

Wokingham Borough Local Development Framework

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

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

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

這份文件是由獲敬咸區政府印製，內容解釋在本區內至 2026 年的發展策略。這包括房屋、店舖、學校、辦公室、工廠和作醫療、娛閒和信仰用途的建築物等。如果你想獲得協助以了解這份文件的內容，請致電 (01753) 701159 索取中文譯本或另一種版式 (例如錄音帶或凸字版)。

Niniejszy dokument opublikowany przez Radę Miejską w Wokingham informuje o planach rozwojowych na terenie gminy do 2026 roku. Dotyczy to mieszkań, sklepów, szkół, biur, zakładów oraz budynków przeznaczonych na opiekę zdrowotną, rekreację oraz działalność wyznaniową. Jeśli potrzebujesz pomocy w przetłumaczeniu broszury na polski lub chcesz ją otrzymać w innym formacie (np. w języku Braillea, na taśmie audio), zadzwoń na numer (01753) 701159

ਇਹ ਦਸਤਾਵੇਜ਼ ਵੋਕਿੰਘਮ ਬਾਰੇ ਕਾਊਂਸਲ ਤੋਂ ਹੈ ਅਤੇ ਇਹ ਦਸਦਾ ਹੈ ਕਿ ਬਾਰੇ ਵਿੱਚ ਵਿਕਾਸ 2026 ਤਾਈਂ ਕਿਥੇ ਤੱਕ ਹੋਵੇਗਾ। ਇਸ ਵਿੱਚ ਸ਼ਾਮਲ ਹਨ ਘਰ, ਦੁਕਾਨਾਂ, ਸਕੂਲ, ਦਫਤਰ, ਫੈਕਟਰੀਆਂ ਅਤੇ ਸਿਹਤ, ਖਾਲੀ ਸਮੇਂ ਦੀਆਂ ਸਰਗਰਮੀਆਂ ਅਤੇ ਧਾਰਮਿਕ ਵਰਤੋਂ ਲਈ ਇਮਾਰਤਾਂ। ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਨੂੰ ਸਮਝਣ ਵਿੱਚ ਕੁਝ ਮਦਦ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ ਇਕ ਤਰਜਮੇ ਜਾਂ ਵਖਰੀ ਸ਼ਕਲ ਵਿੱਚ (ਜਿਵੇਂ ਕਿ ਆਡੀਓ ਟੇਪ, ਬ੍ਰੈਲ) ਲਈ ਨੰਬਰ (01753) 701159 'ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ।

یہ دستاویز ووکینگھم بارو کا کونسل کی طرف سے ہے اور یہ بیان کرتی ہے کہ بارو میں اب سے لیکر 2026 تک کے ترقیاتی کاموں کی سمت کیا ہوگی۔ اس میں رہائشی گھر، دوکانیں، سکول، دفاتر، فیکٹریاں اور صحت، تفریح اور مذہب سے متعلقہ عمارتیں شامل ہیں۔ اگر آپ کو اسے سمجھنے میں مدد درکار ہو تو اس کے ترجمے یا اسے کسی اور طرز (آڈیو ٹیپ، ناچینا افراد کے لیے مخصوص عبارت بریل) میں حاصل کرنے کے لیے برائے مہربانی ہم سے اس نمبر پر رابطہ کیجئے (01753) 701159۔

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

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

CP6 - Managing Travel Demand

Planning permission will be granted for schemes that:

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

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

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

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

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

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

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

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

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

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

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

CP7 - Biodiversity

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

Development:

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

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