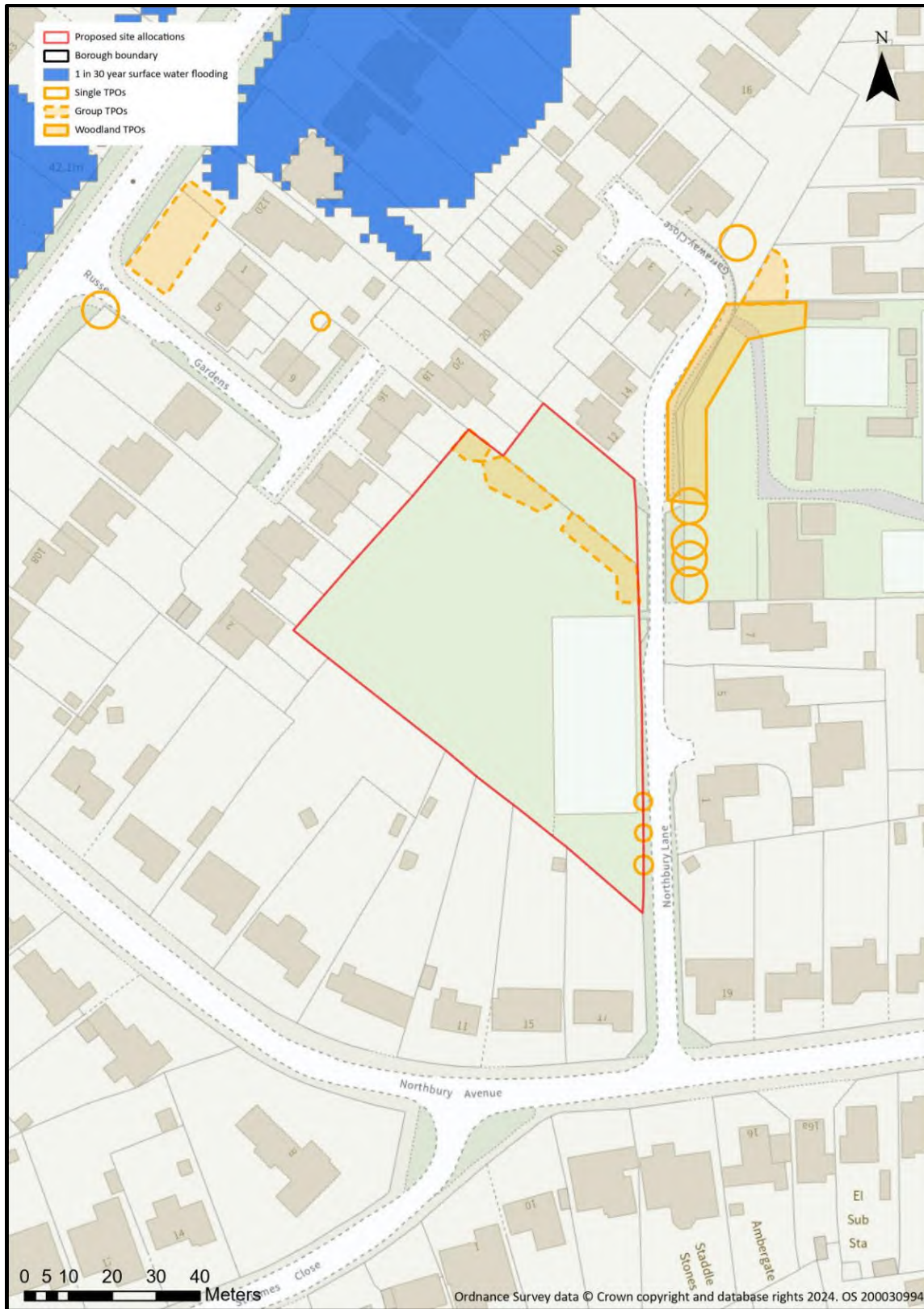


39-53 New Road, Ruscombe



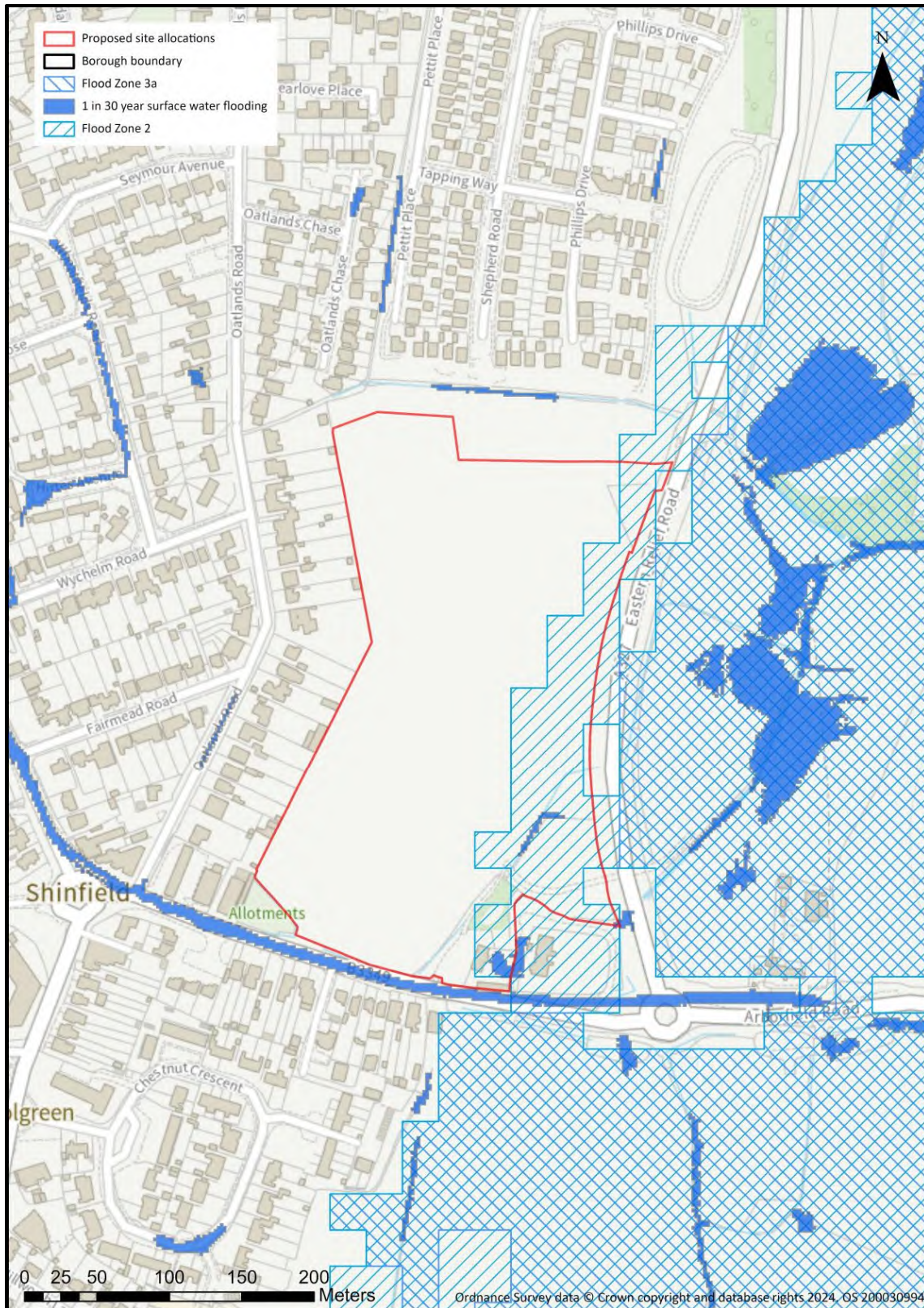


Land to the rear of Northbury Lane, Ruscombe



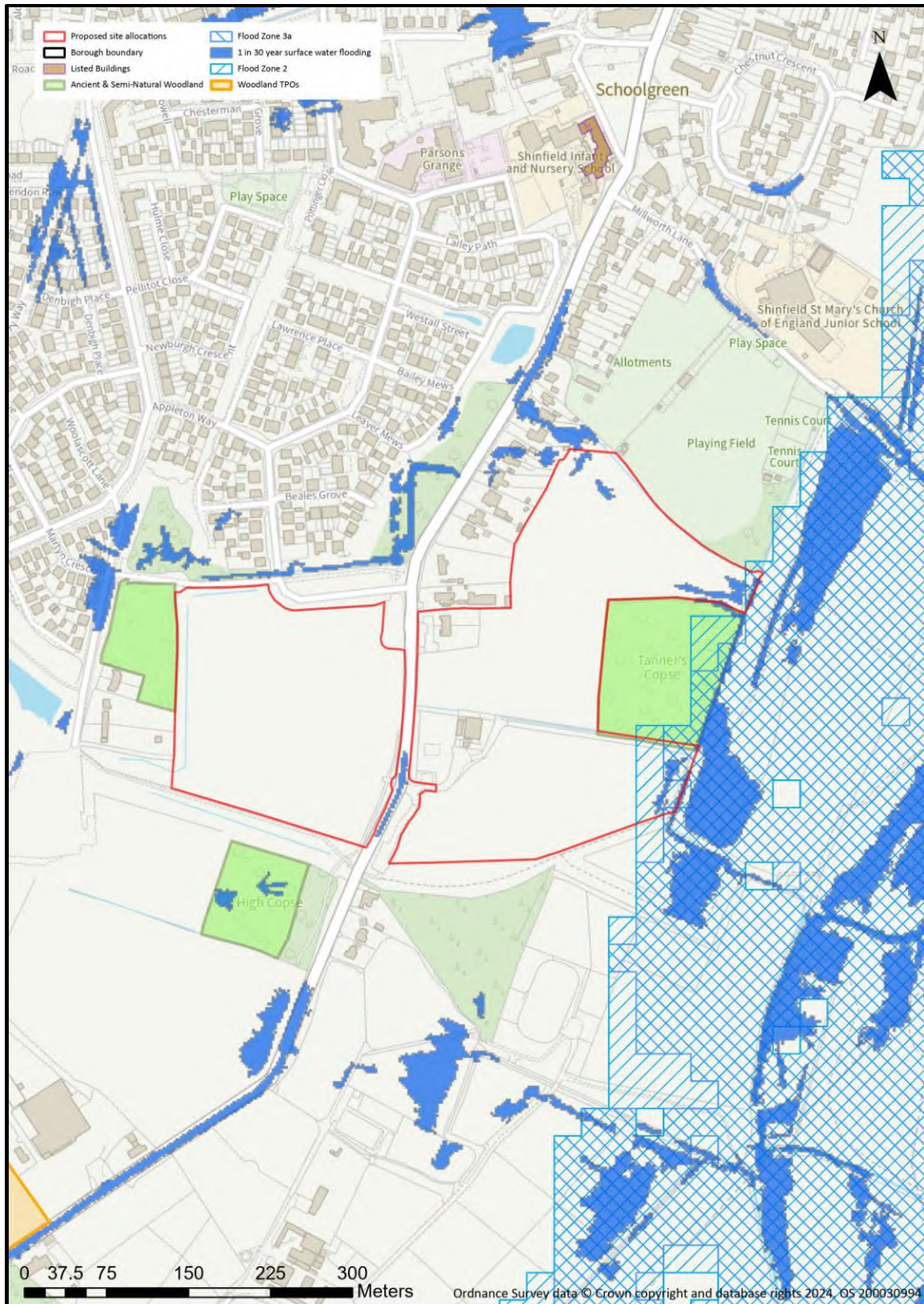


Land north of Arborfield Road, Shinfield



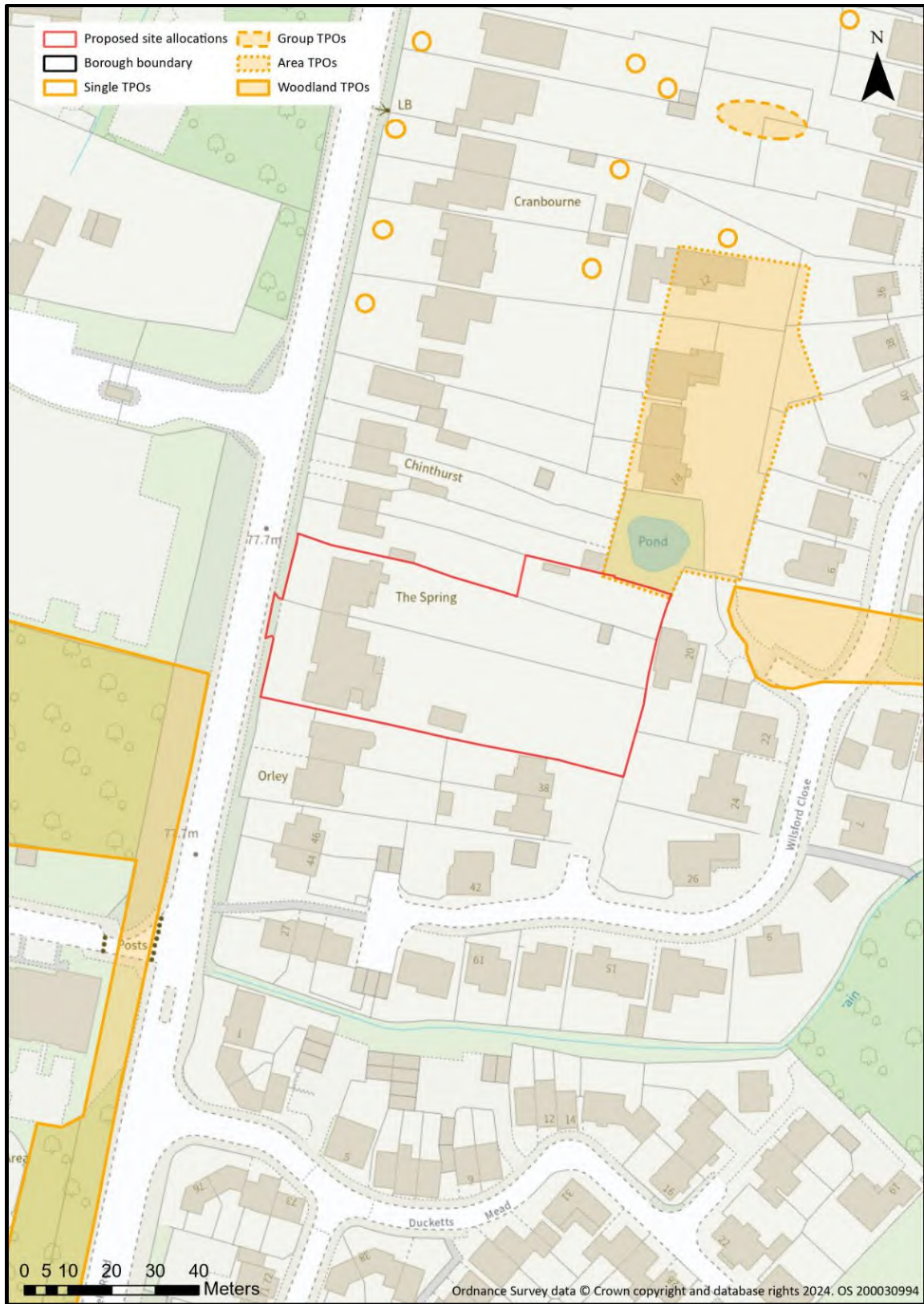


Land east and west of Hyde End Road, Shinfield

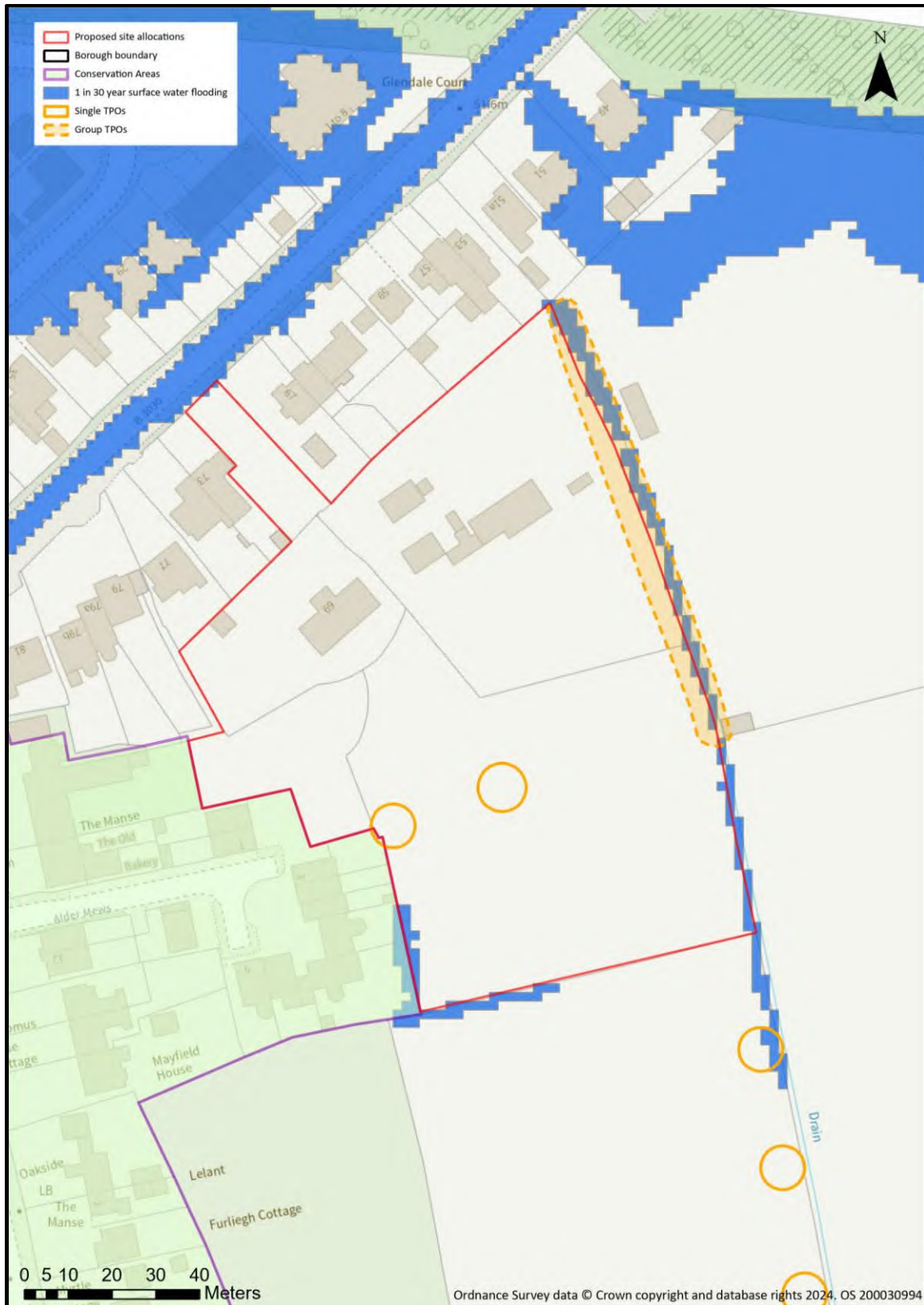




Rustlings, The Spring and land rear of Cushendall, Shinfield Road, Shinfield (North)



69 King Street Lane, Sindlesham





Land off Wheatsheaf Close, Sindlesham





Land east of Pound Lane, Sonning



# Land at Sonning Farm, Sonning

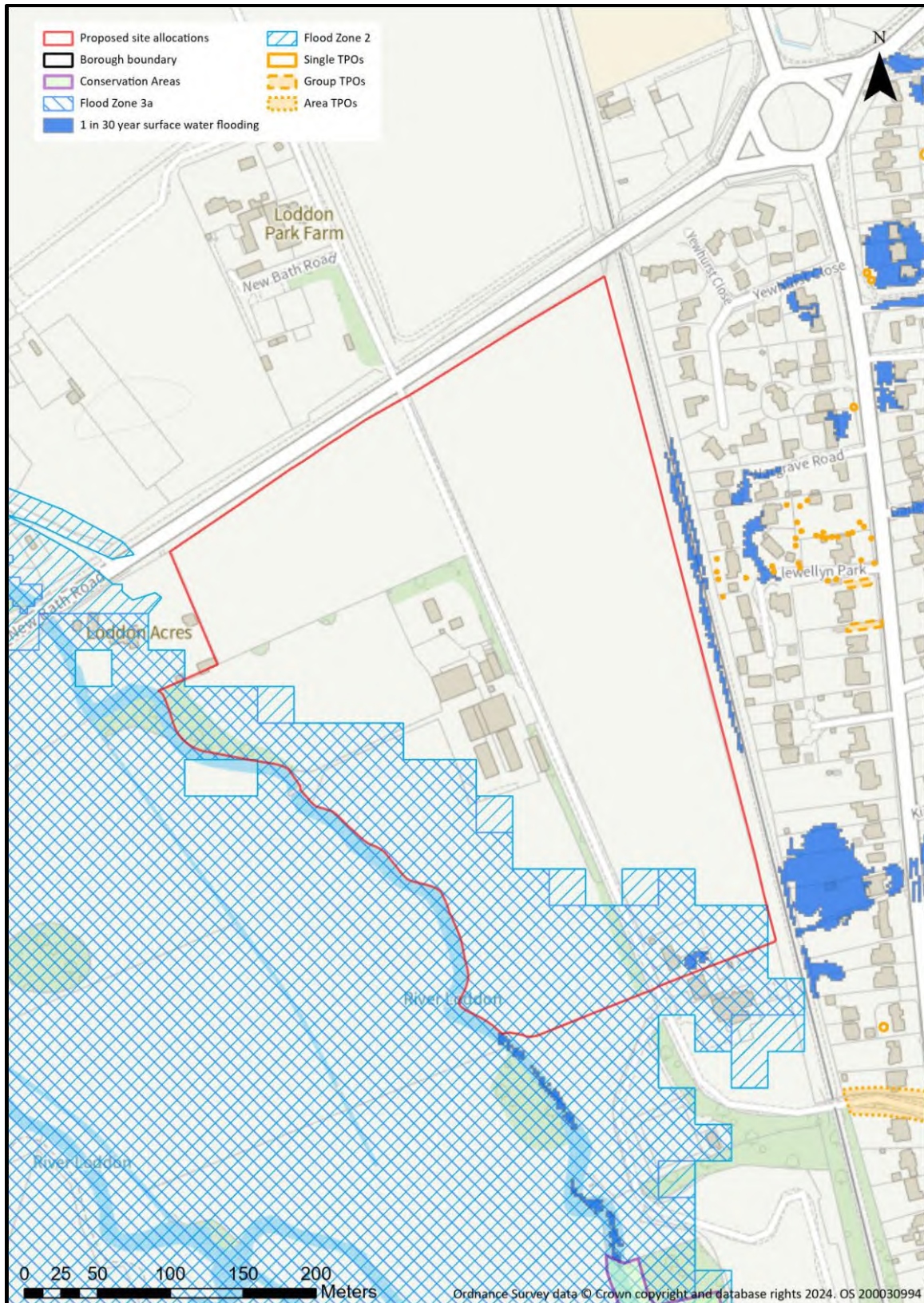




Land west of Trowes Lane, Swallowfield

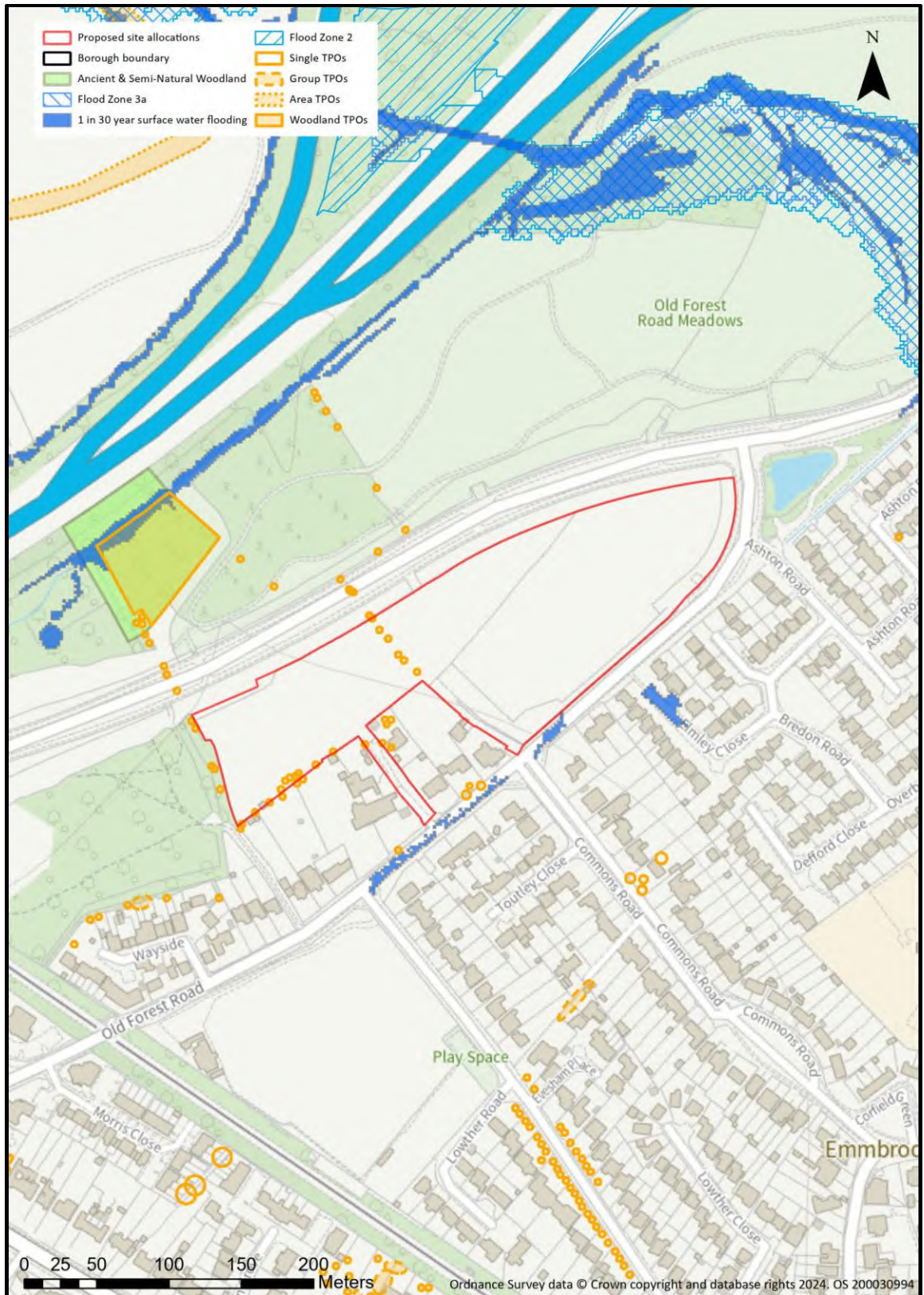


Land at Bridge Farm, New Bath Road, Twyford



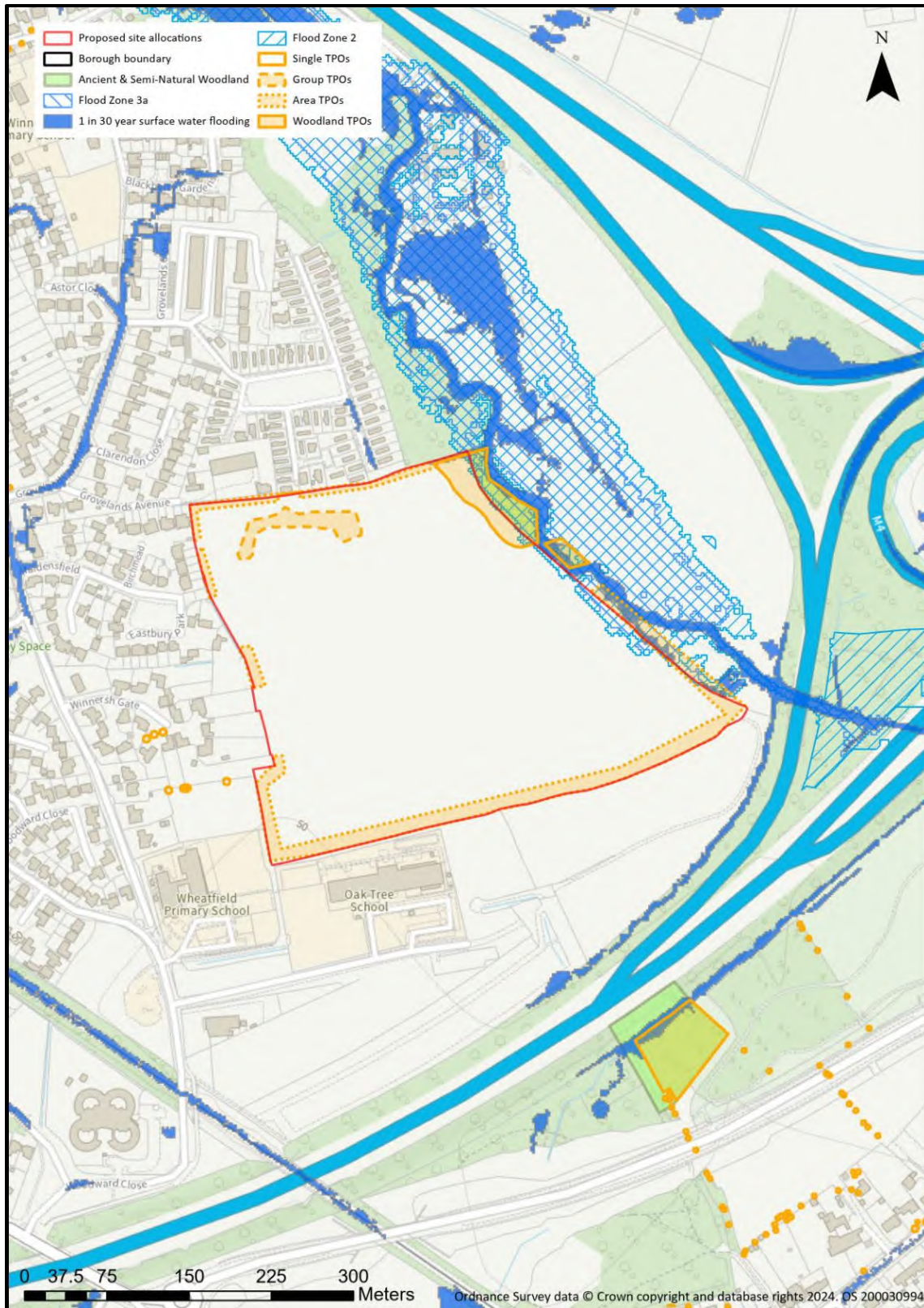


Land west of Old Forest Road, Winnersh



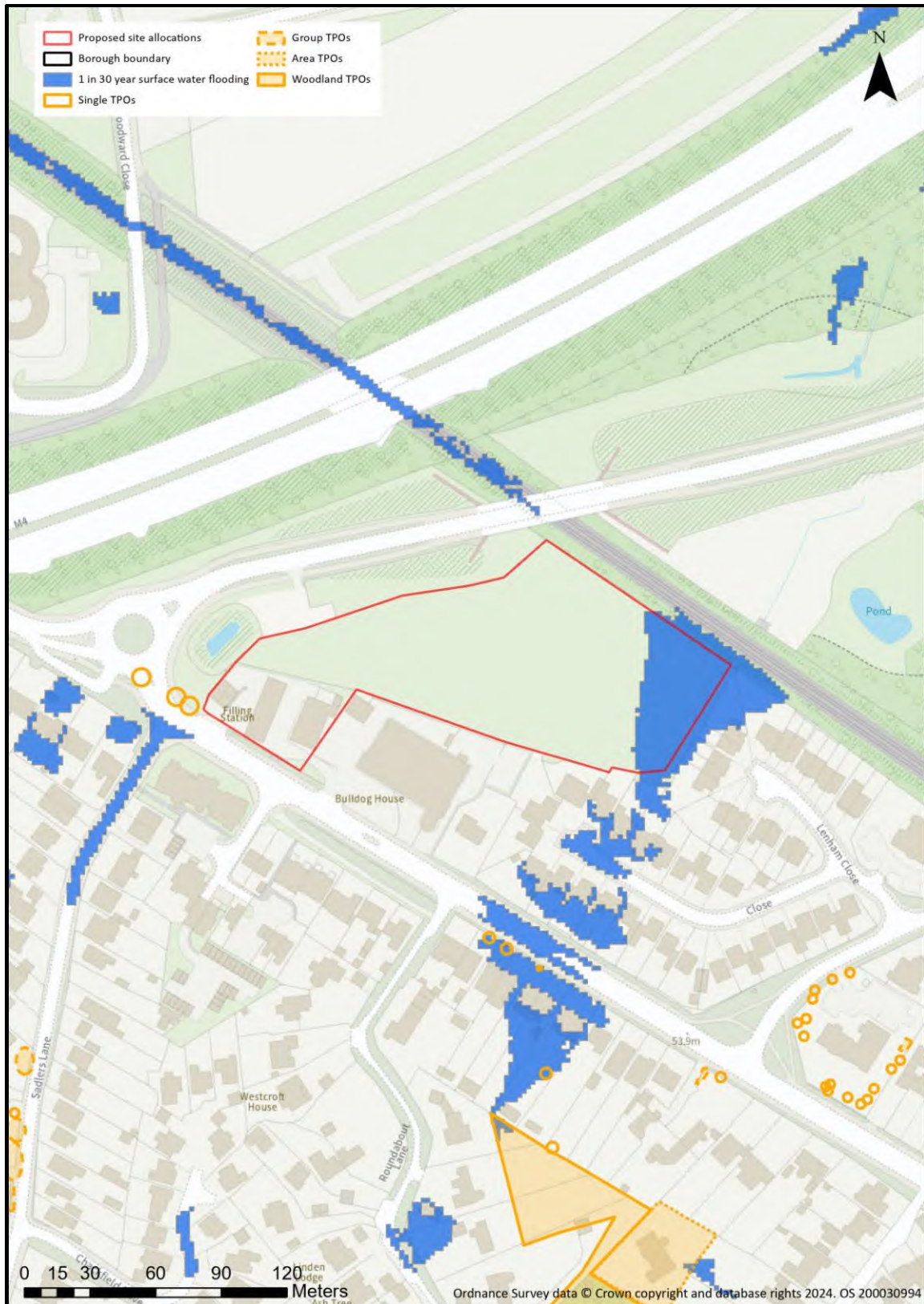


Land off Poplar Lane and Watmore Lane, Winnersh



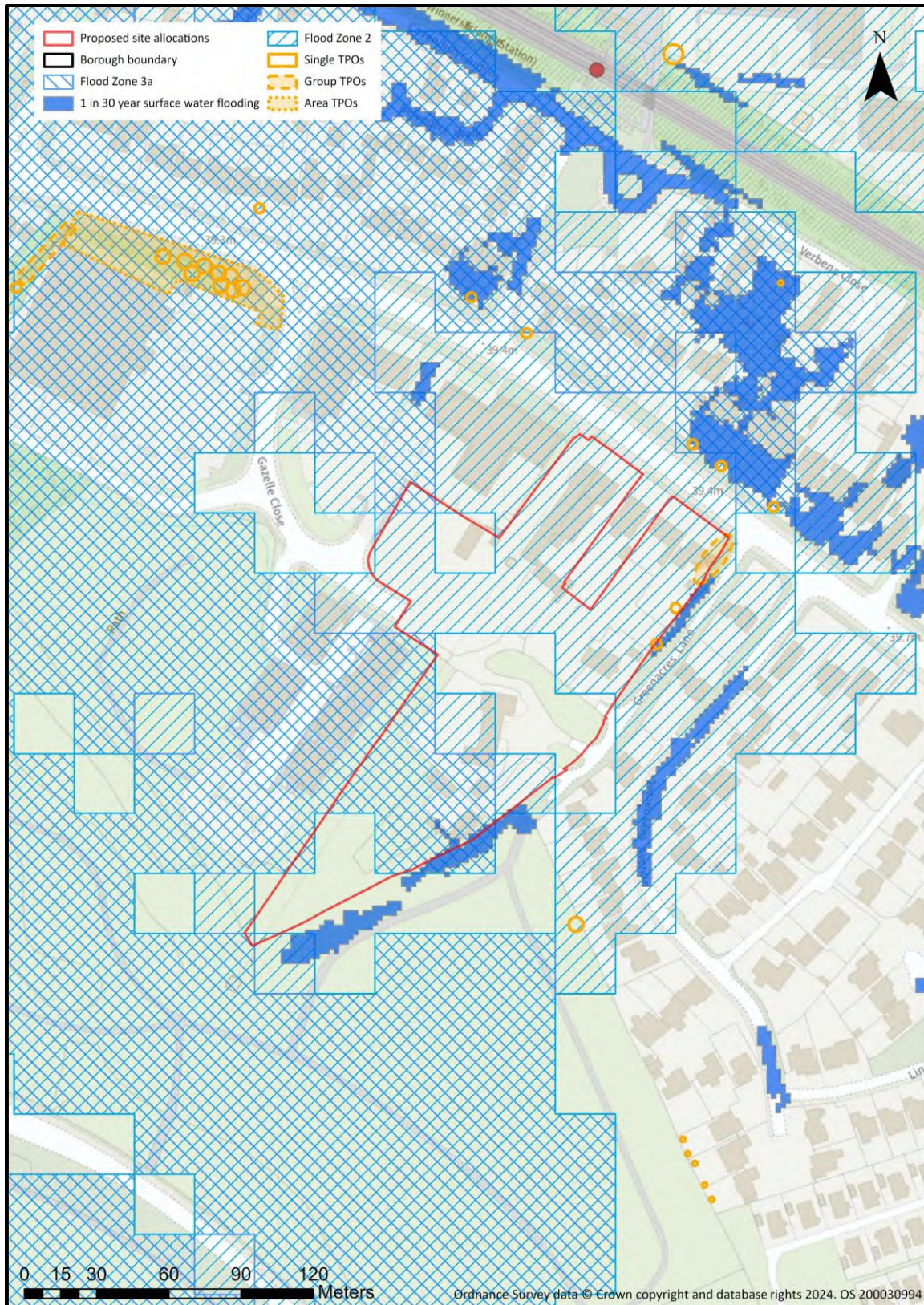


Land rear of the Bulldog garage and BP garage, Reading Road, Winnersh



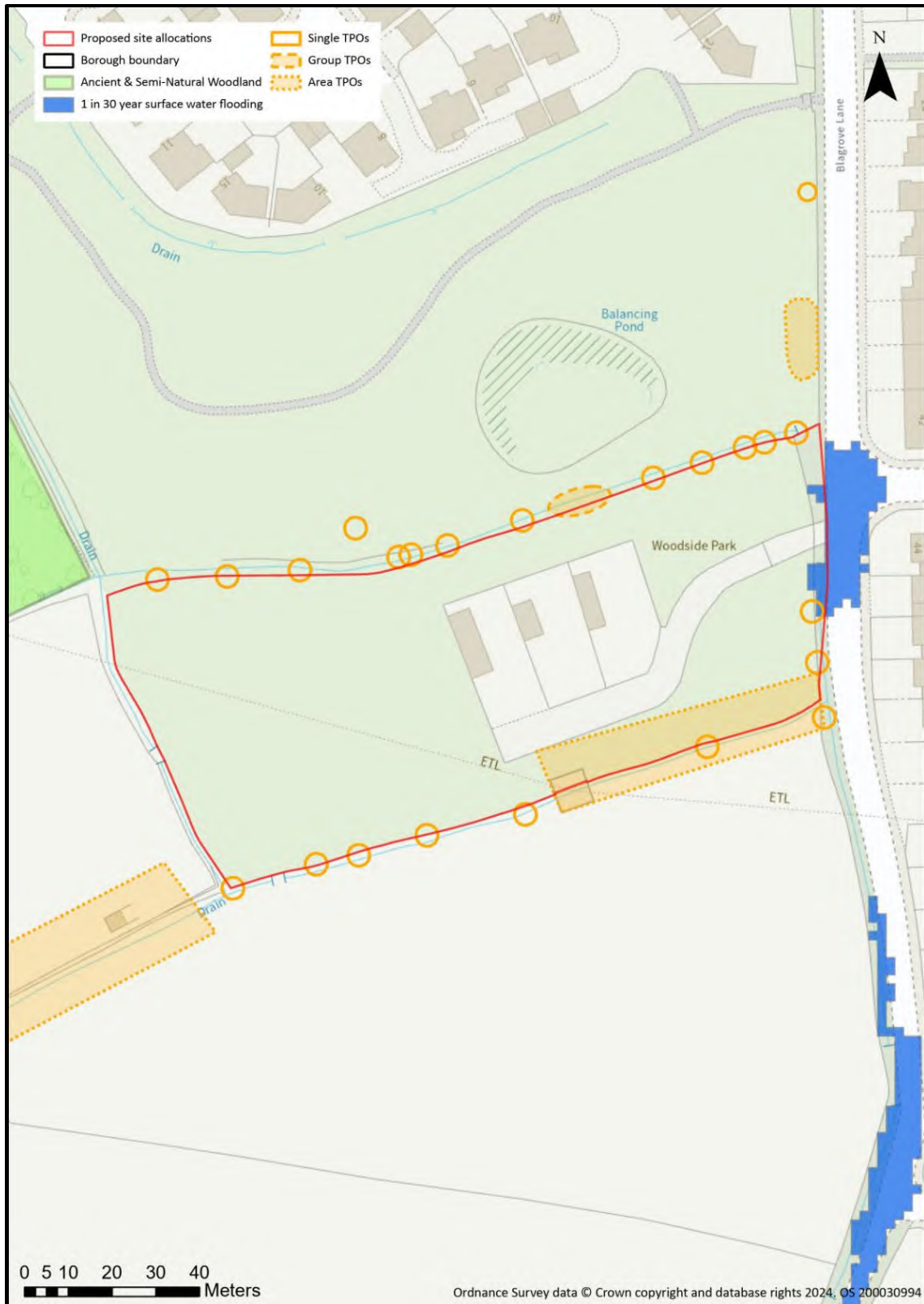


Winnersh Plant Hire, Reading Road, Winnersh





Woodside, Blagrove Lane, Wokingham

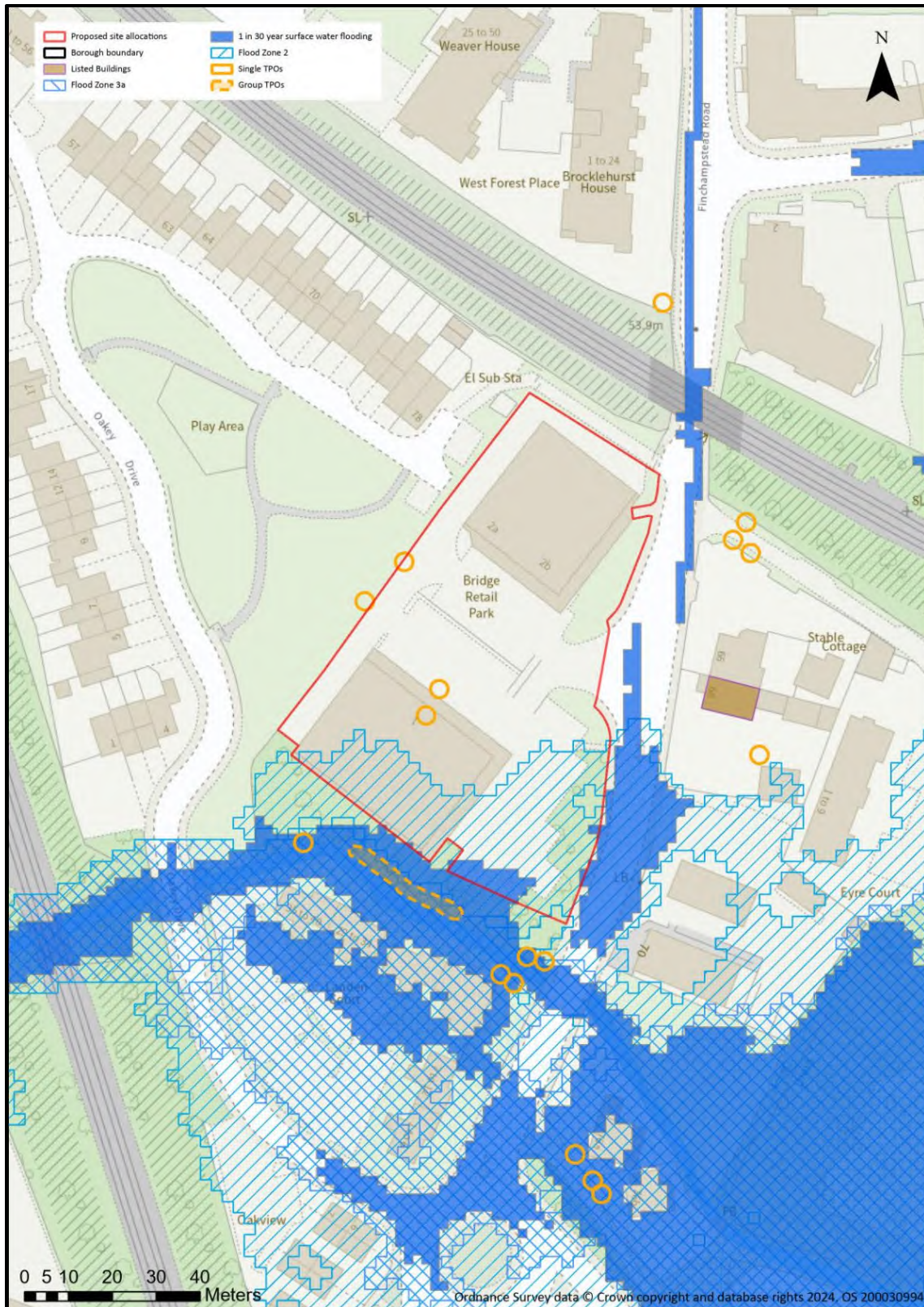


Rosery Cottage and 171 Evendons Lane, Wokingham



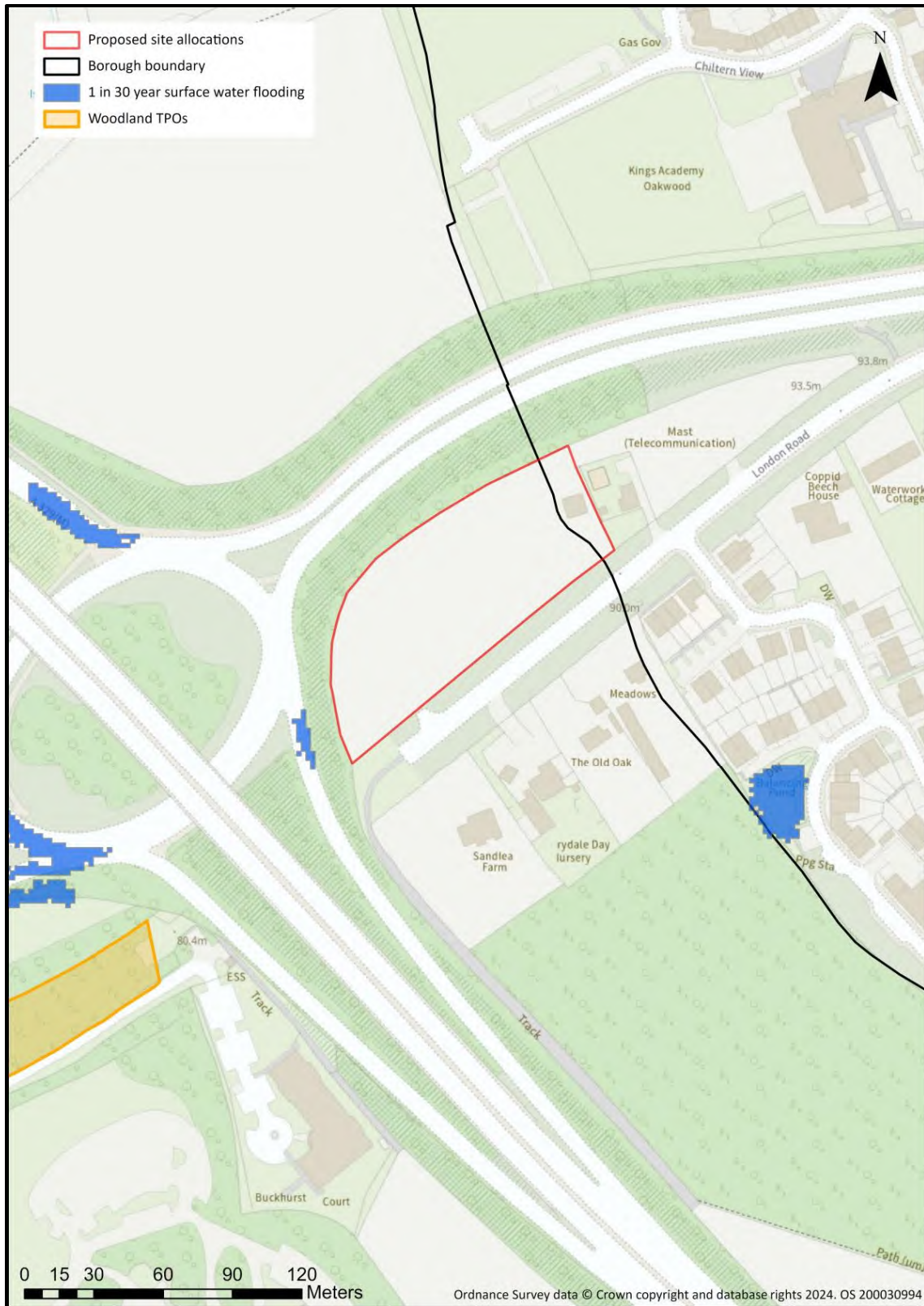


Bridge Retail Park, Finchampstead Road, Wokingham





Land south of London Road, Wokingham

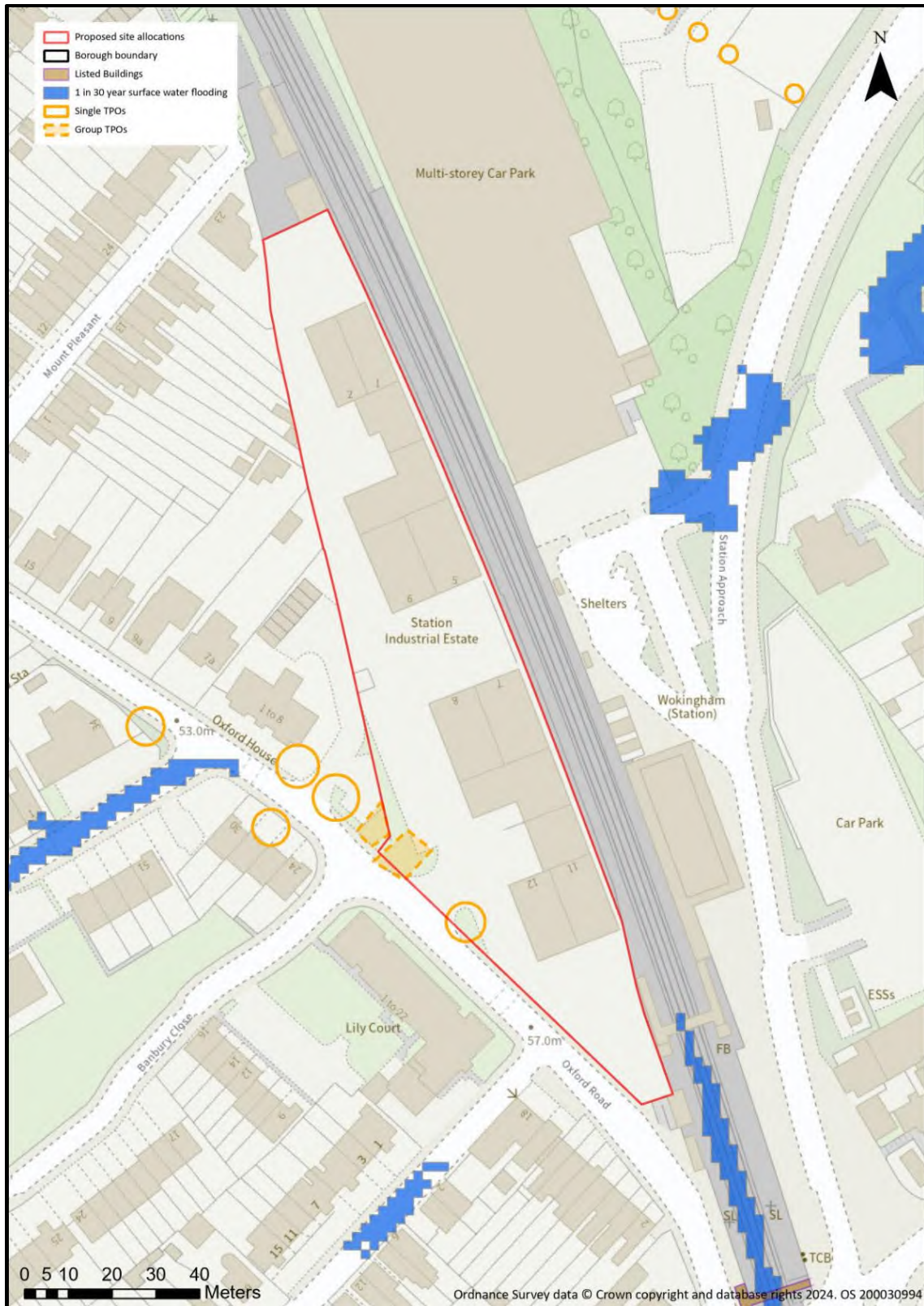


Land adjacent to Amen Corner, north of London Road, Bracknell

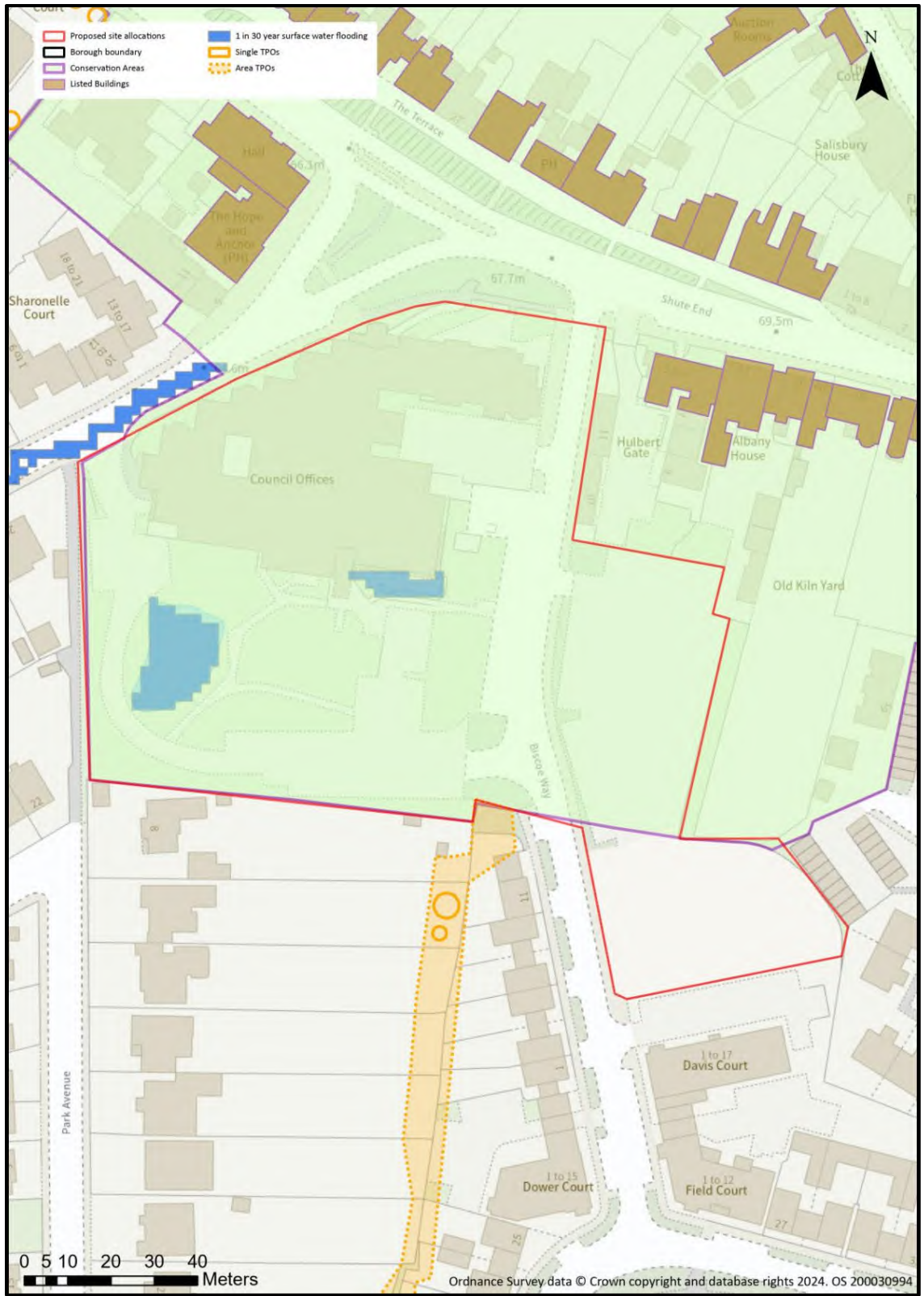




Station Industrial Estate, Oxford Road, Wokingham

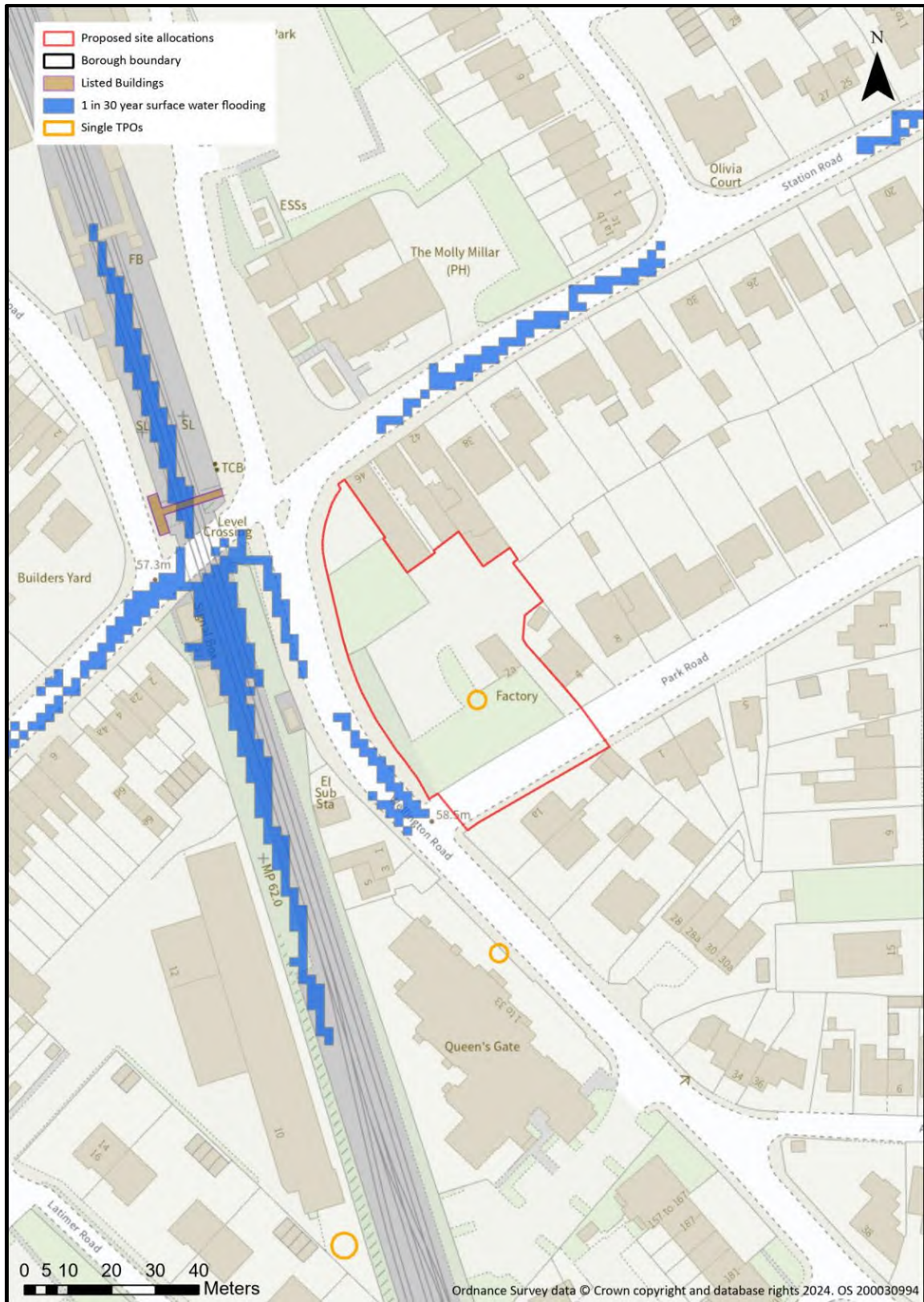


Wokingham Borough Council offices, Shute End, Wokingham





Land at the north corner of Wellington Road and Station Road, Wokingham





# E

## Sites allocated for residential: Development Guidelines

## E Sites allocated for residential: Development Guidelines

### Other proposed allocations

Site reference (HELAA reference)	Address	Description	Planning status (if relevant)	Development guidelines
SS14.1 (5BA036)	Land at High Barn Farm, Commonfield Lane	Area (ha): 4.2  Land use: Proposed for Gypsy and Traveller pitches	N/A	<ul style="list-style-type: none"> <li>- Investigate vehicle access arrangements through High Barn Farm site (where land is not actively promoted but in the same land ownership as promoted site)</li> <li>- Access to be appropriate for vehicles towing a caravan or a mobile home</li> <li>- Maximise opportunities to provide pedestrian connectivity to existing and planned services at the nearby Arborfield Strategic Development Location, including potential linkages through planned development site to the north west known as Barkham Square</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> <li>- Site to be developed in accordance with the requirements of Policy H10: Traveller sites</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.2 (5FI032)	Honeysuckle Lodge, Commonfield Lane	Area (ha): 0.26	N/A	<ul style="list-style-type: none"> <li>- Vehicle access through the existing Gypsy and Traveller site from Commonfield Lane</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

		Land use: Proposed for Gypsy and Traveller pitches		<ul style="list-style-type: none"> <li>- Access to be appropriate for vehicles towing a caravan or a mobile home</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> <li>- An appropriate assessment of the groundwater regime should be carried out at the site-specific Flood Risk Assessment (FRA) stage which should inform the proposed sewerage infrastructure</li> <li>- Site to be developed in accordance with the requirements of Policy H10: Traveller sites</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.3 (5BA013)	Woodlands Farm, Wood Lane, Barkham	Area (ha): 1.1 Land use: Proposed for Gypsy and Traveller pitches	N/A	<ul style="list-style-type: none"> <li>- Investigate vehicle access arrangements. Access via Wood Lane to be appropriate for vehicles towing a caravan or a mobile home</li> <li>- Sensitivity of new development to the setting of Langleypond Farmhouse Grade II listed building</li> <li>- Undertake a heritage impact assessment</li> <li>- Site to be developed in accordance with the requirements of Policy H10: Traveller sites</li> </ul>
SS14.4 (5CV002)	Land west of Park Lane, Charvil	Area (ha): 7.0 Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Vehicle access arrangements, with access preferred from Park Lane</li> <li>- Opportunities to maximise pedestrian connectivity to the adjacent site to the north-east</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

				<ul style="list-style-type: none"> <li>- Opportunities to provide pedestrian and cycle connectivity to areas of open space through the site and the surrounding area, including Charvil Country Park which abuts the eastern boundary</li> <li>- Low density housing in keeping with the surrounding area, including the delivered scheme adjacent to the site</li> <li>- Investigate potential noise impacts from the existing railway line and provide suitable mitigation measures, such as a suitable buffer</li> <li>- Retain onsite mature trees, in particular on the western boundary to maintain separation from Charvil and Sonning</li> </ul>
SS14.5 (5BA032)	24 Barkham Ride, Finchampstead	Area (ha): 2.13  Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Barkham Ride</li> <li>- Housing to reflect the character of the surrounding residential area</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- Opportunities to provide pedestrian and cycle connectivity to areas of open space through the site and the surrounding area, including Rooks Nest Wood Country Park and California Country Park</li> <li>- Landscape buffer to ensure appropriate transition from the residential area to the open countryside</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.6 (5FI003)	31-33 Barkham Ride, Finchampstead	Area (ha): 5.42	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Barkham Ride</li> <li>- Housing to reflect the character of the surrounding residential area</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

		Land use: Proposed for housing		<ul style="list-style-type: none"> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- That surface water corridors within the site are left free of development and an appropriate buffer provided around the watercourse running through the site</li> <li>- Opportunities to provide connectivity to areas of open space through the site and the surrounding area, including Rooks Nest Wood Country Park which abuts the western boundary</li> </ul>
SS14.7 (5FI004)	Greenacres Farm, Nine Mile Ride, Finchampstead	<p>Area (ha): 4.1</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Redevelopment of land used for commercial/industrial uses</li> <li>- Vehicle access from Nine Mile Ride</li> <li>- Any new access points should be sensitive of mature and protected trees along the Nine Mile Ride green route</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- Opportunities to provide pedestrian and cycle connectivity to the local countryside via the public rights of way through the site</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.8 (5FI024)	Hillside, Lower Wokingham Road, Finchampstead	<p>Area (ha): 1.04</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Lower Wokingham Road</li> <li>- Housing to reflect the character of the surrounding residential area</li> </ul>

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				<ul style="list-style-type: none"> <li>- Sensitivity to mature and protected trees along the Lower Wokingham Road green route</li> </ul>
SS14.9 (5RU008)	39-53 New Road, Ruscombe	<p>Area (ha): 0.86</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- New vehicle access point preferred from New Road</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development</li> <li>- That areas of surface water flooding within the site are left free of development</li> <li>- Sensitivity of new development to the setting of Grade II listed buildings</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.10 (5RU007)	Land to the rear of Northbury Lane, Ruscombe	<p>Area (ha): 0.51</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- New vehicle access point preferred from Northbury Lane</li> <li>- New access from Northbury Lane should avoid impacts on protected trees</li> <li>- Sensitivity of new development to the setting of Grade II listed buildings</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.11 (5SH025)	Land north of Arborfield Road, Shinfield	<p>Area (ha): 7</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- New vehicular access preferred from Arborfield Road</li> <li>- Investigate secondary vehicular access from the development site immediately north</li> </ul>



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				<ul style="list-style-type: none"> <li>- Opportunities to improve pedestrian access to Shinfield Road Centre</li> <li>- Opportunities to improve pedestrian and cycle access through the site</li> <li>- Retain, where possible, onsite mature and protected trees and provide appropriate new landscaping to contribute towards the character of Arborfield Road and Eastern Relief Road as green routes</li> <li>- That development is steered towards Flood Zone 1 and avoids areas potentially susceptible to reservoir flooding</li> <li>- That surface water corridors within the site are left free of development.</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood events for both residents and emergency vehicles. This may include consideration of an access route through the development to the north.</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.12 (5SH023, 27)	Land east and west of Hyde End Road, Shinfield	Area (ha): 10.4  Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Hyde End Road</li> <li>- Provide connectivity to the adjacent new development</li> <li>- Provide connectivity to areas of open space within the site and the surrounding area, including the new park Langley Mead</li> <li>- Sensitivity of new development to the areas of adjacent ancient woodland</li> </ul>

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				<ul style="list-style-type: none"> <li>- That development be contained within Flood Zone 1 and avoids areas potentially susceptible to reservoir flooding</li> <li>- That surface water corridors within the western and eastern parcels of the site are left free of development</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.13 (5SH031)	Rustlings, The Spring and Land to rear of Cushendall, Shinfield Road, Shinfield (North)	<p>Area (ha): 0.05</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Shinfield Road</li> <li>- Sensitivity of new development to adjacent protected trees and the character of Shinfield Road as a green route</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.14 (5WI014)	69 King Street Lane, Sindlesham	<p>Area (ha): 1.25</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Investigate improvement opportunities for vehicle and pedestrian access from King Street Lane</li> <li>- Sensitivity of new development to the adjacent Sindlesham Conservation Area and locally listed heritage asset</li> <li>- Undertake a heritage impact assessment</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- Landscape buffer to ensure appropriate transition from the residential area to the open countryside</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

				<ul style="list-style-type: none"> <li>- Appropriate SuDS implemented on site to manage surface water flood risk and which take account of groundwater flood risk</li> </ul>
SS14.15 (5WI011)	Land off Wheatsheaf Close, Sindlesham	<p>Area (ha): 0.73</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Investigate vehicle access arrangements. Improved access should be possible from Wheatsheaf Close. Opportunities to link into the wider Loddon Valley Garden Village should be explored</li> <li>- Opportunities to improve pedestrian links along Mole Road so residents can access existing services and facilities in Winnersh centre</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- That development is steered away from areas at risk of surface water flooding corridors within the site are left free of development</li> </ul>
SS14.16 (5SO008)	Land east of Pound Lane, Sonning	<p>Area (ha): 2.56</p> <p>Land use: Proposed for housing</p>	<p>Planning permission granted 30/11/23</p> <p>Ref: 223458</p>	<ul style="list-style-type: none"> <li>- All opportunities taken to plan development comprehensively with planning permission 200951, including consideration of shared access</li> <li>- Opportunities to improve pedestrian and cycle links, including pedestrian crossings (e.g. A4) where necessary</li> <li>- Landscape buffer to the south and east to ensure appropriate transition from the residential area to the open countryside</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> </ul>
SS14.17 (5SO001)	Land at Sonning Farm, Sonning	<p>Area (ha): 1.37</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access preferred from Garde Road</li> </ul>

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		Land use: Proposed for housing		<ul style="list-style-type: none"> <li>- Housing to reflect the character of the surrounding residential area</li> <li>- New access should be sensitive of mature trees around the site</li> <li>- Sensitivity of new development to the adjacent Sonning Conservation Area</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> <li>- Undertake a heritage impact assessment</li> </ul>
SS14.18 (5SW019)	Land west of Trowes Lane, Swallowfield	<p>Area (ha): 4.22</p> <p>Land use: Proposed for housing</p>	<p>Planning permission granted 19/07/24 (on appeal)</p> <p>Ref: 230422</p>	<ul style="list-style-type: none"> <li>- To be developed in accordance with full planning permission</li> </ul>
SS14.19 (5TW005, 009, 010)	Land at Bridge Farm, New Bath Road, Twyford	<p>Area (ha): 12.41</p> <p>Land use: Proposed for housing</p>	<p>Planning permission granted 05/07/23</p> <p>Ref: 212720</p>	<ul style="list-style-type: none"> <li>- Vehicle access from New Bath Road to be sensitive to the character of New Bath Road as a green route, with appropriate new landscaping provided</li> <li>- Opportunities to provide pedestrian and cycle connectivity to Twyford village centre</li> <li>- Investigate potential noise impacts from the A4 New Bath Road and provide suitable mitigation measures, such as an appropriate buffer</li> <li>- That development be contained within Flood Zone 1 and avoids areas potentially susceptible to reservoir flooding and surface water flooding</li> <li>- Groundwater monitoring is carried out in accordance with the Flood Risk Assessment (FRA) that supported outline consent 212720</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

SS14.20 (5WI009, 5WI019)	Land west of Old Forest Road, Winnersh	Area (ha): 3.5  Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Vehicular access preferred from Old Forest Road</li> <li>- Development should avoid the existing area of Old Forest Meadows SANG</li> <li>- Opportunities to provide pedestrian connectivity to adjacent areas of green space at Old Forest Road Meadows SANG and to the shared pedestrian / cycle path along the North Wokingham Distributor Road</li> <li>- Appropriate landscaping to contribute towards the character of North Wokingham Distributor Road as a green route</li> <li>- That surface water corridors within the site are left free of development.</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood events for both residents and emergency vehicles.</li> <li>- Undertake a heritage impact assessment.</li> </ul>
SS14.21 (5WI006)	Land off Poplar Lane and Watmore Lane, Winnersh	Area (ha): 10.9  Land use: Proposed for housing	Planning permission granted 06/03/24 (on appeal) Ref: 230208	<ul style="list-style-type: none"> <li>- Vehicle access to be from Maidensfield in accordance with permission 230208.</li> <li>- Secondary access to be explored to the south</li> <li>- Opportunities for woodland planting and hedgerow restoration to be maximised</li> <li>- That development be contained within Flood Zone 1 and avoids areas potentially susceptible to reservoir flooding and surface water flooding</li> <li>- That appropriate groundwater monitoring is carried out over the winter</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

				<p>months (1 October – 31 March) to inform site development and sewerage</p> <ul style="list-style-type: none"> <li>- Development to comply with the requirements of Policy FD3: River corridors and watercourses</li> <li>- Promote linkages to, and improvement of, the riverside path alongside the Emm Brook</li> </ul>
SS14.22 (5WI012, 5WI021)	Land rear of the Bulldog Garage and BP garage, Reading Road, Winnersh	<p>Area (ha): 1.42</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access preferred from Reading Road. Any improvements to access from Reading Road should be sensitive of mature trees along the green route</li> <li>- Appropriate landscaping to contribute towards the character of the North Wokingham Distributor Road as a green route</li> <li>- That surface water corridors within the site are left free of development.</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood events for both residents and emergency vehicles.</li> </ul>
SS14.23 (5WI008)	Winnersh Plant Hire, Reading Road, Winnersh	<p>Area (ha): 1.59</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access preferred from Reading Road</li> <li>- Opportunities to provide pedestrian and cycle connectivity to areas of open space through the site and the surrounding area, including Hatch Farm Country Park which abuts the southern boundary</li> <li>- No development to be located within Flood Zone 3a present on the site</li> <li>- Blue roofs and rainwater re-harvesting should be incorporated into the design of dwellings on site</li> </ul>

Wokingham Borough Local Plan Update: Proposed Submission Plan 2023-2040

				<ul style="list-style-type: none"> <li>- That detailed modelling is undertaken to demonstrate the appropriate climate change flood outline and to ensure residential development is steered away from that area.</li> <li>- Development to address the potential changes associated with climate change and be designed to be safe for the intended lifetime</li> <li>- Appropriate landscaping to contribute towards the character of Reading Road as a green route</li> <li>- Overhead high voltage power lines traversing the site will need to be considered in the design and layout of the overall scheme</li> </ul>
SS14.24 (5WK042)	Woodside, Blagrove Lane, Wokingham	<p>Area (ha): 0.98</p> <p>Land use: Proposed for Gypsy and Traveller pitches</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access through the existing Gypsy and Traveller site from Blagrove Lane</li> <li>- Access to be appropriate for vehicles towing a caravan or mobile home</li> <li>- That new pitches are steered away from surface water corridors within the site.</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood events for both residents and emergency vehicles.</li> <li>- Site to be developed in accordance with the requirements of Policy H10: Traveller sites</li> <li>- Undertake a heritage impact assessment</li> </ul>
SS14.25 (5WK023)	Rosery Cottage and 171 Evendons Lane, Wokingham	<p>Area (ha): 1.5</p> <p>Land use: Proposed for housing</p>	Resolution to grant planning permission Ref: 231351	<ul style="list-style-type: none"> <li>- Vehicle access via Blagrove Lane with existing access via Evendons Lane to be closed</li> </ul>



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				<ul style="list-style-type: none"> <li>- Opportunities to improve pedestrian and cycle connectivity along Blagrove Lane, including pedestrian crossing</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> </ul>
SS14.26 (5WK045)	Bridge Retail Park, Finchampstead Road, Wokingham	<p>Area (ha): 0.57</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Vehicle access from Finchampstead Road (A321)</li> <li>- Opportunities to achieve higher density development across the site</li> <li>- Development is sensitively designed to reflect the setting of listed buildings.</li> <li>- Undertake a heritage impact assessment</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site.</li> <li>- Investigate potential noise impacts, including from the railway line and provide suitable mitigation measures, such as a suitable buffer</li> <li>- Built development should maintain the natural setting of the Emm Brook and retain a suitable buffer from the watercourse</li> <li>- That development is steered towards Flood Zone 1 and avoids areas potentially susceptible to reservoir and surface water flooding.</li> <li>- That rainwater harvesting techniques are incorporated into site design.</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood</li> </ul>

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				<p>events for both residents and emergency vehicles.</p> <ul style="list-style-type: none"> <li>- Retain, where possible, onsite mature and protected trees and provide appropriate new landscaping to contribute towards the character of Finchampstead Road as a green route</li> </ul>
SS14.27 (5WK011)	Land south of London Road (Western field), Wokingham	<p>Area (ha): 0.79</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Opportunities to maximise pedestrian connectivity to planned services and facilities as part of the adjacent Amen Corner South development (in Bracknell Forest)</li> <li>- Vehicular access from the additional residential road of London Road. Access arrangements should be investigated further, working in partnership with Bracknell Forest Council</li> <li>- Opportunities to provide pedestrian connectivity to area of green space at the Amen Corner SANG to the south</li> <li>- Investigate potential noise impacts from the A329(M) and provide suitable mitigation measures (if required), such as a suitable buffer</li> <li>- Appropriate landscaping to contribute towards the character of London Road as a green route</li> <li>- That appropriate groundwater monitoring is carried out over the winter months (1 October – 31 March) to inform site development and sewerage</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site</li> </ul>

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SS14.28 (5HU051)	Land adjacent to Amen Corner, north of London Road, Bracknell	Area (ha): 3.21 Land use: Proposed for housing	Resolution to grant planning permission Ref: 232026	<ul style="list-style-type: none"> <li>- Opportunities to maximise pedestrian connectivity to planned services and facilities as part of the adjacent Amen Corner North development (in Bracknell Forest)</li> <li>- Opportunities to improve pedestrian and cycle links, including pedestrian crossings</li> <li>- Investigate opportunities to improve pedestrian access to London Road</li> <li>- Vehicular access from Chiltern View in accordance with permission 232026</li> <li>- Opportunities to provide pedestrian connectivity to areas of green space at the adjacent Amen Corner SANG and Keephatch Meadows SANG</li> <li>- Implementation of suitable noise mitigation measures</li> <li>- Appropriate landscaping to contribute towards the character of London Road as a green route</li> </ul>
SS14.29 (5WK029)	Station Industrial Estate, Oxford Road, Wokingham	Area (ha): 0.65 Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Development to be integrated and guided by the wider Wokingham Town Centre Masterplan Supplementary Planning Document, or any successor document</li> <li>- Opportunity to provide high quality gateway development to the town via the train station, including opportunities to comprehensive redevelop the station public realm and provide improved station access</li> <li>- Vehicular access from Oxford Road</li> <li>- Opportunities to achieve higher density development across the site</li> </ul>

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				<ul style="list-style-type: none"> <li>- Investigate potential noise impacts from the railway line and provide suitable mitigation measures, such as a suitable buffer</li> <li>- Appropriate SuDS implemented on site to manage surface water flood risk</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site</li> <li>- Undertake a heritage impact assessment.</li> </ul>
SS14.30 (5WK054)	Wokingham Borough Council Offices, Shute End, Wokingham	<p>Area (ha): 1.4</p> <p>Land use: Proposed for housing</p>	N/A	<ul style="list-style-type: none"> <li>- Development to be guided by the wider Wokingham Town Centre Masterplan Supplementary Planning Document, or any successor document Vehicular access from Biscoe Way preferred, with secondary access to Shute End to be explored</li> <li>- Opportunities to enhance pedestrian / cycle connectivity towards train station and town centre</li> <li>- Opportunities to achieve higher density development across the site</li> <li>- Retention, or equivalent replacement, of the pond for its ecological and surface water flood risk management value</li> <li>- Appropriate landscaping to contribute towards the character of Station Road / Broad Street as green routes</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site</li> <li>- Undertake a heritage impact assessment.</li> </ul>

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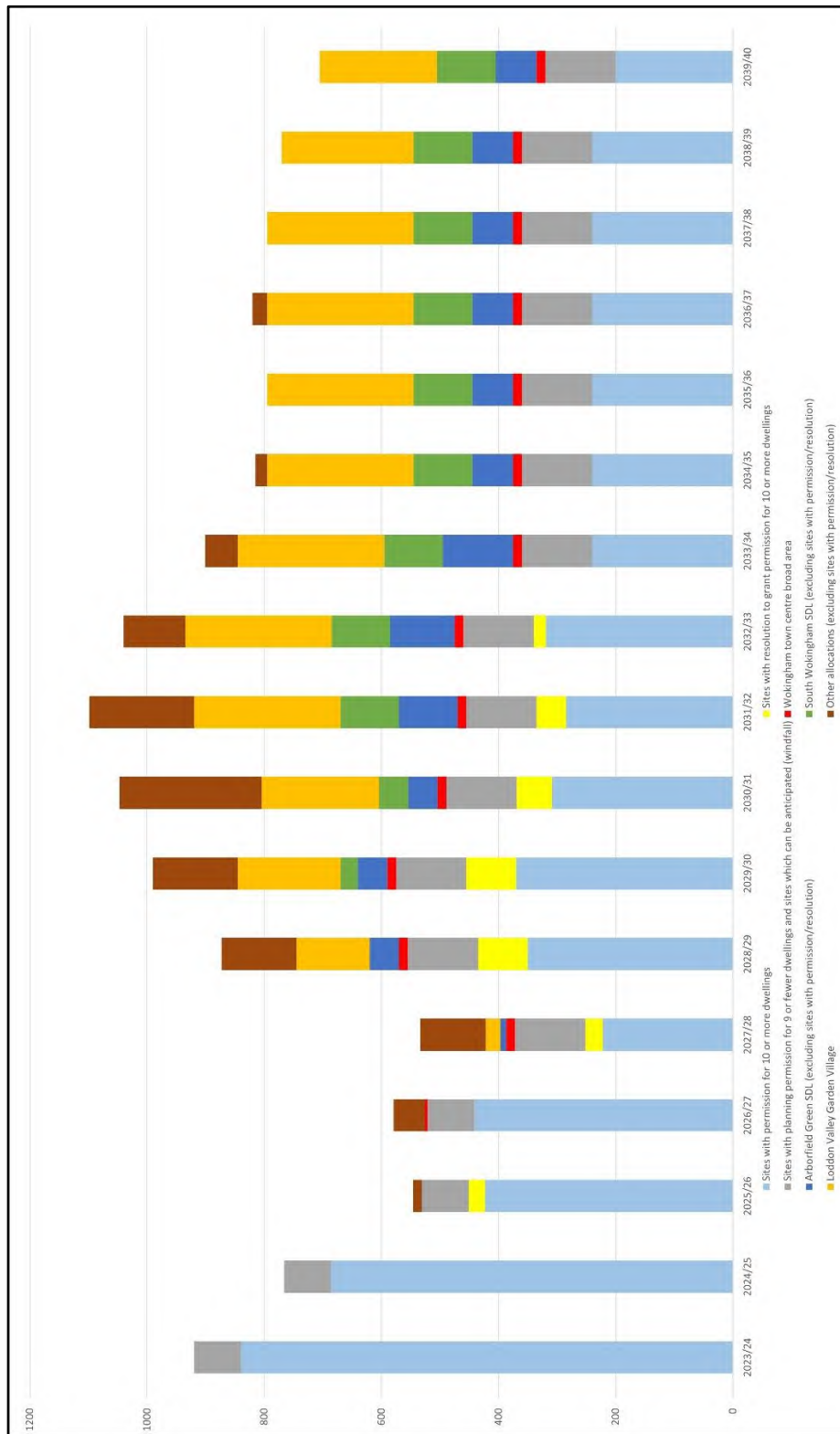
SS14.31 (5WK046)	Land at the corner of Wellington Road and Station Road, Wokingham	Area (ha): 0.16  Land use: Proposed for housing	N/A	<ul style="list-style-type: none"> <li>- Development to be guided by the wider Wokingham Town Centre Masterplan Supplementary Planning Document</li> <li>- Investigate opportunities for vehicle access from Park Road</li> <li>- Retain, where possible, onsite mature and protected trees</li> <li>- Opportunities to achieve higher density development across the site</li> <li>- Demonstrate that safe access and egress is achievable during surface water flood events on adjacent roads for both residents and emergency vehicles.</li> <li>- Appropriate landscaping to contribute towards the character of Wellington Road as a green route</li> <li>- Undertake a desk based archaeological impact assessment to better understand the archaeological potential of the site</li> <li>- Undertake a heritage impact assessment.</li> </ul>
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# F

# Housing Trajectory

F Housing trajectory

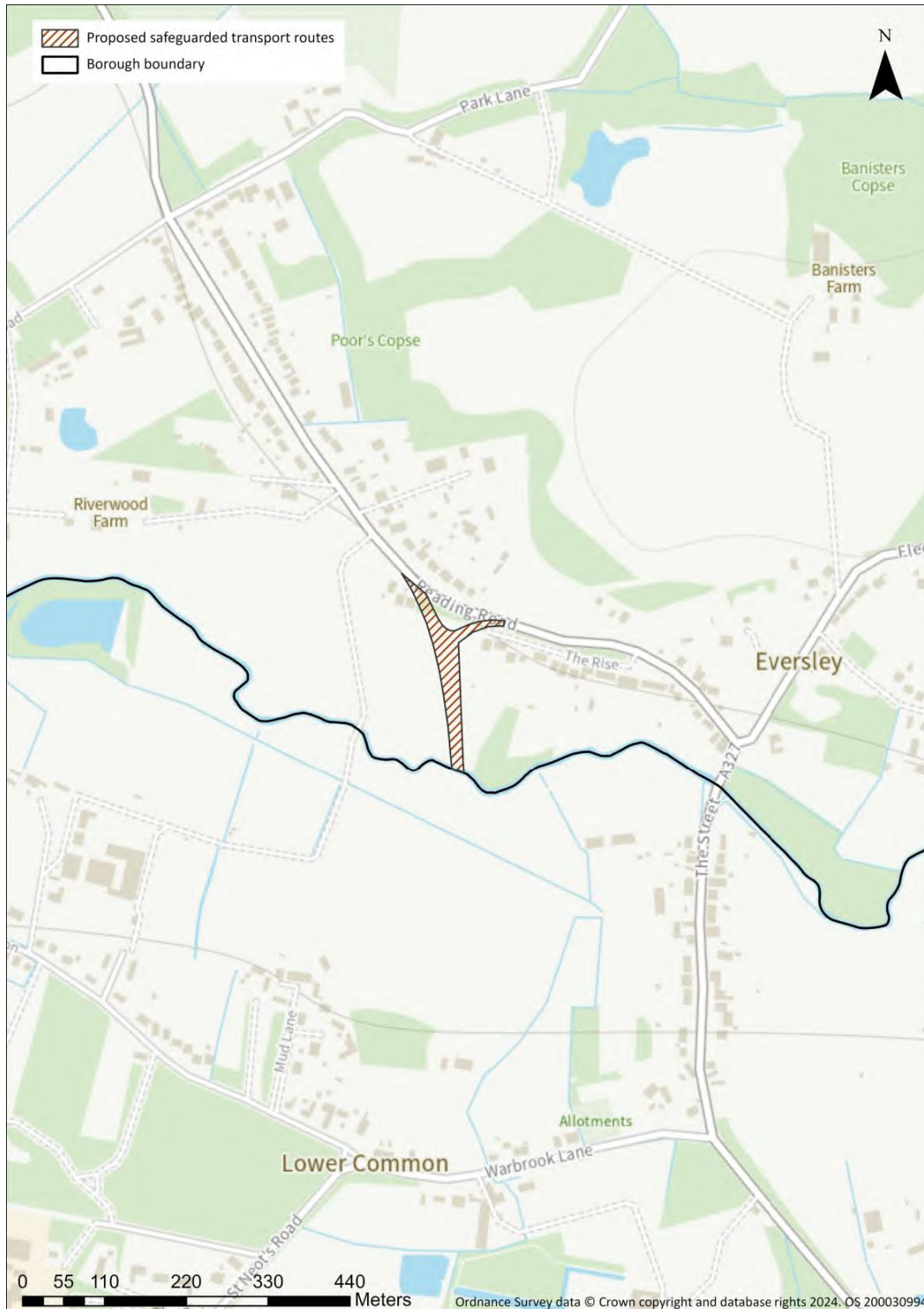


# G

# Safeguarded Routes: Maps

## G Safeguarded routes: Maps

### Eversley bypass





Thames bridge

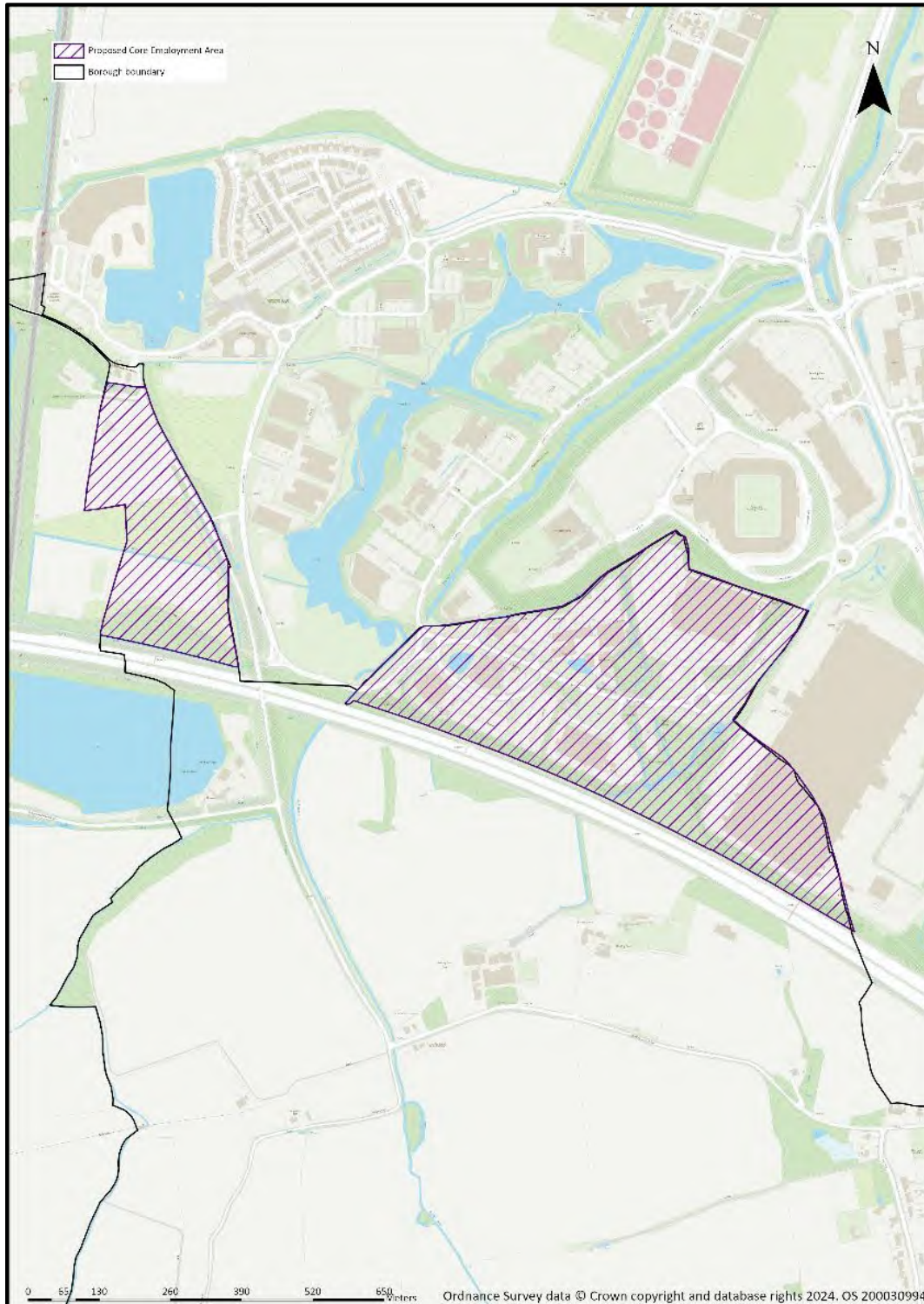


# H

# Core Employment Areas: Maps

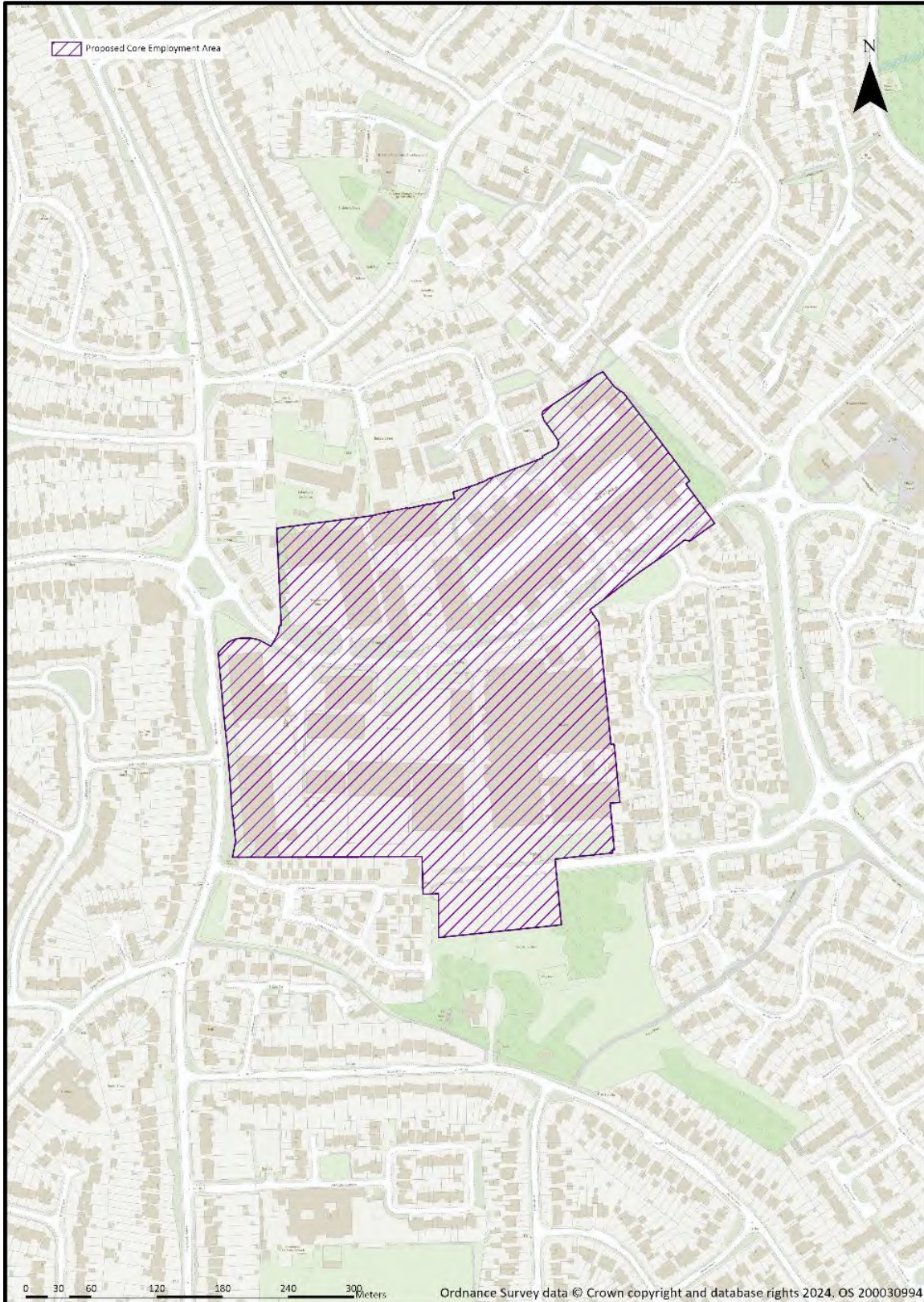
## H Core Employment Areas: Maps

### Green Park Business Park, Reading



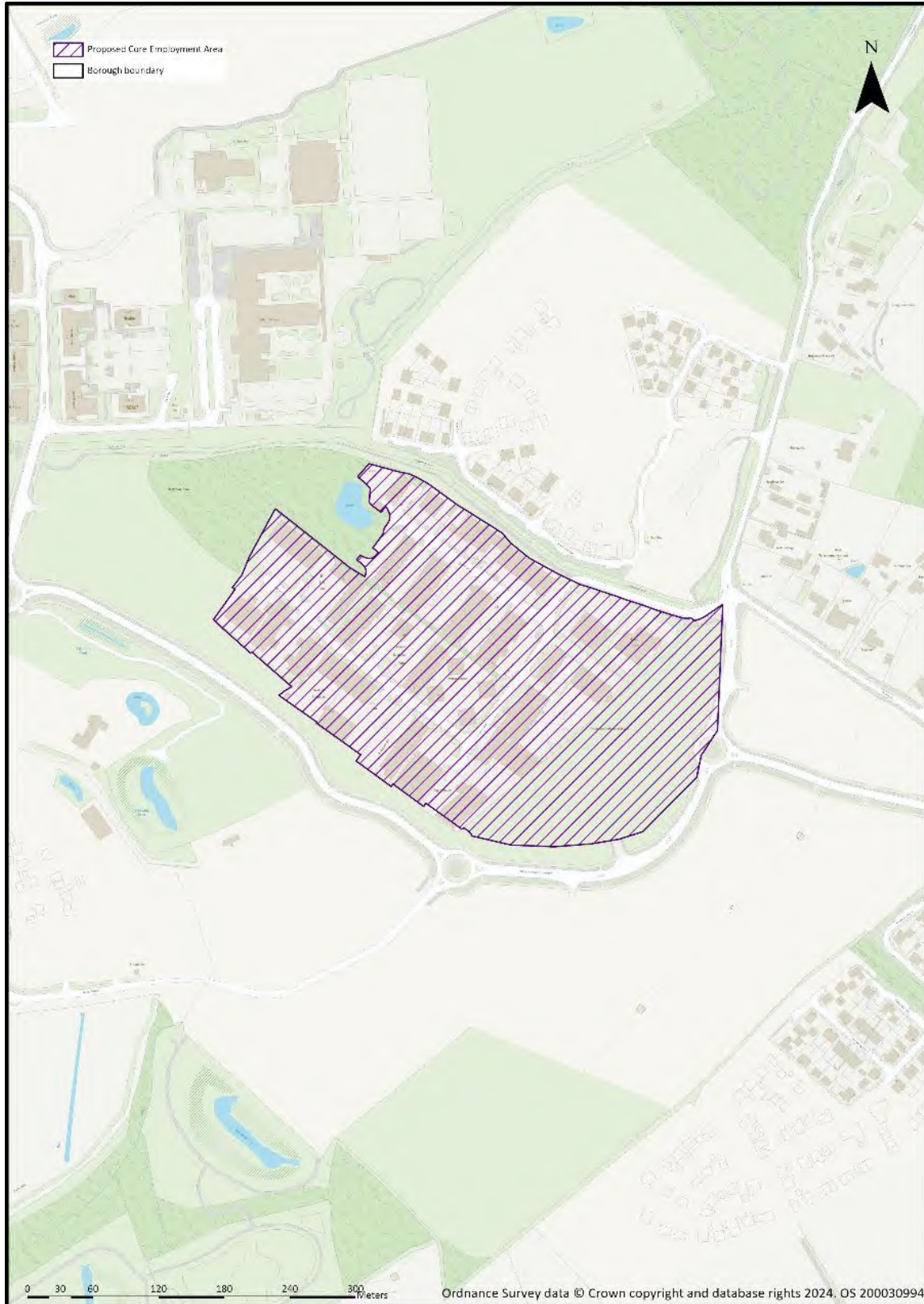


Headley Road East Industrial Estate, Woodley



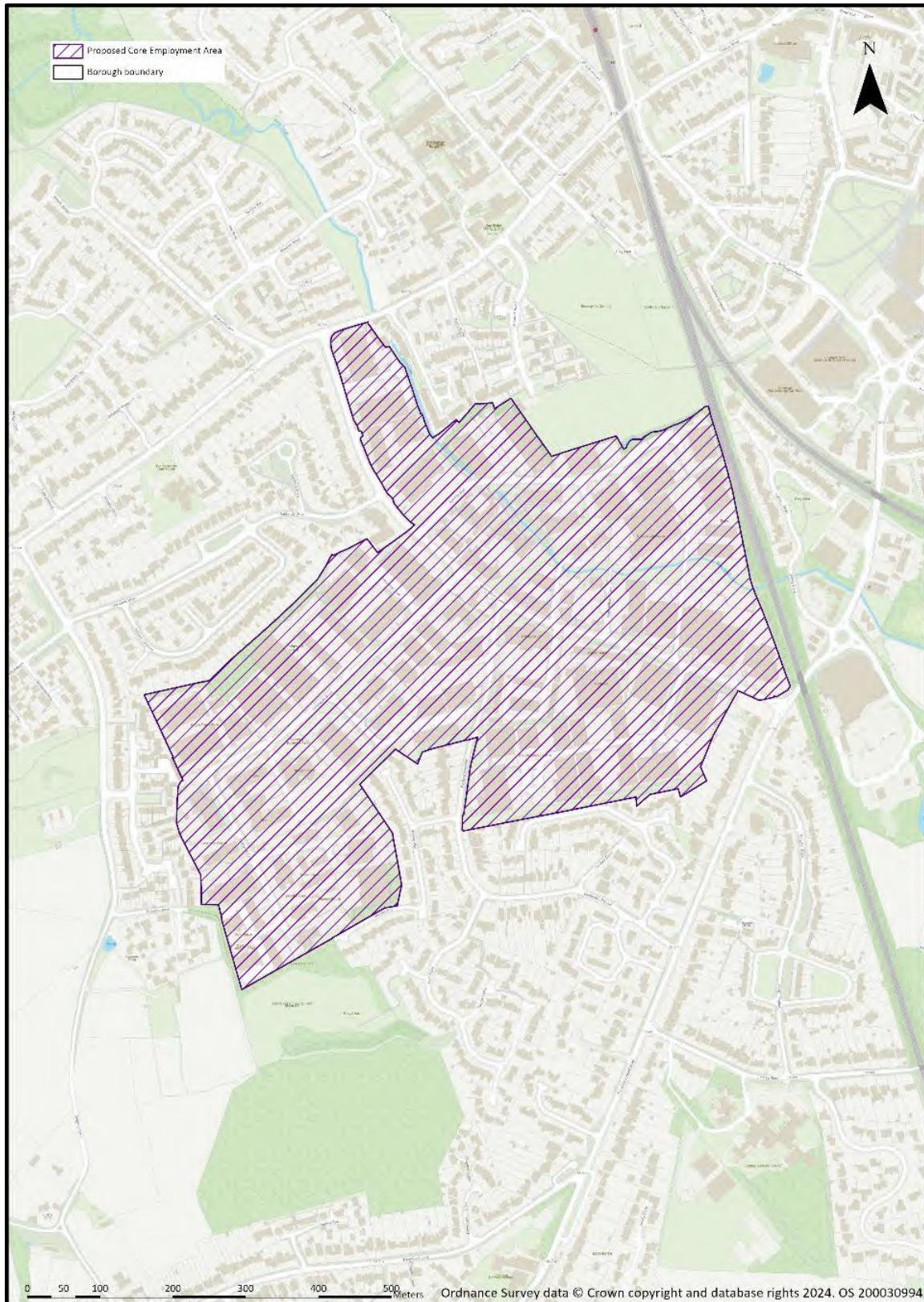


Hogwood Industrial Estate, Finchampstead



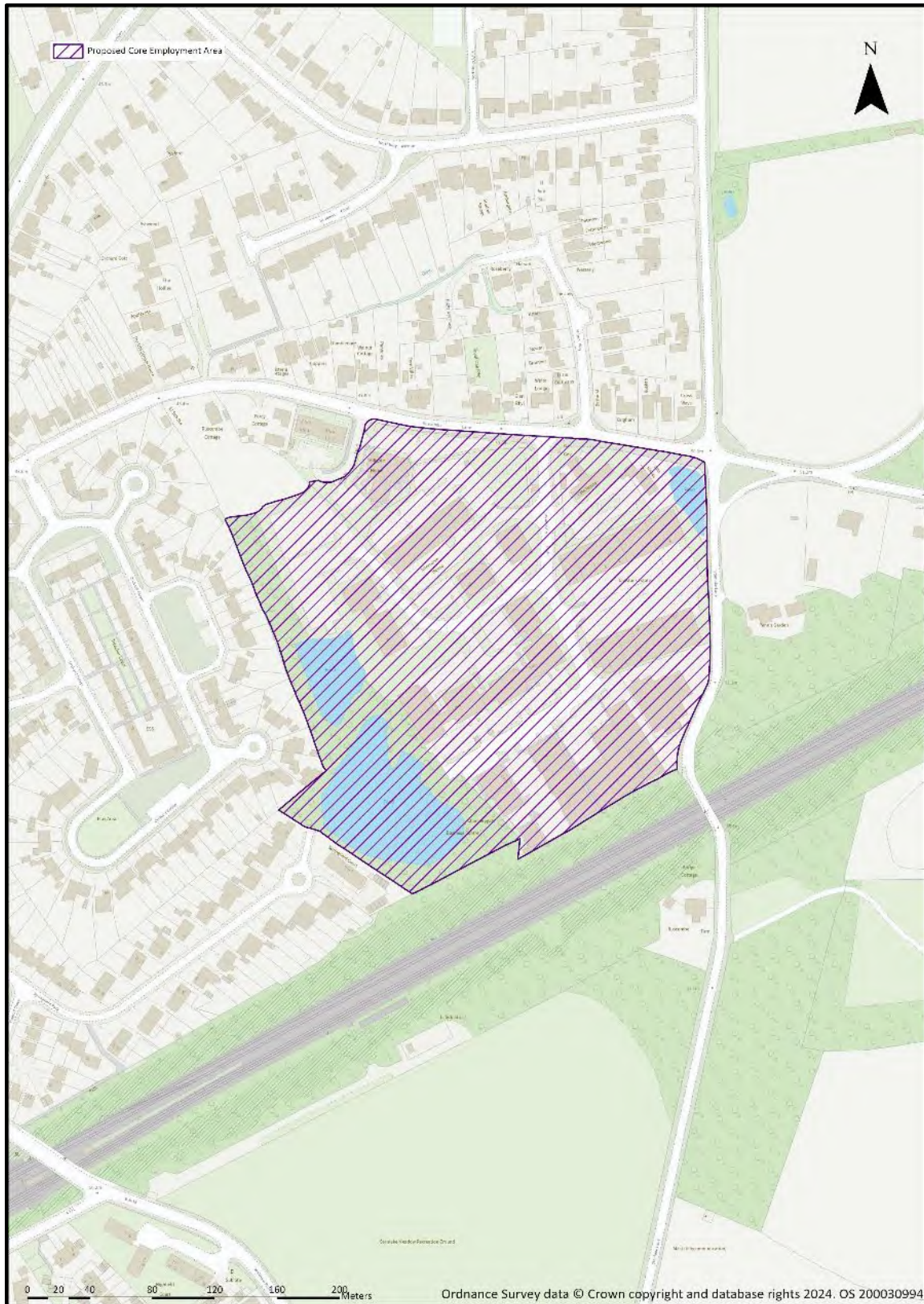


Molly Millars Industrial Estate, Wokingham



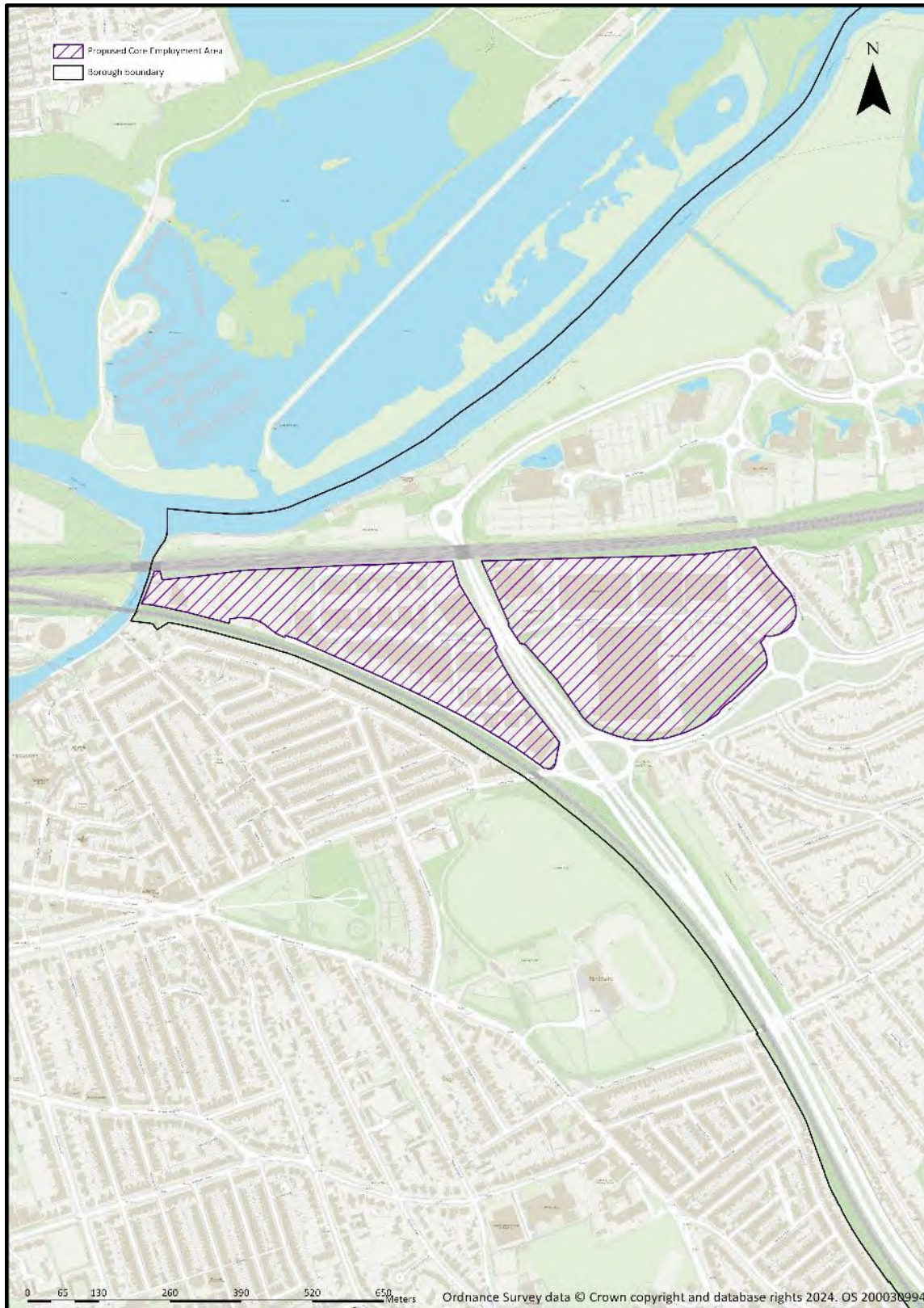


Ruscombe Business Park, Ruscombe



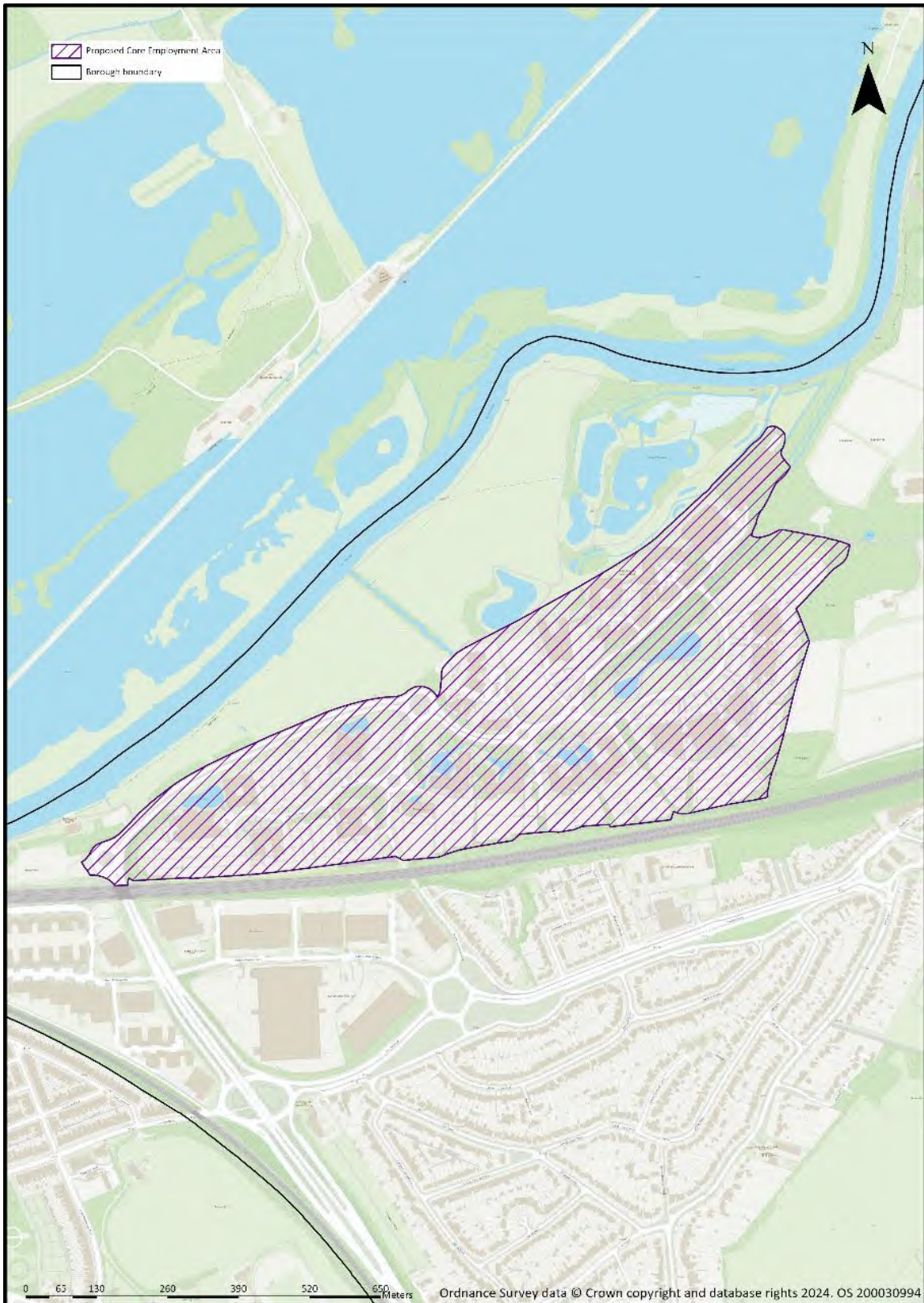


Suttons Industrial Estate, Earley



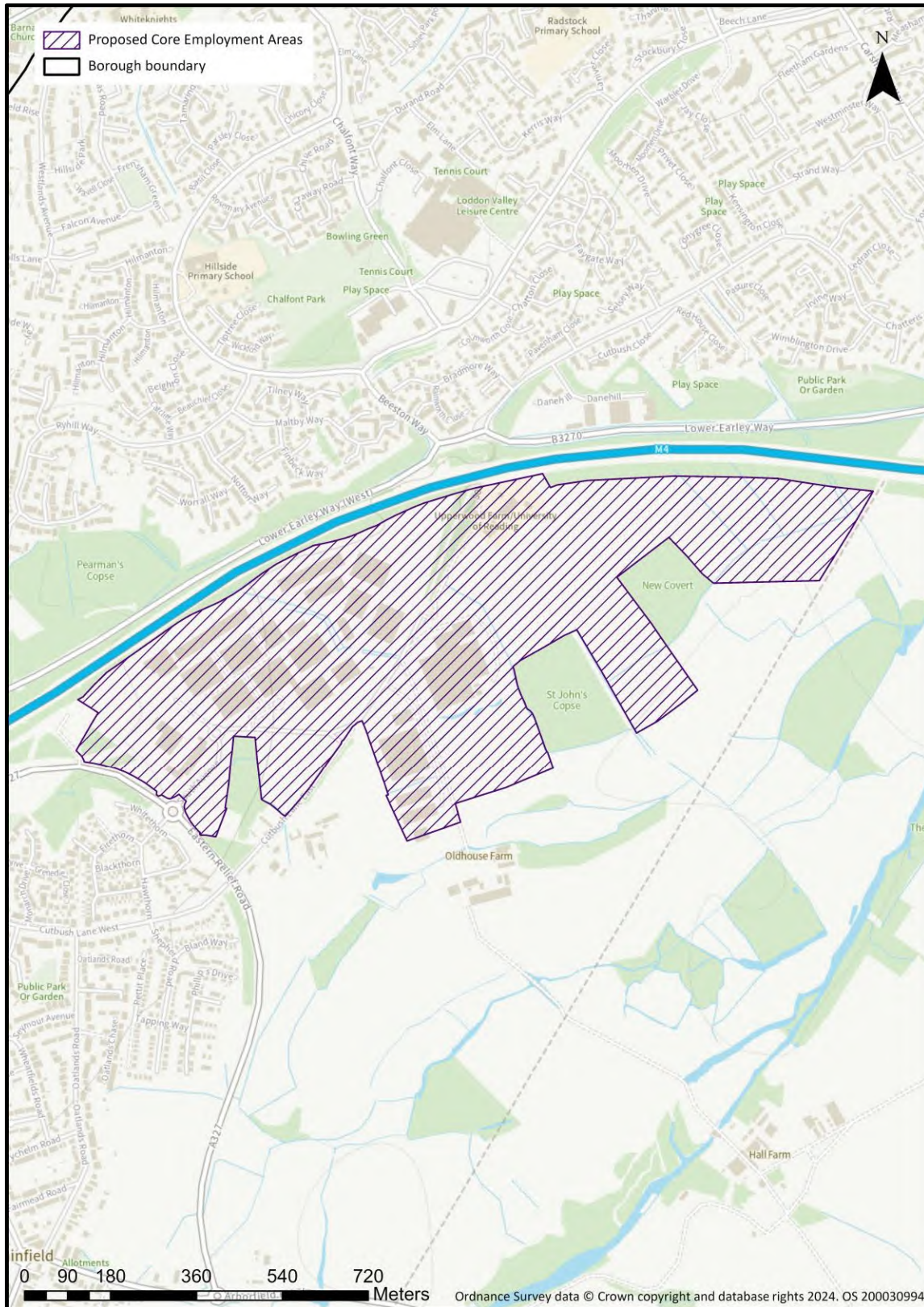


Thames Valley Business Park, Earley



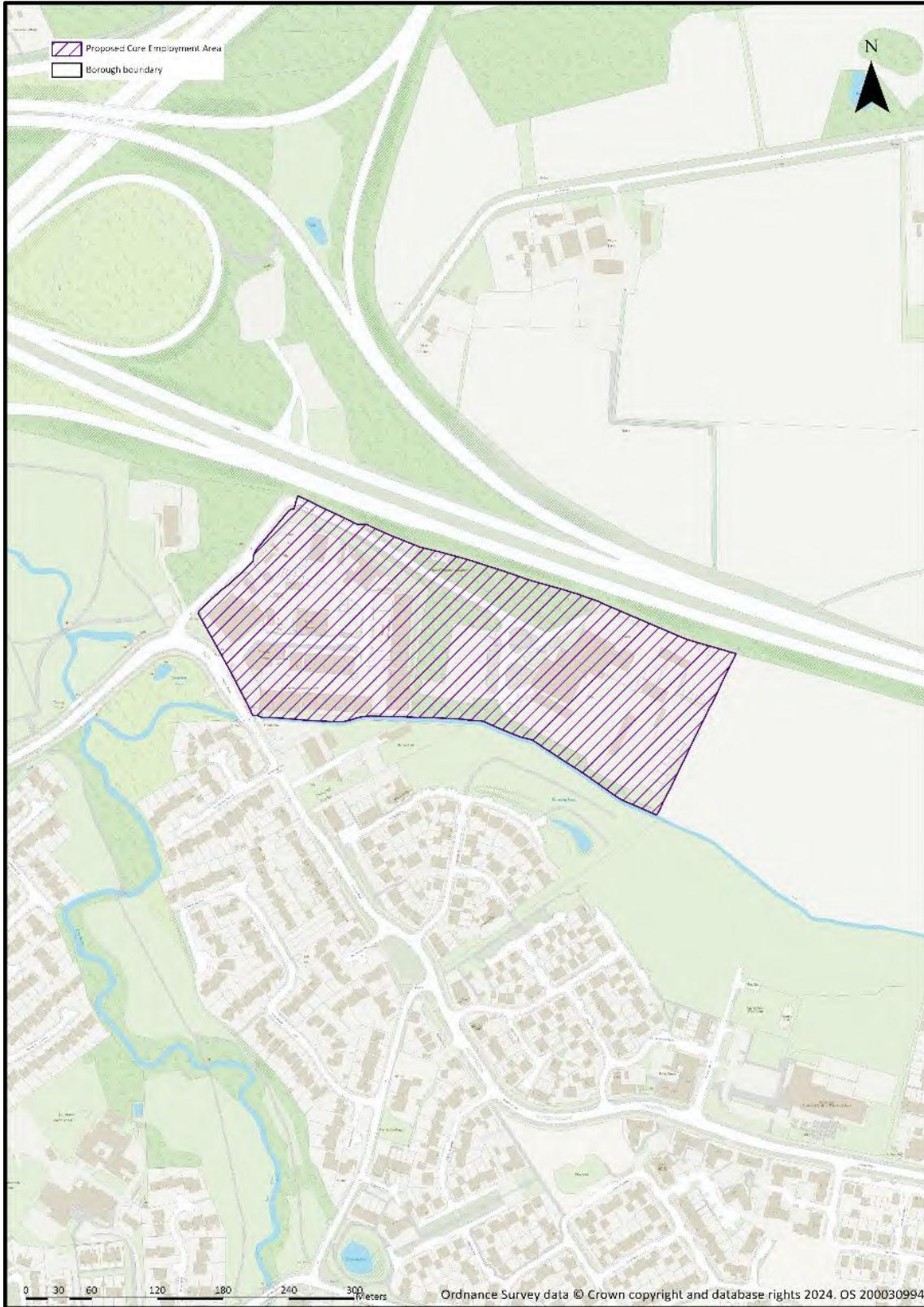


Thames Valley Science and Innovation Park, Shinfield



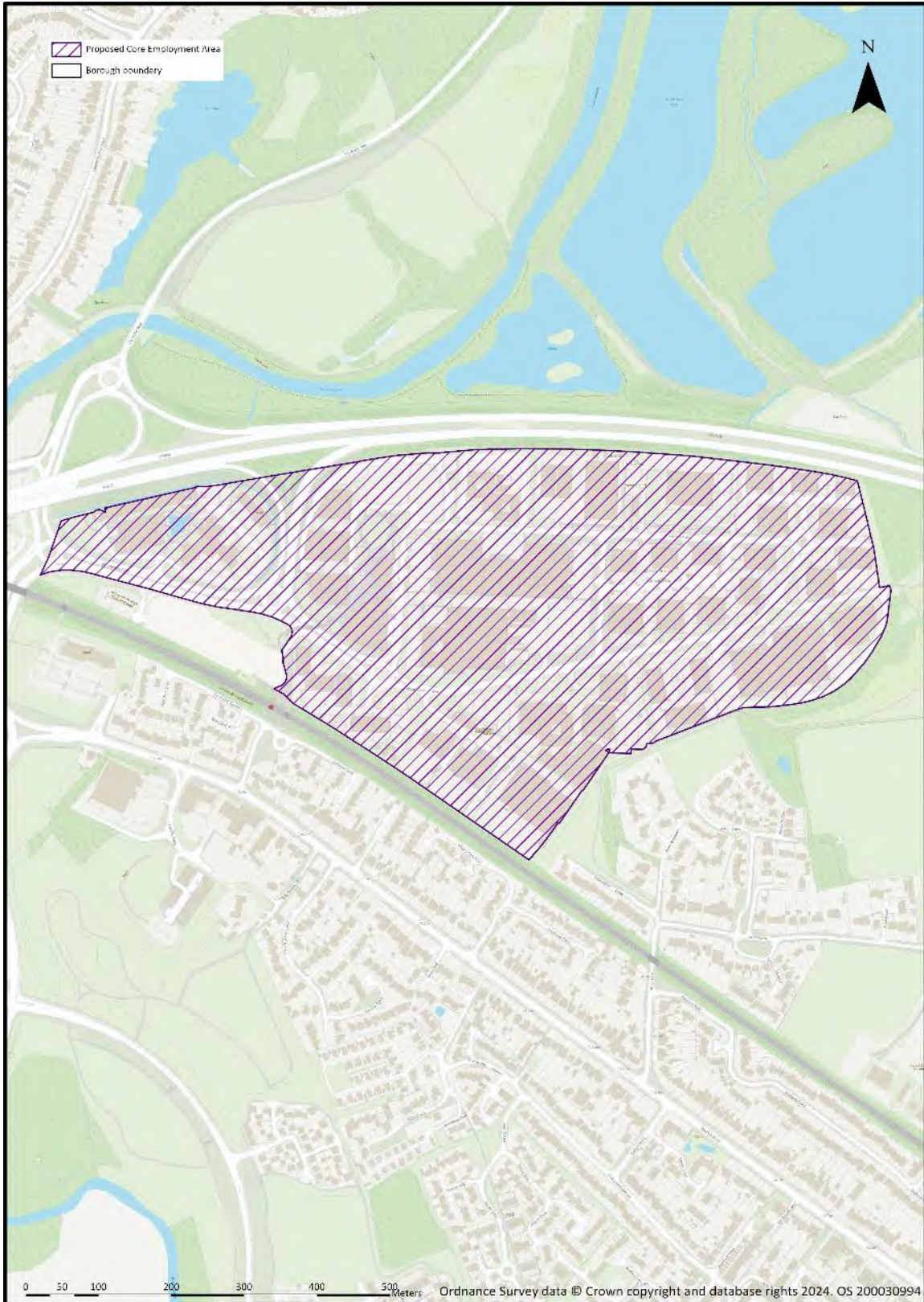


Toutley Industrial Estate, Wokingham





Winnersh Triangle Business Park, Winnersh



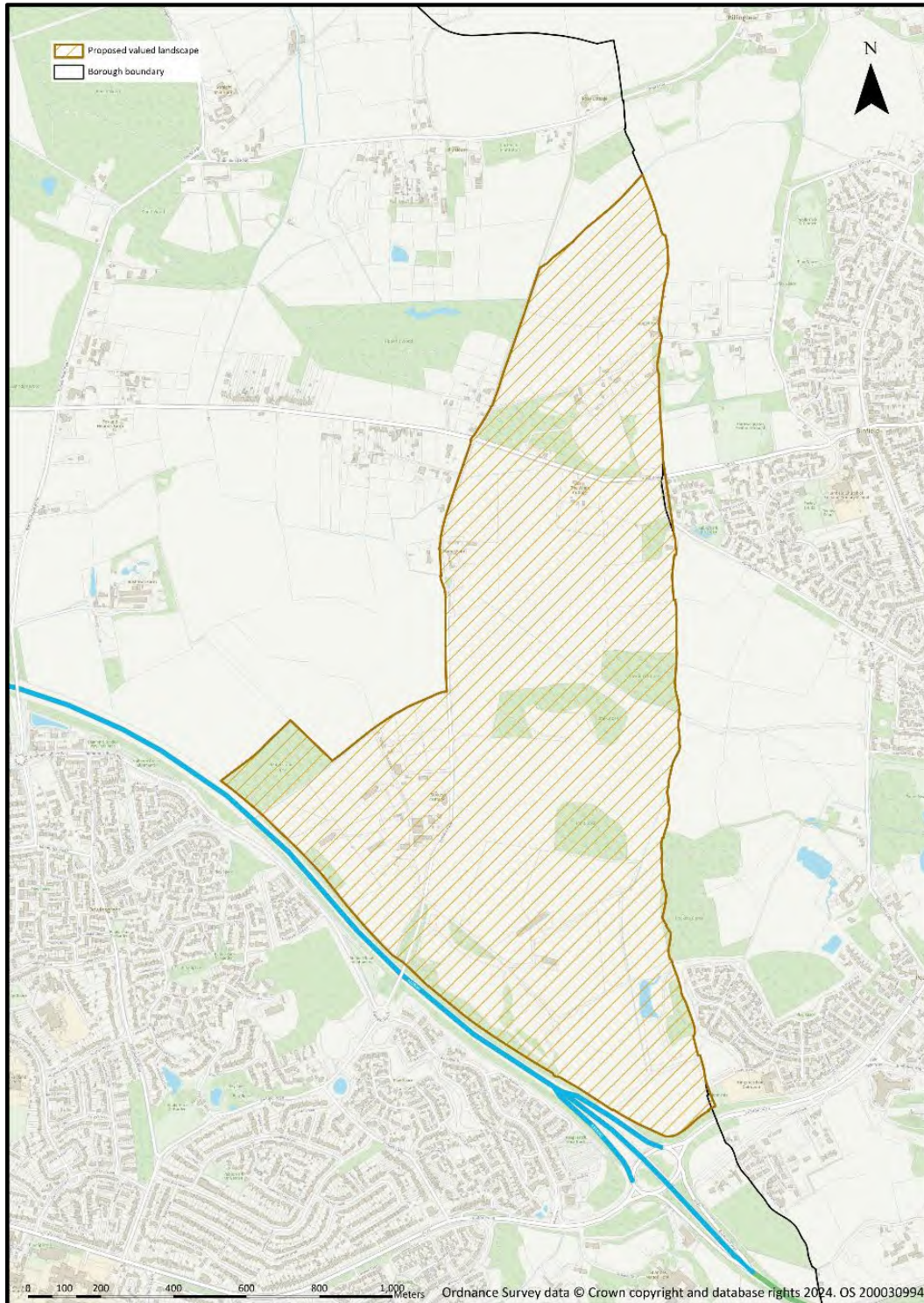
# I

# Valued Landscapes: Maps



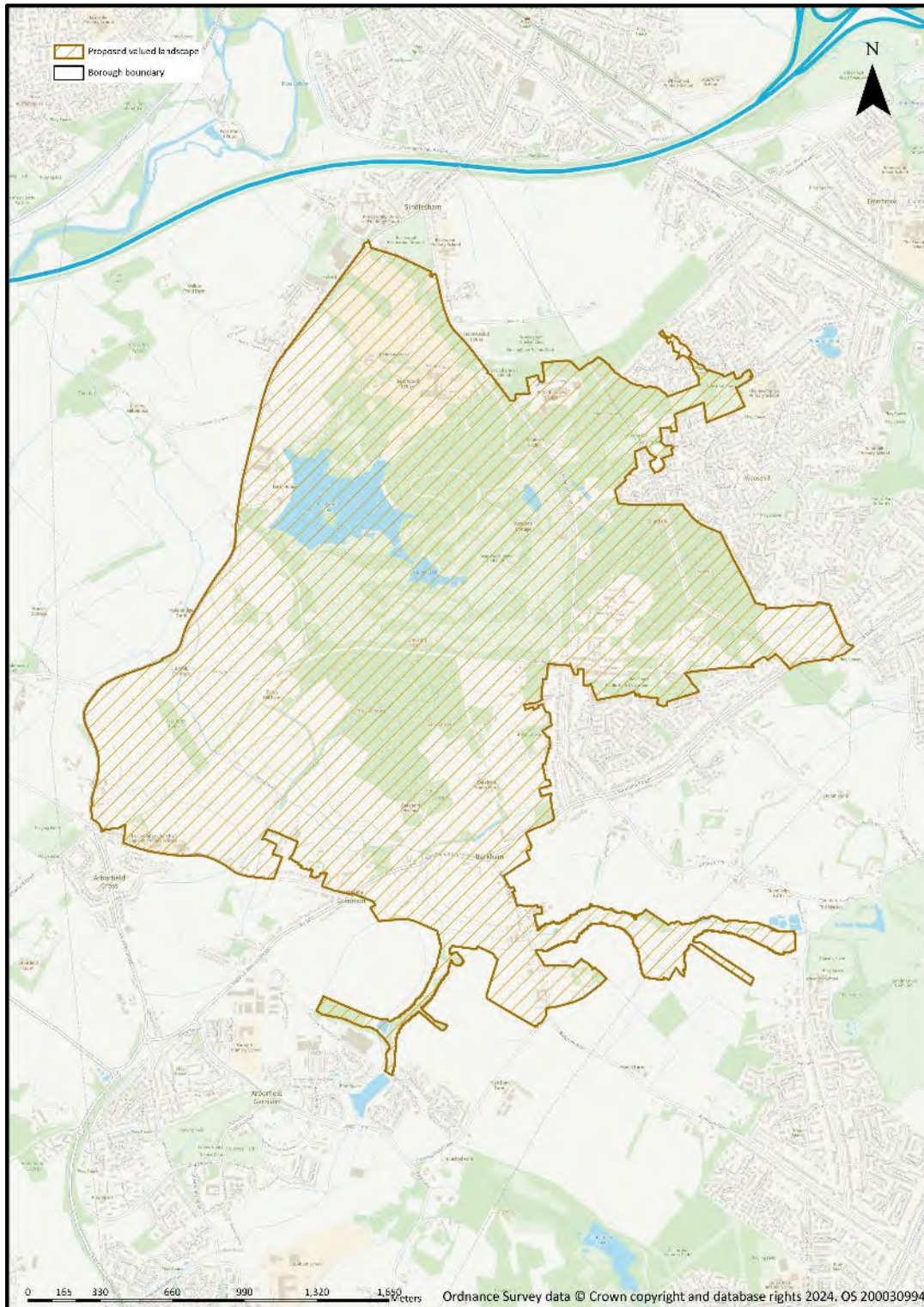
# I Valued Landscapes: Maps

## Alexander Pope valued landscape





Barkham and Bearwood valued landscape

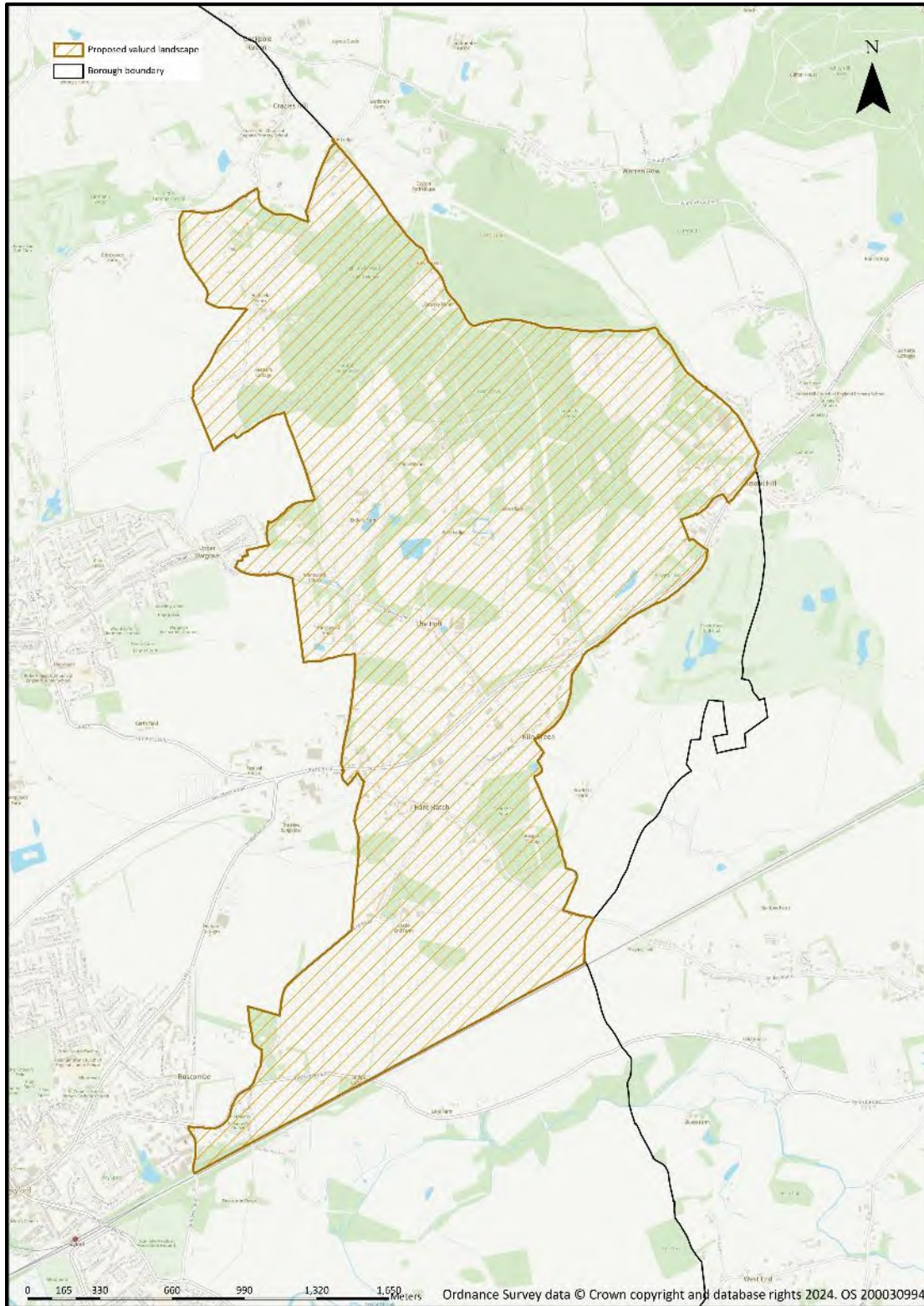




Billingbear valued landscape

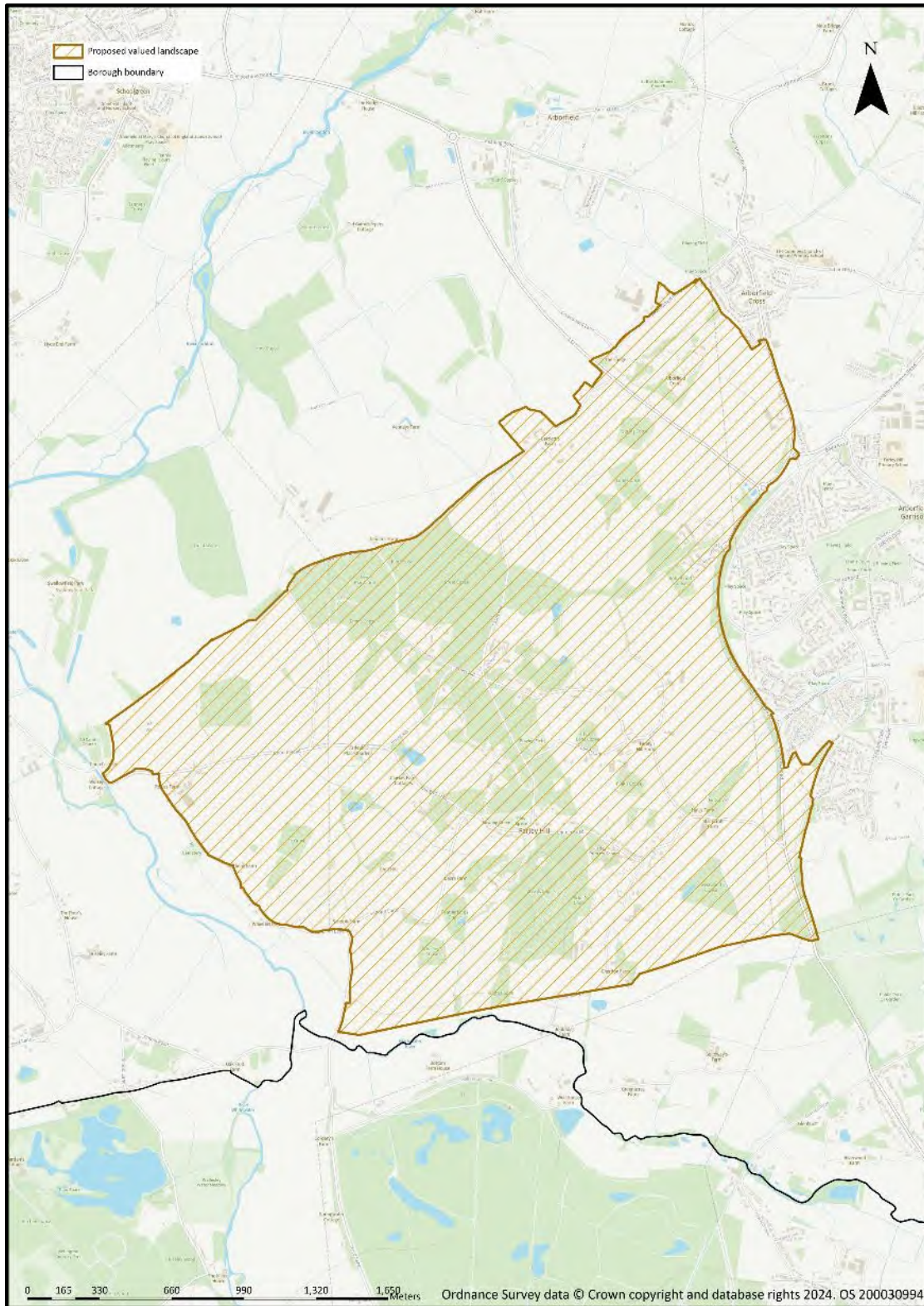


Bowsey Hill valued landscape



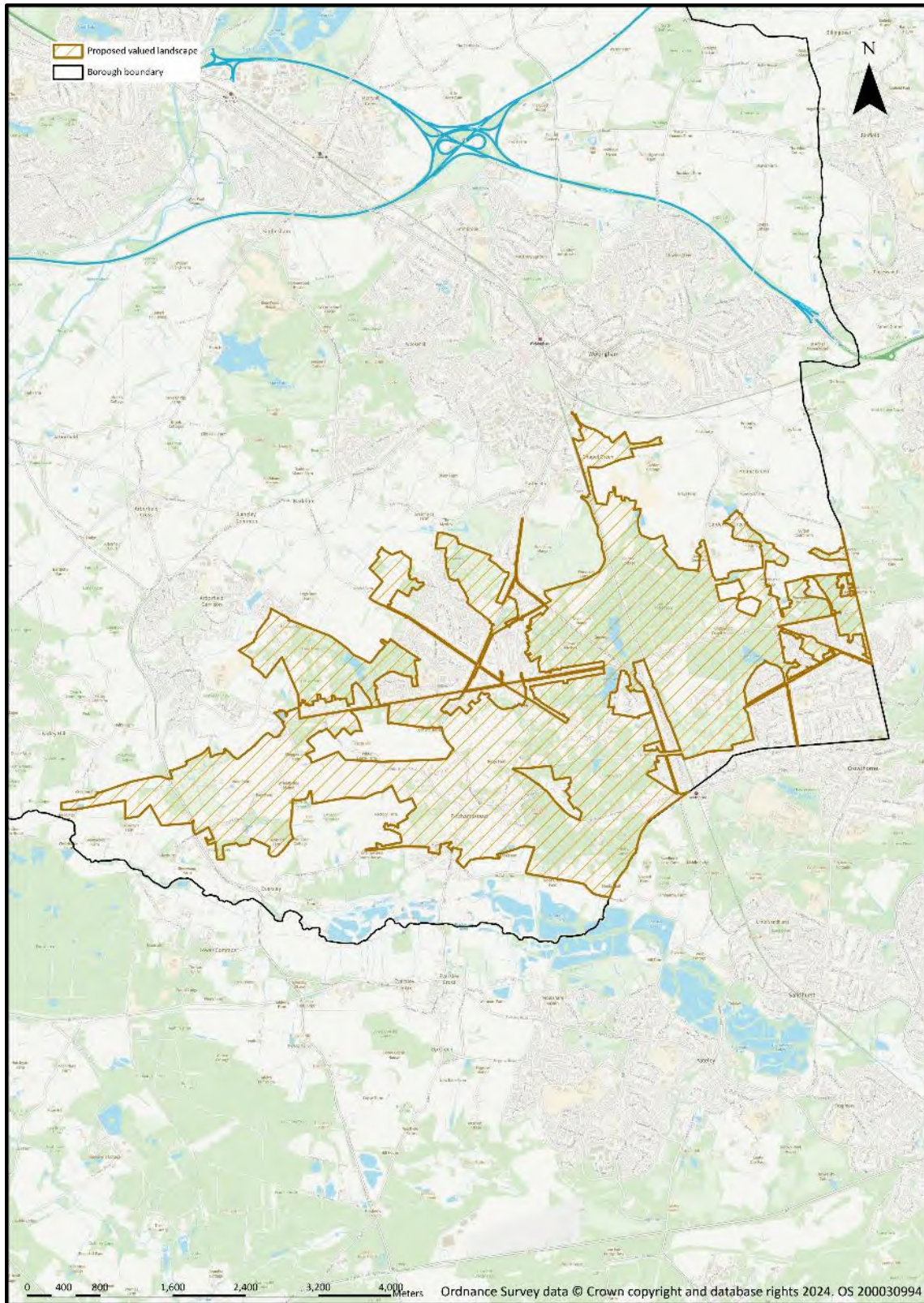


Farley Hill valued landscape



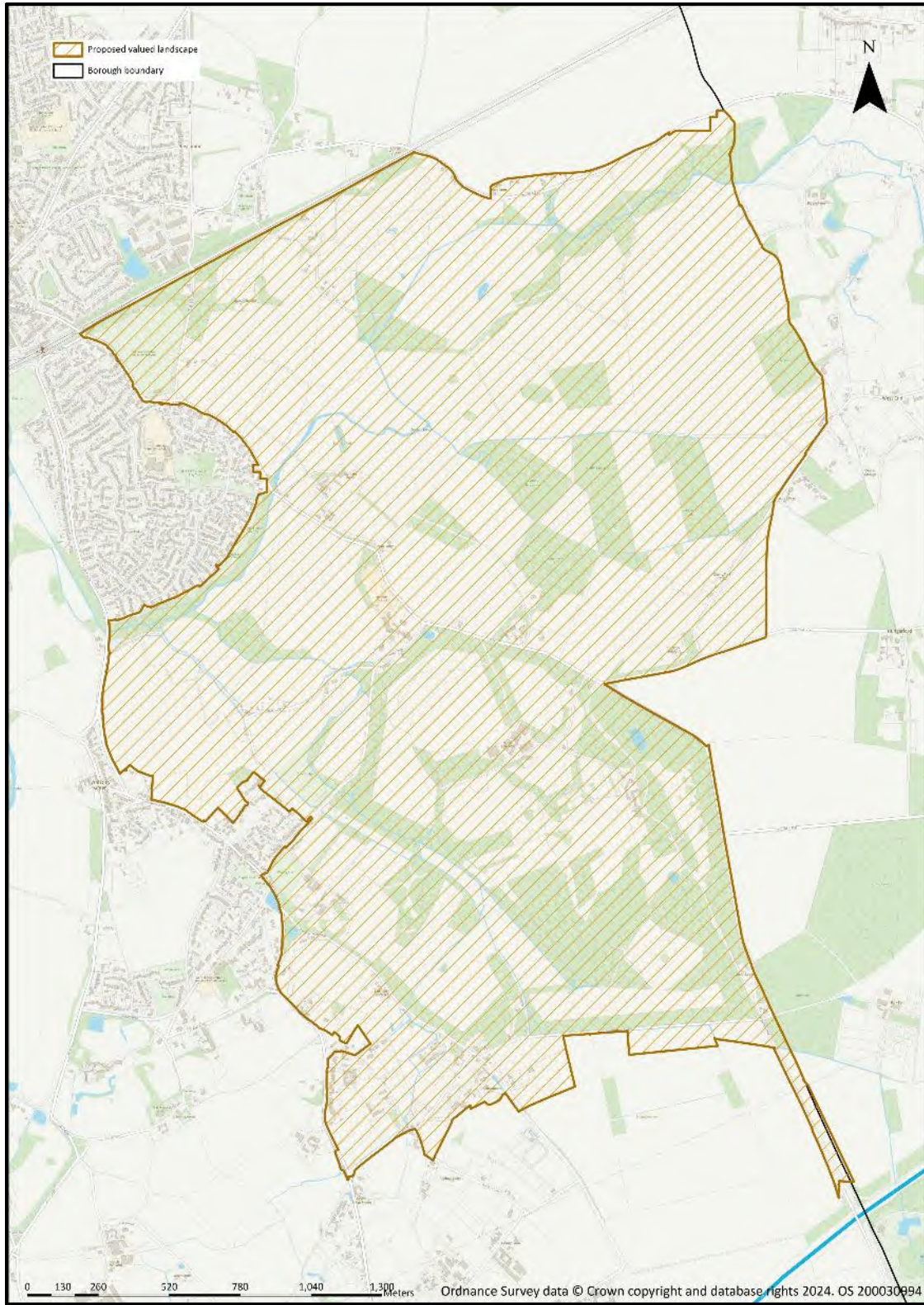


Forest and Rides valued landscape



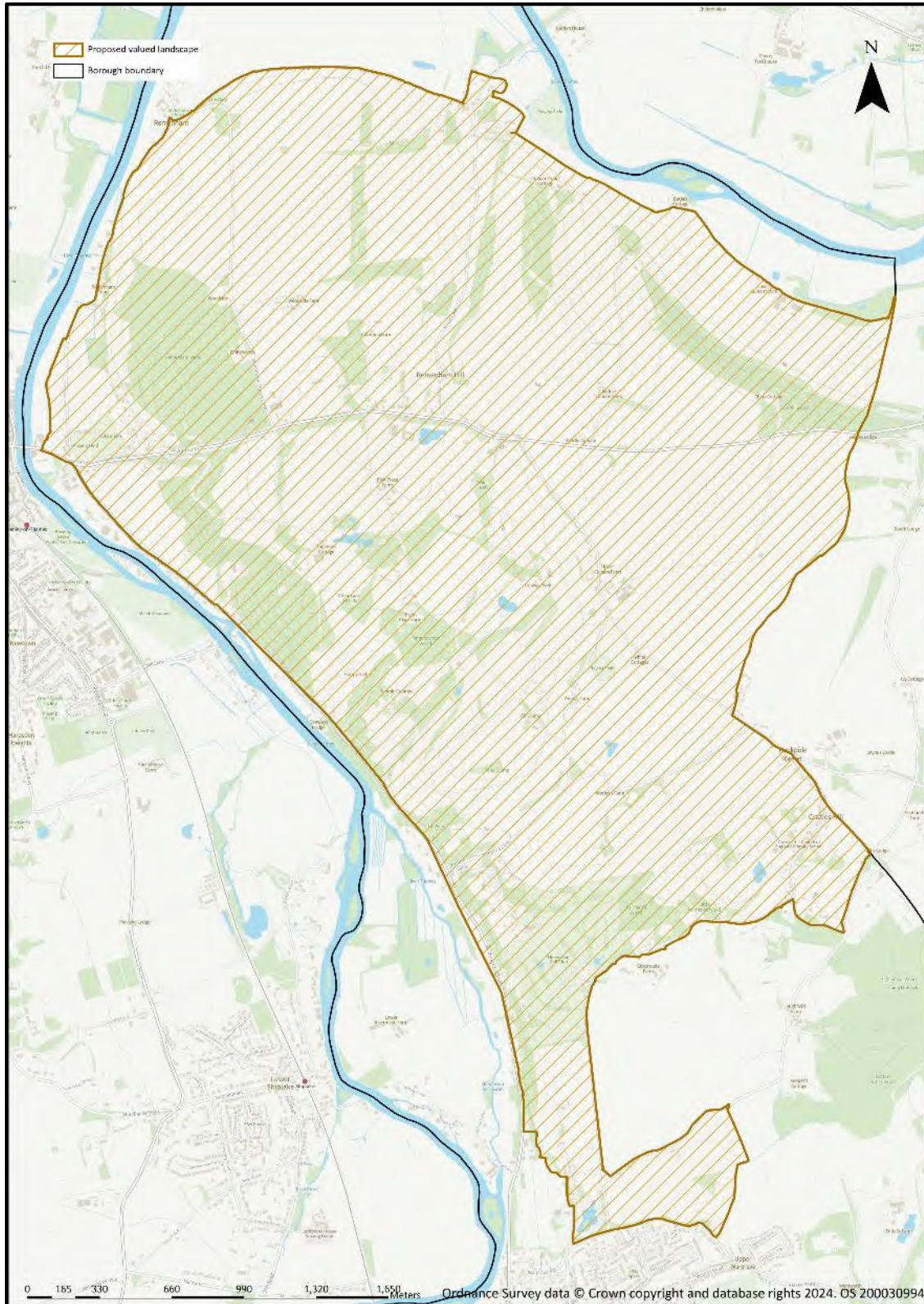


Haines Hill valued landscape



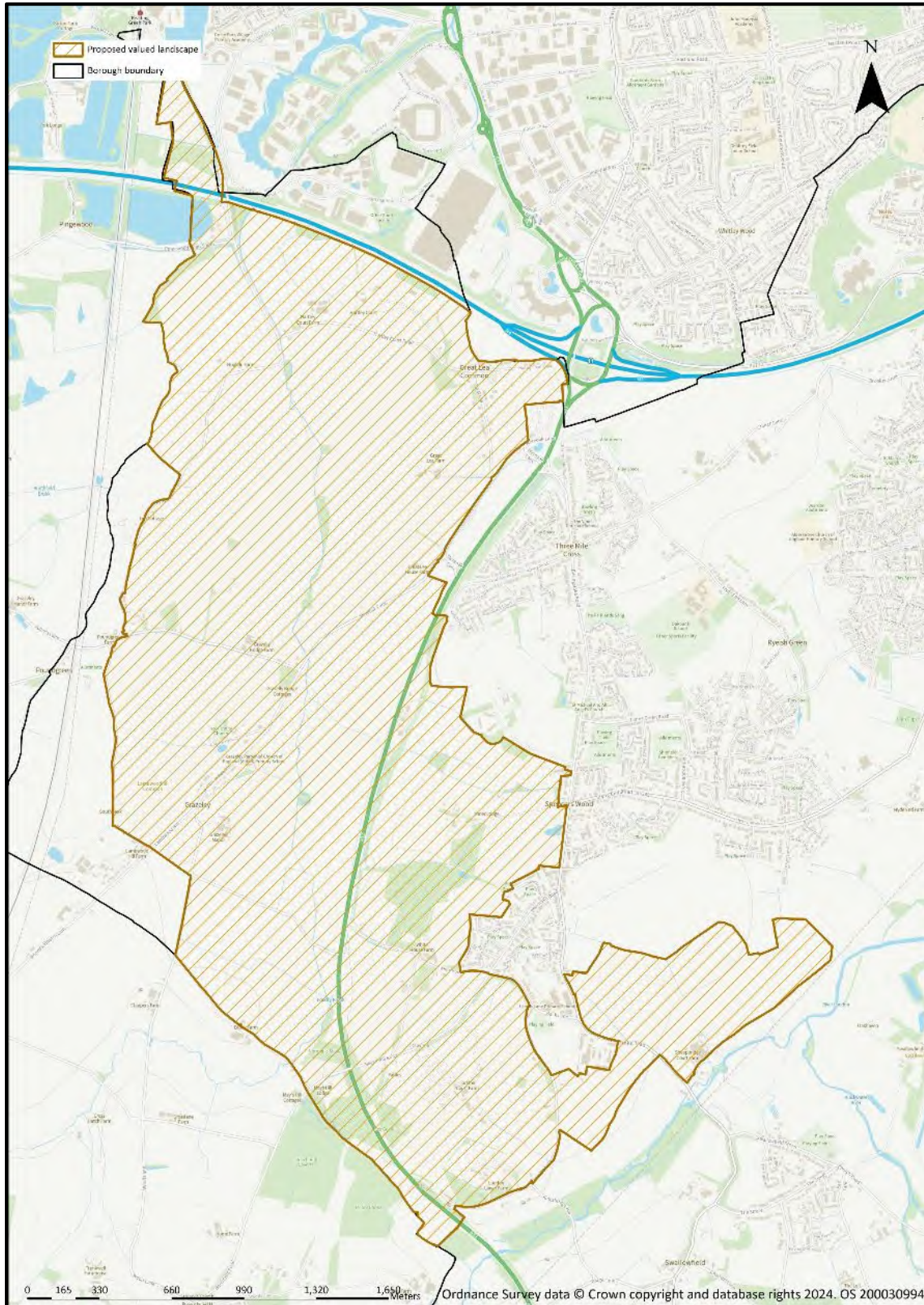


Remenham Chalk valued landscape



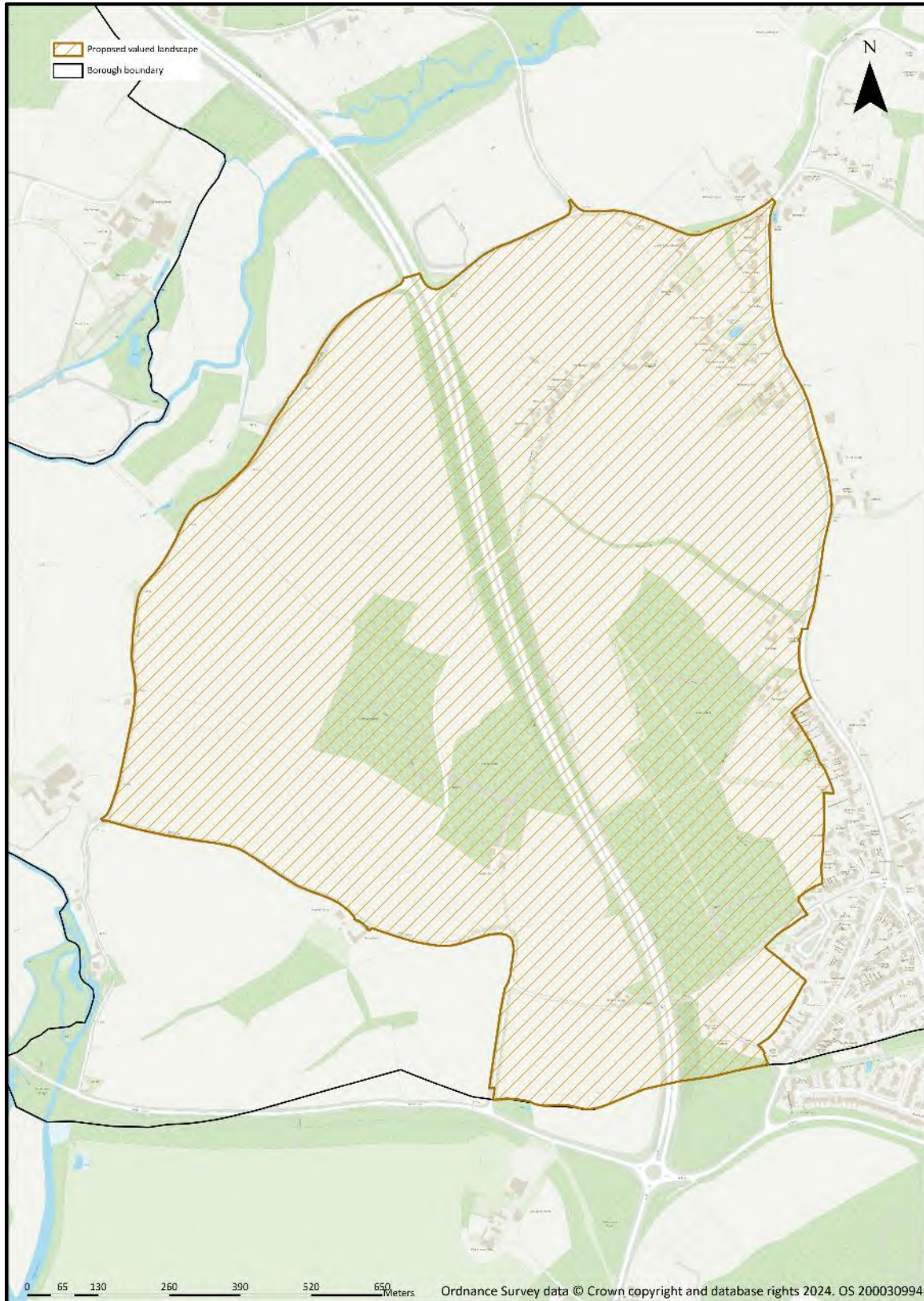


Ridge and Rivers valued landscape



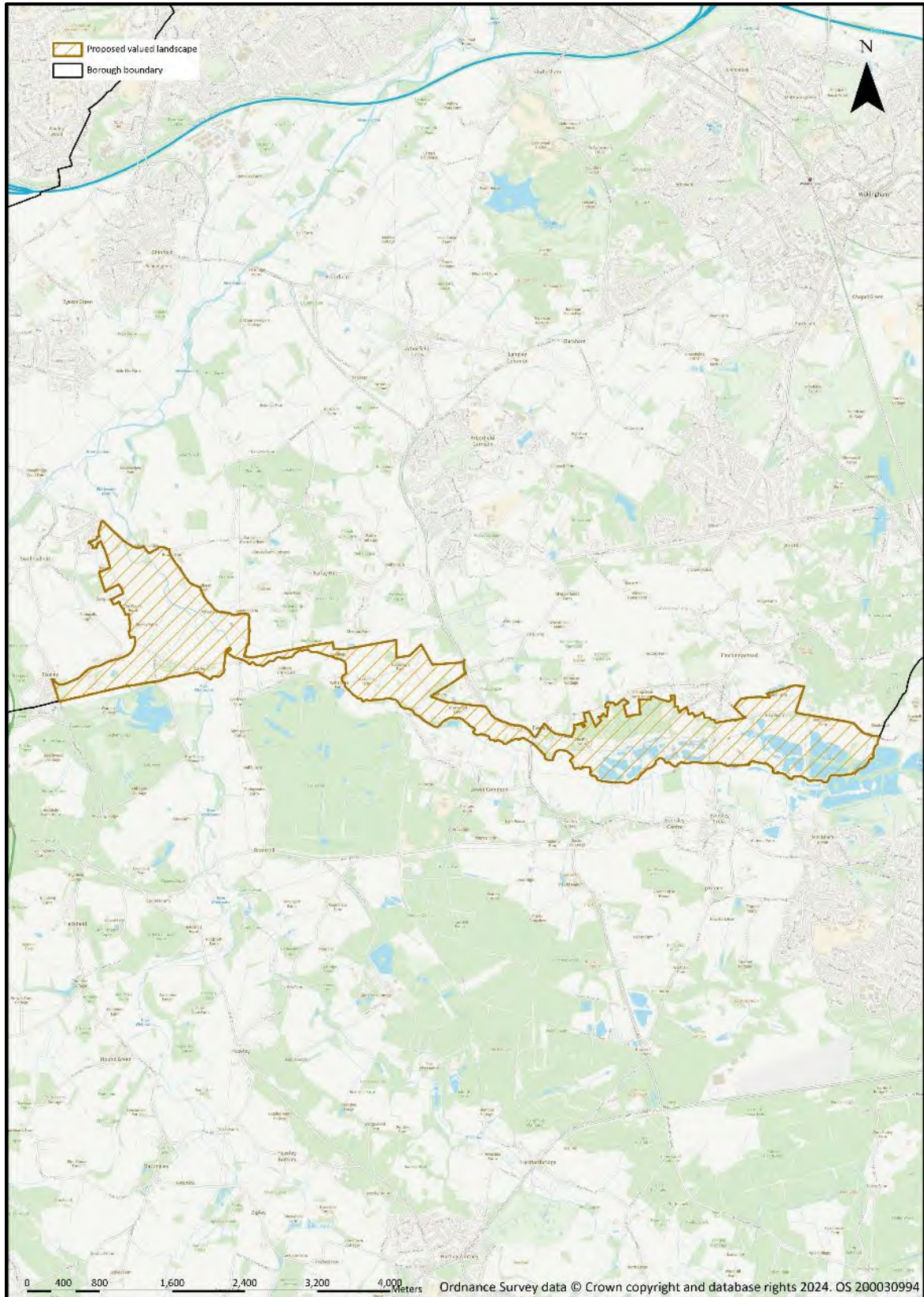


Riseley Woods valued landscape



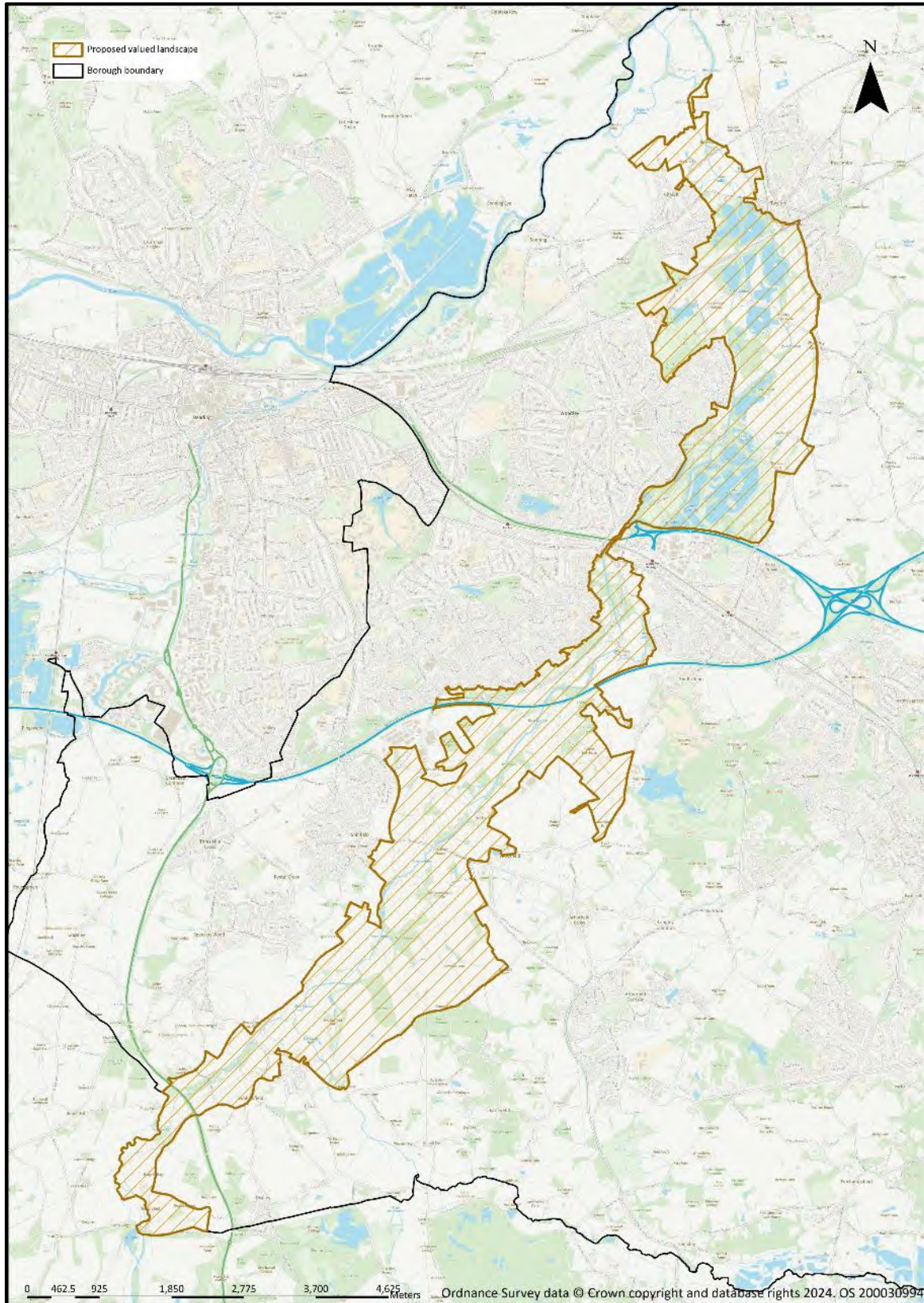


River Blackwater valued landscape



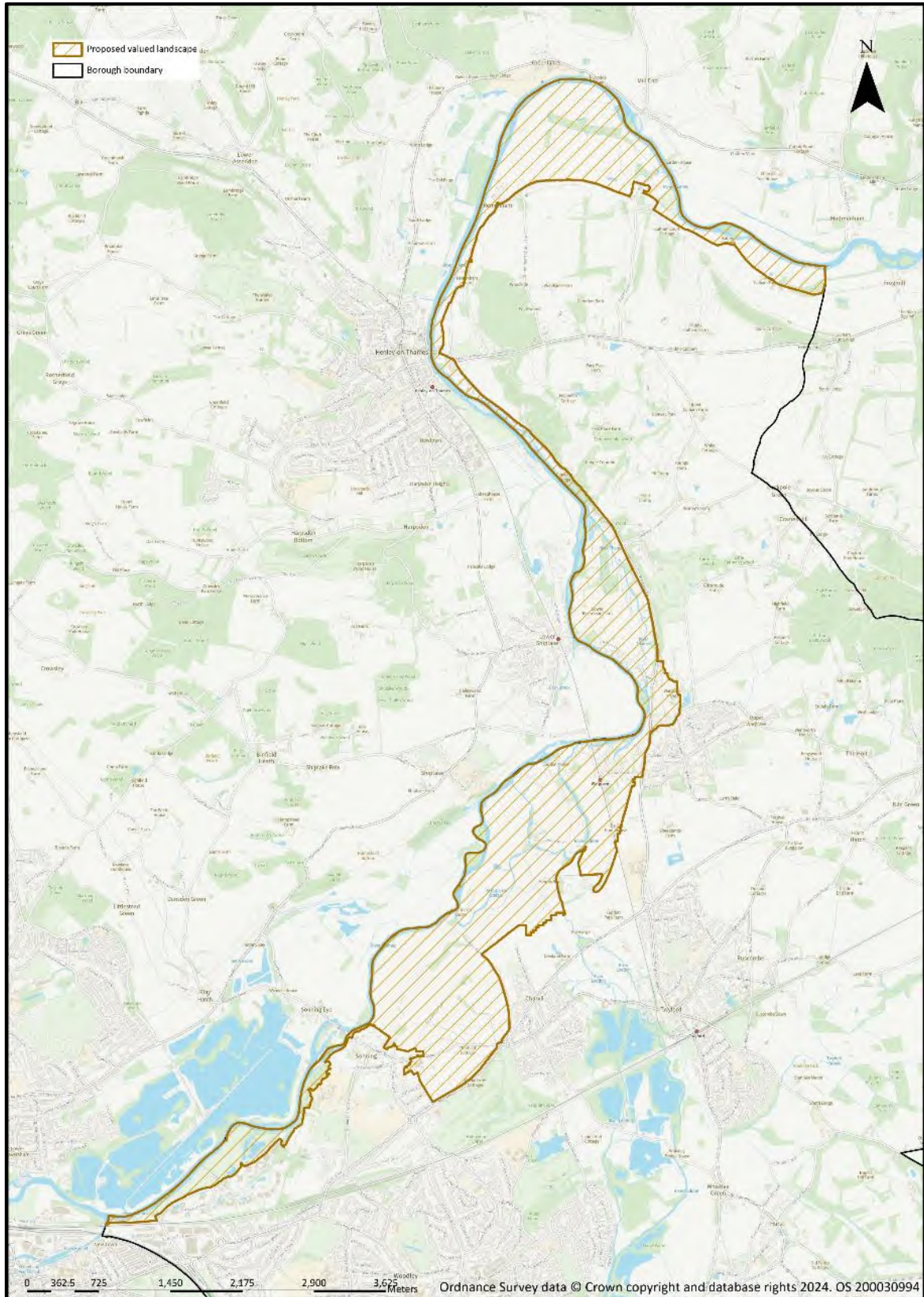


River Loddon valued landscape





River Thames valued landscape



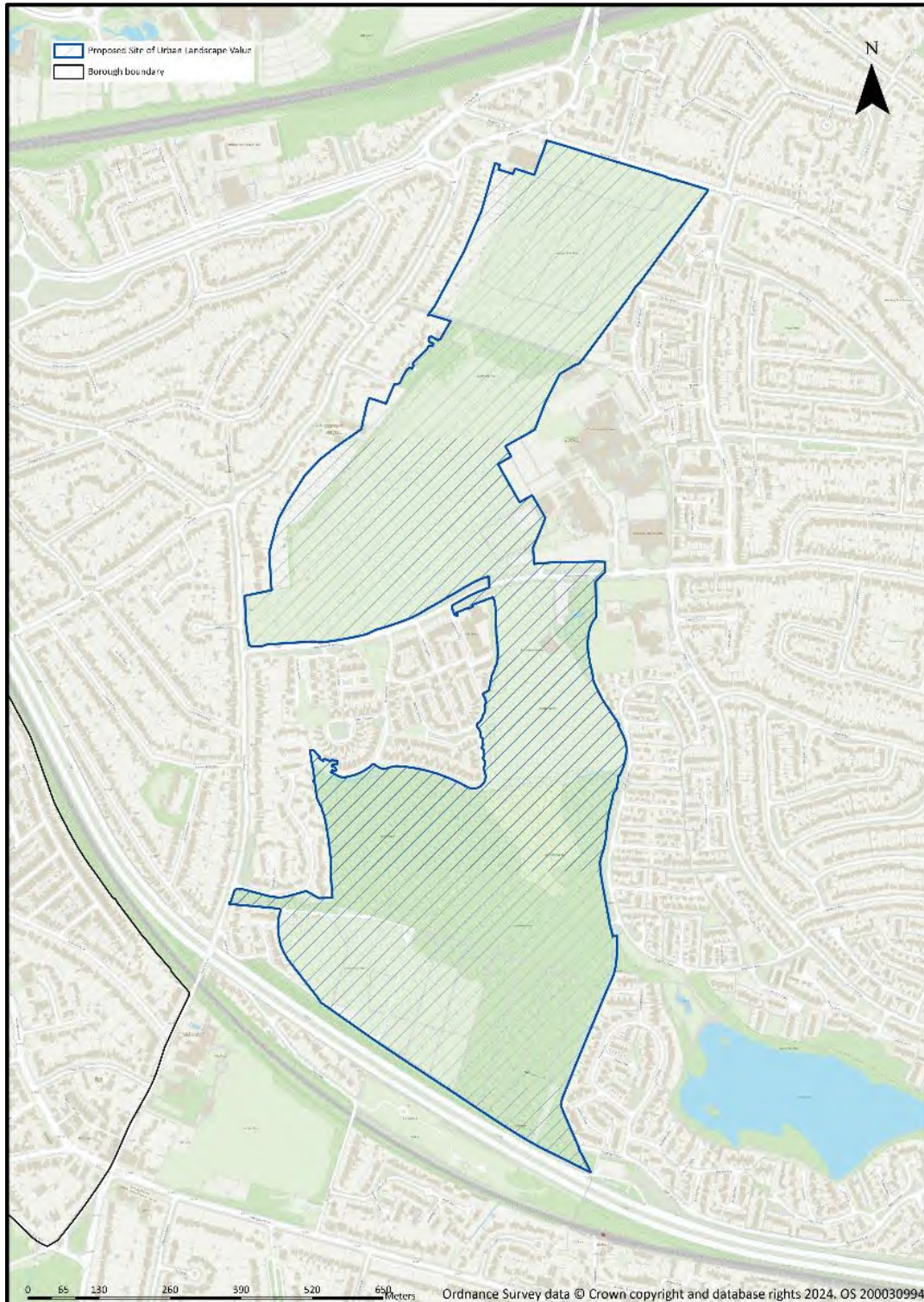


# J

## Sites of Urban Landscape Value: Maps

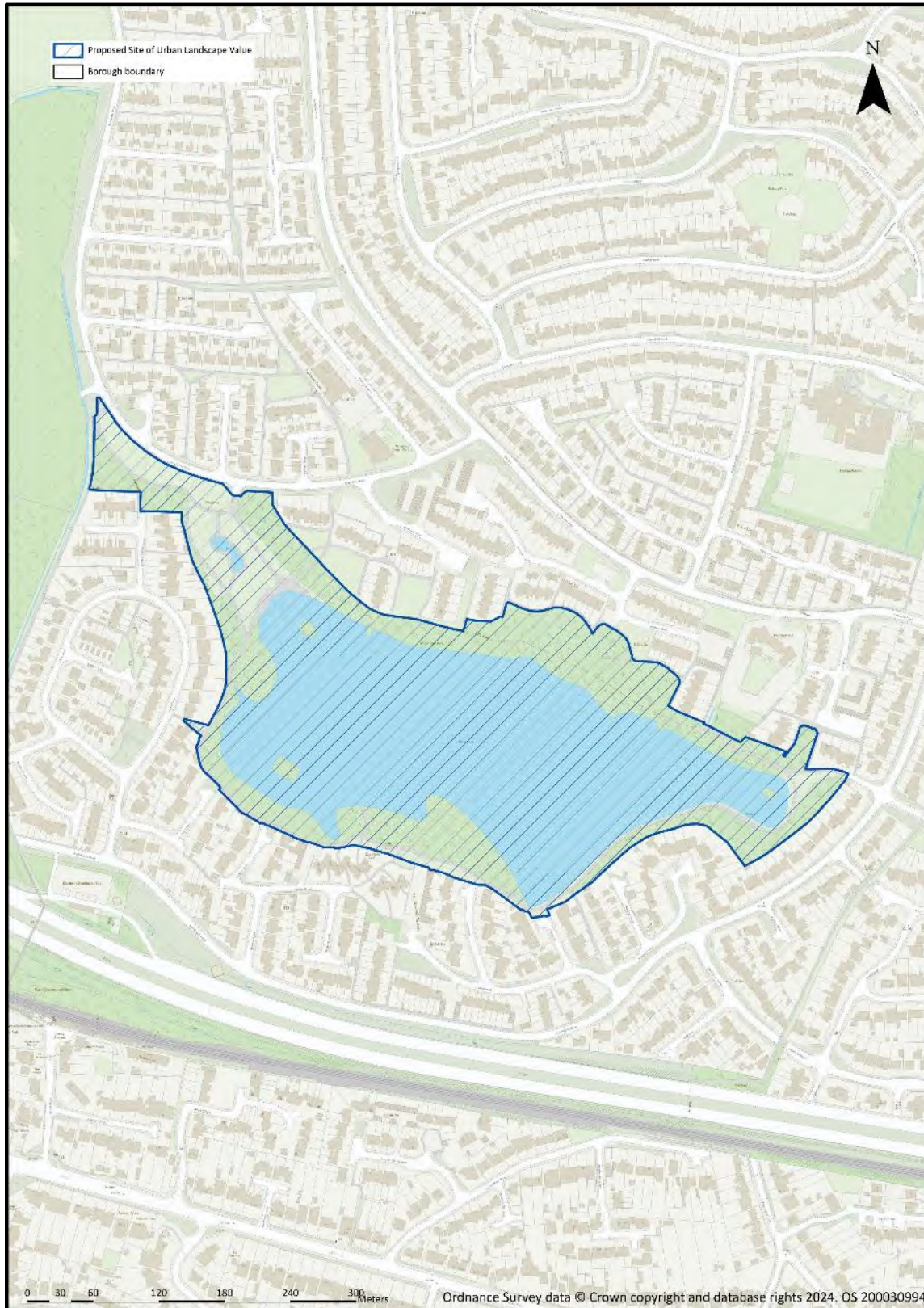
## J Sites of Urban Landscape Value: Maps

Bulmershe, Woodley



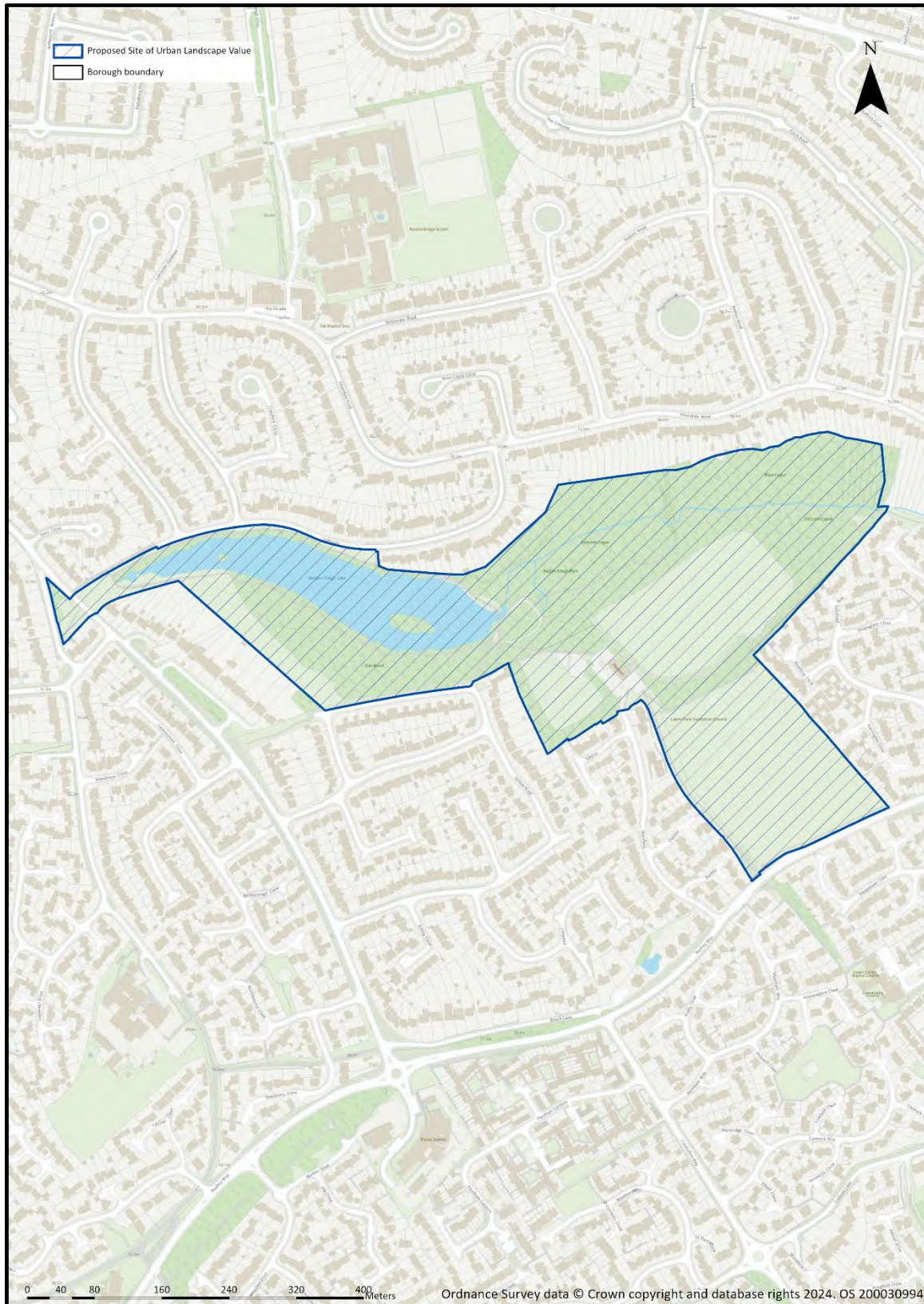


South Lake, Woodley



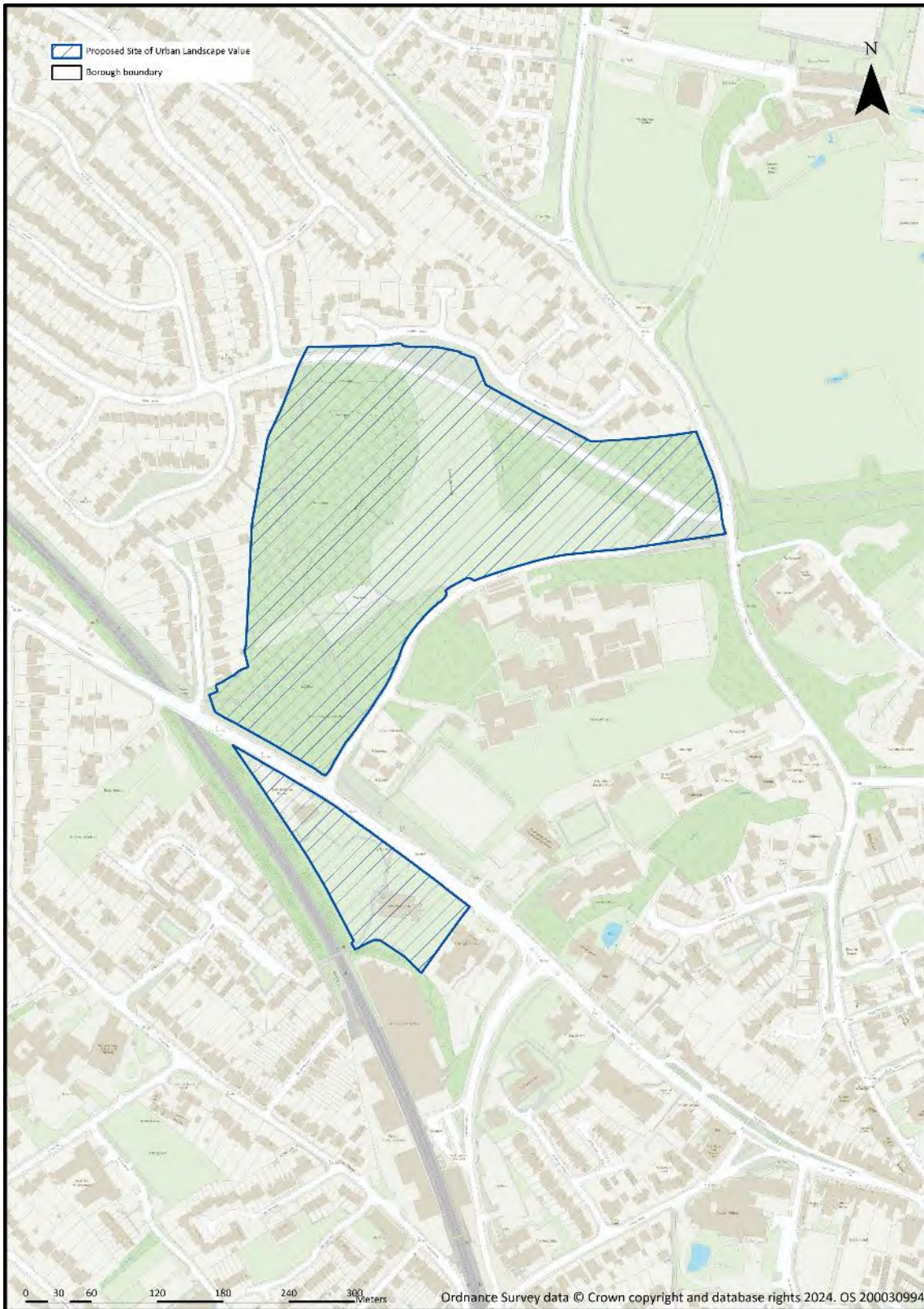


Maiden Erlegh Lake, Earley



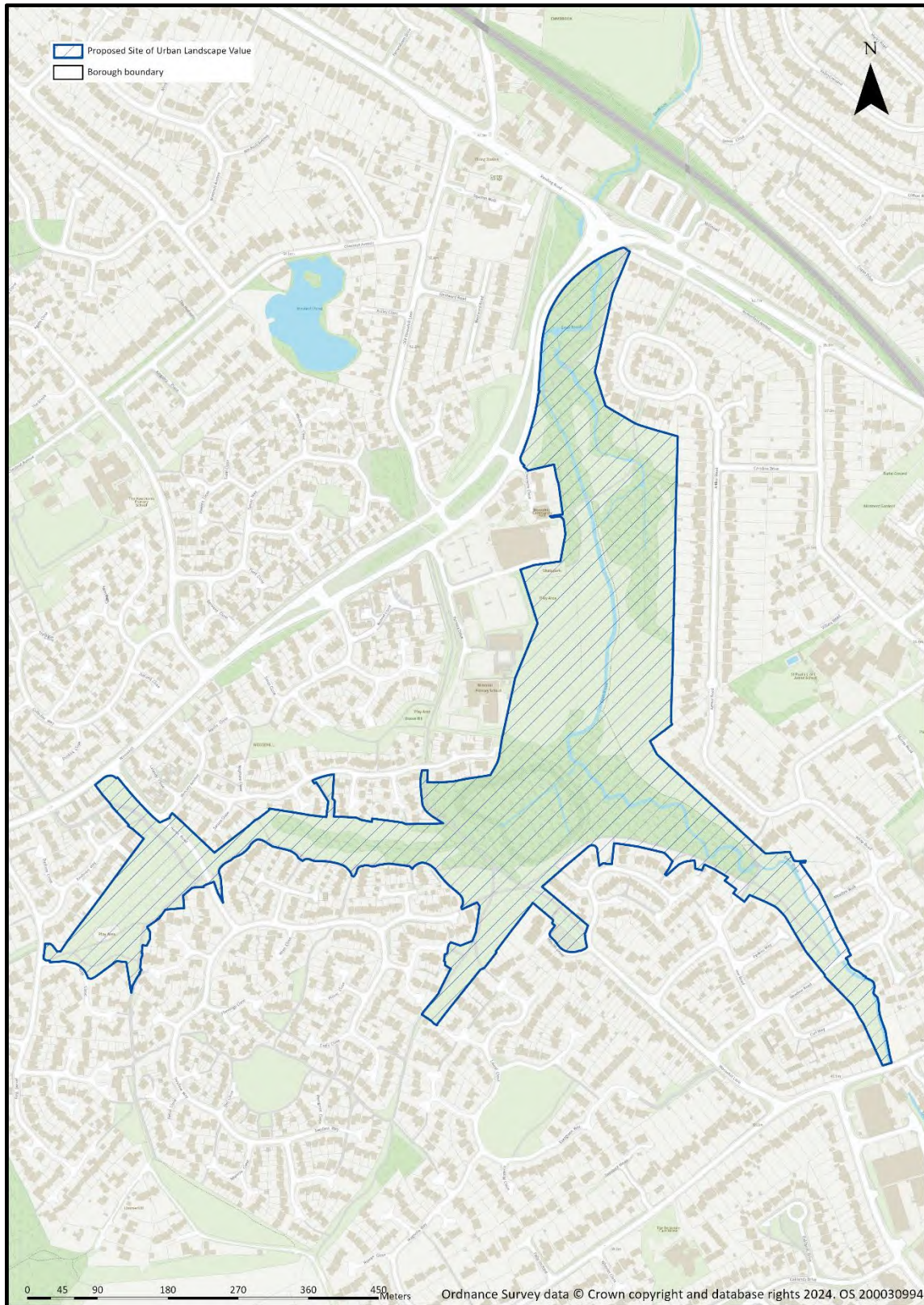


Joel Park, Wokingham





Woosehill Meadows, Wokingham





Cantley Park, Wokingham

