



**WOKINGHAM**  
BOROUGH COUNCIL

## ◆ RIGHT HOMES, RIGHT PLACES

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



## 5. Delivering the Spatial Strategy

- 5.1 The spatial strategy sets out the response for meeting the development needs of Wokingham Borough over the period 2023 to 2040 in a way which responds to the vision and objectives for the Local Plan Update.
- 5.2 Achieving sustainability is at the heart of the spatial strategy approach and the Local Plan Update as a whole. This means striving to meet the social, economic and environmental needs to provide a good quality of life for existing and future generations. The aim is to retain and enhance distinctive quality of the borough and create strong, cohesive and inclusive communities which respond to environmental challenges such as climate change.
- 5.3 The spatial strategy seeks to meet national planning policy requirements where opportunity exists, is informed by consultation feedback and is based on an extensive evidence base covering a wide range of issues including the availability of land for development, infrastructure, flood risk and climate change, and sustainability appraisal.
- 5.4 A key part of the strategic approach is the identification of areas where growth will be directed, taking account of local qualities and the needs of the market. Growth is focused towards the borough's existing settlements which together contain the largest quantity of existing housing, employment and services and facilities. In addition, the creation of a new sustainable garden village is planned with strong place-making principles. Smaller villages will experience some change to enable their proportionate evolution and to ensure other areas are not over burdened.
- 5.5 The spatial strategy will reduce the carbon footprint of Wokingham Borough from what might otherwise occur and therefore support the council's climate emergency declaration, as well as helping to meet national climate commitments.

### Policy SS1: Sustainable development principles

1. As appropriate to their nature, development proposals will be expected to:
  - a) Contribute to meeting identified development needs;
  - b) Be located so as to offer the choice of active means of travel and/or public transport, reducing the need to travel by private car for day-to-day activities;
  - c) Make efficient use of land/buildings, especially suitable previously developed land;
  - d) Maintain, enhance or create a high quality and safe environment which contributes positively to the character and identity of the area;
  - e) Promote healthy lifestyles, well-being and social inclusion;
  - f) Maintain the separate identity of settlements and places, avoiding physical or perceived coalescence;
  - g) Reduce energy demand in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction;
  - h) Respond to climate hazards, incorporating appropriate adaptation and resilience measures;

- i) Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;
- j) Avoid the unplanned loss of best and most versatile agricultural land, except in exceptional circumstances;
- k) Avoid areas where pollution may impact upon the amenity of future occupiers;
- l) Conserve and enhance the significance of heritage assets, including their wider settings;
- m) Conserve and enhance the landscape character of the area, with particular attention paid toward significant landmarks and toward landscape attributes and features;
- n) Conserve and enhance the biodiversity of the area, and deliver measurable net gain; and
- o) Provide or contribute to the provision of social, physical, transport, and green and blue infrastructure to support communities.

- 5.6 The NPPF advises that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways.
- 5.7 No single development proposal is likely to contribute equally across economic, social and environmental objectives. However, setting out key sustainable development principles will help ensure that all three aspects are considered.
- 5.8 The principles in Policy SS1 should be balanced through the development process, and will contribute across economic, social and environmental objectives. The following lists some of the ways development proposals might contribute towards achieving sustainable development.

#### Economic

- By ensuring that development proposals contribute towards meeting the local needs of business and residents. This includes development proposals that:
  - Add to the diversity of jobs and businesses.
  - Help form clusters of complementary businesses.
  - Support the continued viability and vitality of town and other centres.
- By ensuring that land is used efficiently, taking account of the character and amenity of the area and accessibility. This includes seeking higher development densities in town centres.
- By ensuring that development proposals are not at unacceptable risk of flooding or lead to increased risk of flooding elsewhere.
- By identifying the need for new and upgraded infrastructure and working to ensure that it is provided in a timely and coordinated way.

#### Social

- By ensuring that development proposals contribute towards meeting the local needs of residents for suitable housing. This includes development proposals that:
  - Support the delivery of affordable housing.
  - Help meet the specialist accommodation needs for the increasing proportion of older people and other specialist needs.

- By protecting existing and providing essential new infrastructure, services and facilities that meet the needs of existing and future residents. This could include additional health facilities, educational facilities, footpaths/cycleways, open space and recreational facilities, all of which can make an important contribution to the health, wellbeing, social inclusion and safety of communities.

#### Environmental

- By creating a high-quality distinctive natural and built environment that takes account of the character of urban and rural landscapes.
- By protecting and enhancing the significance of buildings, sites and features of archaeological and historic interest, together with their settings.
- By ensuring better integration of transport and land use planning to reduce the need to travel.
- By promoting development in locations that provide a choice of walking, cycling and/public transport for day-to-day needs. This might be sought through improvements to infrastructure for walking, cycling and public transport.
- By encouraging the efficient use of land, especially the re-use of previously developed land.
- By mitigating and adapting to climate change through the careful design of development, including minimising the need for operational energy in line with the energy hierarchy.
- By preventing pollution through the provision of adequate infrastructure and mitigation where there is a risk of environmental quality such in air quality, noise, dust and artificial lighting.
- By protecting areas of importance for nature conservation, taking opportunities to extend the networks of green and blue infrastructure and securing measurable net gains in biodiversity.

#### Policy SS2: Spatial strategy and settlement hierarchy

1. Growth should create strong, cohesive and inclusive communities that provide for a high quality of life. A larger number of people should be able to access jobs, services and facilities locally to help to minimise unnecessary travel. Places and buildings should be designed to adapt to and mitigate the impact of climate change. Growth should not undermine the separate identity of places and settlements.
2. The distribution of growth will be based on the following actions:
  - a) Making the most efficient use of available and suitable previously developed land within defined settlements;
  - b) The sustainable extension of defined major and modest settlements;
  - c) The evolution and sustainable extension of existing planned developments at Arborfield Green (the former Arborfield Garrison) and South Wokingham;
  - d) The delivery of a new sustainable garden village on land between Shinfield, Sindlesham and Arborfield, known as Loddon Valley Garden Village; and
  - e) The proportionate and sustainable extension of defined minor settlements.
3. Town and other centres will continue to play a vital role in the heart of communities and will be supported to evolve and adapt to the changing needs of residents, visitors and

business. Higher densities will be sought in town and other centres, having regard to the sustainability of the location and the character and amenity of the surroundings. Core Employment Areas will be retained and their evolution and adaptation to the economic demands of businesses will be supported.

4. The Green Belt will be protected from inappropriate development and is not a location where additional development is planned.
5. The Detailed Emergency Planning Zone surrounding AWE Burghfield is not a location where additional development is planned. Any development proposals will be determined with regard to public safety, emergency response and national security and defence requirements.
6. Decisions on the location and scale of development should be informed by the settlement hierarchy as set out below and shown on the policies map.

#### Major settlements

7. Major settlements are places which provide the highest range of services and facilities that serve the needs of those that live there and the wider area. In general, they are towns and large villages. These places will be the focus of housing growth, where opportunities exist, supported by existing levels of employment, retail and wider service provision.

The following places are defined as major settlements: Earley, Green Park, Shinfield (north of M4), Twyford, Winnersh, Wokingham and Woodley.

#### Modest settlements

8. Modest settlements are places which provide a reasonable range of services and facilities that serve the needs of those that live there. In general, they are medium sized villages. To maintain and enhance their role, these places will accommodate an appropriate level of housing growth, where opportunities exist.

The following places are defined as modest settlements: Arborfield Green, Finchampstead North, Pinewood (Crowthorne), Ruscombe, Shinfield (south of M4), Spencers Wood, Thames Valley Science and Innovation Park, Three Mile Cross and Wargrave.

The Loddon Valley Garden Village (Policy SS13) is expected to be a modest settlement.

#### Minor settlements

9. Minor settlements are places which have limited services and facilities. In general they are small villages. These places will receive an appropriate level of planned housing growth, where opportunity exists, to support the evolution of the community in a way which respects its rural character. Beyond planned development through site allocations made in this plan or any applicable neighbourhood development plan, development will be limited to exception sites which accord with Policy H4.

The following places are defined as minor settlements: Arborfield Cross, Barkham Hill, Charvil, Finchampstead, Hurst, Riseley, Sindlesham, Sonning and Swallowfield.

### Countryside

10. The countryside is defined as the area beyond the settlements defined in the settlement hierarchy. Except for specific allocations identified in this plan, the countryside is not a location where additional development is planned, although limited types of development to support local needs and the rural economy will be supported in accordance with Policy H4 and Policy H5.

- 5.9 The spatial strategy seeks to focus growth on the borough's main settlements, where opportunity exists, building upon the existing settlement pattern and services and facilities.
- 5.10 The efficient use of previously developed land is supported in principle, as is the use of higher development densities in town and other centres in line with their sustainability and the character and amenity of the surrounding area. Greenfield allocations are however required to meet the majority of needs, and the spatial strategy outlines the range of sites including a new garden village and sites on the edge of settlements. The council is satisfied that development needs can be met sustainably through land outside of the Green Belt, and as such no exceptional circumstances exist to necessitate amending the extent of the Green Belt.
- 5.11 The creation of a new garden village – Loddon Valley Garden Village – carries forward the approach of the Core Strategy local plan (2010) which allocated land for four major developments: Arborfield Green (the former Arborfield Garrison), South of the M4 (Shinfield/Spencers Wood/Three Mile Cross), North Wokingham and South Wokingham Strategic Development Locations. This approach has enabled significant new infrastructure such as schools, shops, sports facilities and open spaces to be delivered alongside new homes and jobs, as well as allowing the character of towns and villages to be retained. The South of the M4 and North Wokingham Strategic Development Locations are approaching completion, allowing the allocation to be withdrawn and settlement areas to be defined.
- 5.12 The spatial strategy steers growth to sustainable locations, with an appropriate balance across the borough's larger and smaller settlements and of different type and scale of sites. The approach will maintain vibrant and balanced communities with their own sense of identity, while conserving and enhancing the environmental qualities of the borough. Through enabling a large number of people to access jobs, services and facilities locally, unnecessary travel can be reduced, aligning the approach to the climate emergency. The approach also ensures that no locations are over-burdened or that other locations are not starved of growth.
- 5.13 The settlement hierarchy provides a framework for steering development to the most sustainable settlements and in a way which supports the settlement's role. Settlements higher up the hierarchy are those which have a broader range of services and facilities compared to those lower down the hierarchy.

### Policy SS3: Development within or adjacent to major and modest settlements

1. Within major and modest settlements, development proposals in addition to those specifically identified as allocations or areas of change in this plan, will be supported in principle.

2. Outside of the Green Belt, residential development proposals on unallocated sites adjacent to major and modest settlements will generally be refused unless all the following exceptional circumstances are met:
  - a) Where a five year housing land supply of deliverable housing sites cannot be demonstrated and the plan is more than five years old, or the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years; and
  - b) The development proposal:
    - i. Is relative to the scale of the shortfall evidenced in the Housing Delivery Test;
    - ii. Is demonstrably deliverable within 5 years and will contribute towards addressing the shortfall evidenced in the Housing Delivery Test;
    - iii. Is consistent with the role and function of the relevant settlement in the settlement hierarchy;
    - iv. Would integrate successfully with the community it adjoins having regard to core shape, form and size of the settlement, the mix of uses proposed and the design, layout and accessibility of the scheme;
    - v. Is sustainably located where future residents would have realistic opportunities to use active and sustainable modes of transport for day-to-day travel and would not be reliant on private motor-vehicles;
    - vi. Would not unacceptably compromise the visual or perceived separation of settlements; and
    - vii. Would not compromise the delivery of any other site allocations.
3. Proposals involving the partial or full redevelopment of previously developed land or providing exception housing in accordance with Policy H4 will be supported in principle where development would not unacceptably harm the character and appearance of the surrounding countryside and accord with any adopted local design policies.

- 5.14 The strategy of this Local Plan Update is one which focuses the majority of development in locations where more services, infrastructure and jobs are available, or can be made available as part of the development, minimising the need to travel. Development proposals within defined major and modest settlements will be supported in principle, particularly those within areas of change such as town centres.
- 5.15 Whilst the council is confident that the plan is achievable, it is appropriate to consider what actions might be taken in the event of unforeseen issues with housing delivery. Where a five year housing land supply cannot be demonstrated, or the Housing Delivery Test shows that housing delivery has been below 75% of its housing requirement over the previous three years, the presumption in favour of sustainable development set out in the NPPF applies.
- 5.16 Policy SS3 seeks to ensure that any development proposals being considered under the presumption in favour of sustainable development do not undermine the spatial strategy and specifically are located where future occupiers benefit from the relative sustainability of the borough's larger settlements. Unplanned development adjacent to minor settlements is considered to conflict with the spatial strategy and be unsustainable.

#### Policy SS4: Development within and adjacent to minor settlements

1. Within minor settlements, residential development proposals of up to 9 dwellings in addition to those specifically identified in this plan, will be supported in principle.
2. As an exception, proposals for limited residential development adjacent to minor settlements will only be supported where one of the following circumstances is met:
  - a) The proposal involves the partial or full redevelopment of previously developed land which would not unacceptably harm the character and appearance of the surrounding countryside or the rural setting of the village;
  - b) The proposal represents limited infilling of an otherwise built-up frontage and where the site is compatible with the core shape, form and size of the settlement; or
  - c) The proposal constitutes exceptions housing in accordance with Policy H4.
3. Residential development proposals outside the Green Belt and on unallocated sites adjacent to minor settlements will be refused. This includes when a five year housing land supply cannot be demonstrated, or the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.

- 5.17 There are a number of minor settlements distributed across the borough. Each varies in terms of character, relationship with the wider settlement hierarchy and, within the context of limited provision, have varied local services and facilities.
- 5.18 The spatial strategy supports the planned growth of minor settlements. Each settlement is not intended to have the same amount of planned growth; instead, the level of growth will depend on the role and function that they perform for the surrounding spatial area, and will be related to their location, size, and range of facilities and services, as well as the availability of suitable development opportunities.
- 5.19 The spatial strategy focuses the majority of growth to major and modest settlements and the creation of a new garden village because they are the most sustainable places, whilst maximising the use of previously developed land and reducing the need to travel.
- 5.20 Unplanned development adjacent to minor settlements is considered to conflict with the spatial strategy and be unsustainable even in the event of unforeseen housing delivery issues. Development proposals will only be supported in the specific circumstances set out in Policy SS4.
- 5.21 Limited infilling of an otherwise built-up frontage is considered to be the development of a small gap in an otherwise continuous frontage, such as a row of dwellings or the small-scale redevelopment of existing properties within such a frontage. It also includes infilling of small gaps within built development. It should be appropriate to the scale of the locality and not have an adverse impact on the character of the locality. In assessing the suitability of any proposal regard will be had to the scale, massing, extent and density of built form on either side of the identified settlement boundary and the physical proximity of the site to the defined settlement boundary.

- 5.79 The Whiteknights Campus will continue to be the main focus for future development associated with the university. The university's Estate Strategy 2022-2032 sets out a ten-year vision for the campus and focuses on repurposes, reconfiguring and enhancing existing buildings, including their transition to more sustainable operations. The strategy does not anticipate significant new built development.
- 5.80 The Whiteknights Campus is located on the 19th century Whiteknights Park and contains significant ecologically important assets such as a Local Wildlife Site, parkland, woodland and lakes. The site also provides links to existing assets of green infrastructure. The area is located within the Woodley-Earley Settled and Farmed Clay Landscape Character Area, which contains a network of recreational spaces, associated with areas of remnant historic parkland, such as Whiteknights Park. The area is also a prominent part of the local landscape and adjoins part of the East Reading wooded ridgeline, with large tracts of open space, which is designated as a Major Landscape Feature in Policy EN13 of Reading Borough's Local Plan (2019). A number of heritage assets, including listed buildings are located on the site. As the campus and its activities continue to evolve, development proposals should consider the potential effects on the surrounding residential areas.
- 5.81 With the Whiteknights Campus split across local authority boundaries a consistent approach is required<sup>3</sup>. Policy SS9 achieves this and will be supplemented by the two local authorities working closely in considering any development proposals.

#### Policy SS10: Meeting our housing needs

1. Provision will be made for a minimum of 12,763 net additional dwellings for the period 1 April 2023 to 31 March 2040, an average of 751 dwellings per annum.

- 5.82 The NPPF advises that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national Planning Practice Guidance, unless exceptional circumstances exist which justify an alternative approach to assessing need. In addition, it adds that any needs that cannot be met within neighbouring areas should be taken into account when establishing the amount of housing that should be planned for.
- 5.83 The standard method calculates the local housing need for Wokingham Borough to be 748 dwellings a year at 1 April 2024. The calculation for the previous year was 795 dwellings.
- 5.84 The number of homes that should be planned for is not necessarily the same as the local housing need. Circumstances where it may be appropriate to plan for a higher number include but are not limited to situations where increases in housing need are likely to exceed past trends. This can include unmet needs from neighbouring areas, strategic infrastructure requirements that are likely to drive need and local growth strategies.
- 5.85 Although the NPPF no longer refers to Housing Market Areas, the national Planning Practice Guidance provides a definition which refers to key functional linkages between places where people live and work. The Berkshire (including South Bucks) Strategic Housing Market Assessment (SHMA, February 2016) included work on functional relationships. This found that Wokingham Borough formed part of a Housing Market Area focused on Reading and including the four local authorities of

<sup>3</sup> Reading Borough Local Plan (2019), Policy ER2: Whiteknights Campus, University of Reading.

## 6. Climate Change and Energy

- 6.1 Under the Paris Agreement 2015, the UK is committed to following a decarbonisation pathway that aims to limit the global average temperature change. In June 2019, the UK passed legislation to revise the Climate Change Act target to an emissions reduction of at least 100% by 2050 ('net zero'). This importance of climate change is recognised in the legal duty set out in [Section 19 of the Planning and Compulsory Purchase Act 2004](#) (as amended by Section 182 of the Planning Act 2008) for Local Plans to include "*policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change*". Additionally, the NPPF lists adapting and mitigating to climate change as a core principle of sustainable development and recognises climate change as a strategic priority to be addressed by local plans.
- 6.2 Wokingham Borough Council declared a Climate Emergency on 18 July 2019. The declaration set out the commitment to play as full a role as possible, leading by example as well as by exhortation, in achieving a carbon neutral Wokingham Borough by 2030. Amongst other things, the motion committed the council to produce a Climate Emergency Action Plan (CEAP).
- 6.3 The CEAP sets out baseline emissions data for the borough and lays out activities that the council intend to take towards the aim of carbon neutrality by 2030. Since the initial CEAP was published, four CEAP Progress Reports have been produced, detailing updates on each action and refining the specific targets. The CEAP has evolved, and will continue to, as work progresses.
- 6.4 The future growth of Wokingham Borough through new development has the potential to impose a large environmental footprint in terms of consumption of resources and materials, the use of energy and the associated emission of greenhouse gases that contribute towards climate change.
- 6.5 It is essential that development proposals utilise every opportunity to reduce carbon emissions that would otherwise arise to limit the extent of future climate change. The priorities for Wokingham Borough are to minimise the need to travel by private car and to improve the energy efficiency of buildings. This reflects the two largest areas of local carbon emissions.
- 6.6 Achieving the local target set in the CEAP of achieving a carbon neutral borough by 2030 and the national goal of net zero by 2050, will only be possible if significant changes are made to the way development is delivered, primarily through energy demand reduction measures and actions to promote sustainable modes of transport.

### Policy CE1: Design principles for efficient buildings

1. Development proposals should adequately demonstrate the following design principles have been considered, in the order listed:
  - a) **Orientation of buildings** – positioning buildings to maximise opportunities for useful solar gain and minimising winter cold wind heat loss;
  - b) **Form of buildings** – creating buildings that are more efficient to heat and stay warm in colder conditions and stay cool in warmer conditions because of their shape and design;

- c) **Fabric of buildings** – a) minimising the operational impacts of development through use of materials and building techniques that reduce heat and energy needs and b) reducing the embodied impacts of development by specifying materials with a lower embodied carbon content and/or high practical recyclable content and designing for durability, adaptability and deconstruction;
- d) **Heat supply** – meeting a building’s space-heating needs without direct use of fossil fuels. This means no connection to the gas network or use of oil, bottled gas, coal or other fossil fuels; and
- e) **Renewable energy generation** – generating enough energy from renewable sources onsite (and preferably on plot) to meet reasonable estimates of all regulated and unregulated total annual energy demand across the year.

An Energy and Sustainability statement, as required by Policies CE2 and CE3, must set out all practical steps taken to meeting each of the above principles.

- 6.7 It is vital to ensure that development approved today will have a much-reduced energy demand compared to buildings which exist today, and, in doing so, stand the test of time and be fit for a net-zero carbon future. Clean growth is essential to meet future emission targets and to avoid costly retrofit programmes at a later date, recognising that it is significantly cheaper and easier to install energy efficiency and low carbon heating measures when new buildings are constructed than retrofitting them later.
- 6.8 New buildings must therefore be of the highest possible thermal efficiency. The expected energy use of such buildings must be as low as possible, with development proposals, as the final step, taking all practical and reasonable actions to generate low or zero carbon energy onsite, recognising that new buildings cannot continue to burn fossil fuels for heating if the Borough is to meet its local goals on emissions reduction or be aligned with national carbon budgets. Overall, those contemplating development proposals should follow the design principles for efficient buildings as part of the design process, as set out in Policy CE1 which follows the energy and cooling hierarchies as set out below.
- 6.9 The energy hierarchy states that the below steps should be followed in order:
- A. **Reduce the need for energy** – site layout and orientation of buildings can reduce the energy demand of buildings by capitalising on passive solar gain which utilises the energy from the sun to heat and provide light while avoiding unwanted thermal gains by effective use of solar shading;
  - B. **Use energy efficiently** – there are many measures available to ensure that buildings use energy efficiently. These include thermally efficient building elements, high levels of airtightness and insulation, and energy efficient appliances (light fittings etc);
  - C. **Supply energy efficiently** – by using existing supplies more efficiently, including taking opportunities to connect to any available local heat / cooling and/or power networks, greenhouse gas emissions can be significantly reduced (also termed low carbon sources) e.g. Combined Heat and Power (CHP) networks;
  - D. **Use renewable energy** – by incorporating technologies that obtain energy from flows that occur naturally and repeatedly in the environment, such as from the wind (wind turbines), the fall of water (hydroelectric), from the sun (photovoltaics), from the thermal energy in the ground (ground source heat) and from latent thermal energy in air and water (air source and water source heat respectively);

## Policy CE3: Environmental standards for residential development

### Energy Standards

1. Residential development proposals involving new buildings must be supported by an Energy and Sustainability Statement which confirms that the proposals satisfy the following requirements:
  - a) The development proposal generates at least the same amount of renewable electricity on-site (and preferably on-plot) as it demands over the course of a year, such demand including all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance; and
  - b) To help achieve point 1 above, residential development is expected to achieve a site average space heating demand of around 15-20kWh/m<sup>2</sup>/year and a site average total energy demand of 35 kWh/m<sup>2</sup>/year, through a 'fabric first' approach to construction. No single dwelling is to have a total energy demand in excess of 60 kWh/m<sup>2</sup>/year, irrespective of amount of on-site renewable energy production. (For the avoidance of doubt, 'total energy demand' means the amount of energy used as measured by the metering of that home, with no deduction for renewable energy generated on site).
2. The Energy and Sustainability Statement must include details of assured performance arrangements, calculated using a methodology proven to accurately predict a buildings true energy performance, such as CIBSE TM54 or the PHPP, against 1 a) and b) above. As a minimum, this will require:
  - a) The submission of 'pre-built' estimates of energy performance; and
  - b) Prior to each dwelling being occupied, the submission of updated, accurate and verified 'as built' calculations of energy performance. Such a submission should also be provided to the first occupier (including a Non-Technical Summary of such estimates).
3. Proposals should demonstrate a deliverable commitment to on-going monitoring of energy consumption, post-occupation, which has the effect, when applicable, of notifying the occupier that their energy use appears to significantly exceed the expected performance of the building, and explaining to the occupier steps they could take to identify the potential causes of such high energy use.

### Exceptional Basis Clauses

4. In those circumstances where 1 a) and/or b) are not met (though in all cases the energy performance arrangements of points 2 a) and b) are still required), the development must be considered against the following exception clauses:

- a) Clause 1 (technical or policy reasons):

Where, on an exceptional basis, points 1 a) and/or b) cannot be met for technical (e.g. overshadowing) or other policy reasons (e.g. heritage), then the Energy and Sustainability Statement must demonstrate both why they cannot be met, and

the degree to which each of points 1 a) and b) are proposed to be met. A lack of financial viability will not be deemed either a technical or policy reason to trigger this exceptional basis clause.

Where Clause 1 is utilised, and where the proposal is of 10 or more homes, then the applicant must either:

- i. Enter into an appropriate legal agreement which will either provide renewable energy infrastructure offsite equivalent to at least offsetting the additional energy requirements not achieved on site; or
- ii. Enter into an appropriate legal agreement to provide a financial contribution to the council's carbon offset fund to enable the offsetting of the remaining performance not achieved on site; or
- iii. Demonstrate that the residential units will be connected to a decentralised energy network or combined heat and power unit.

b) Clause 2 (use of accreditation certification scheme):

To simplify (and hence speed up) the decision-making process, applicants are able to demonstrate that they have met the requirements of points 1 a) and b) if they provide certified demonstration of compliance that the development proposal achieved one of the following certifications:

- i. Passivhaus Plus or Premium; or
- ii. Passivhaus Classic, provided this is supplemented with evidence to demonstrate how point 1 of this policy will also be met;
- iii. Home Quality Mark; or
- iv. Any other recognised national independent accreditation scheme, provided such scheme is demonstrated to be consistent with the requirements of this policy.

c) Clause 3 (viability):

it is acknowledged that for development proposals on previously developed land the full delivery of requirements 1 a) and b) in this policy may not be possible in some cases for viability reasons. Consequently, in such circumstances, an Energy and Sustainability Statement will still be required, and, if full delivery of requirements 1 a) and b) are not proposed to be met, must set out the degree to which the requirements are proposed to be met in order to enable the development to become viable.

Water standards

5. To minimise impact on the water environment, all residential development proposals must:

- a) Meet the higher water efficiency standard of 105 litres or less per person per day (excluding allowance of up to five litres for external water consumption). Development proposals which go further than this (to, for example, 85 litres per day per person) are encouraged.

- b) Incorporate greywater recycling and rainwater harvesting measures, where practicable;
- c) Incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
- d) Ensure external hard surfacing is permeable (unless there are technical and unavoidable reasons for not doing so in certain areas) thereby reducing energy demand on the water recycling network;
- e) Consider the potential to incorporate a green roof and/or walls as part of wider sustainable water management; and
- f) Ensure, where possible, that residential garden areas include a rain harvesting water butt(s) of minimum 100 litre capacity.

- 6.14 To achieve local and national carbon reduction targets, reducing energy demand from development must be prioritised. Nationally, improvements to the energy efficiency of buildings is proposed through what is described as the Future Homes Standard and Future Buildings Standard which form part of the UK Building Regulations. While interim measures are currently in place, the full standards have yet to take effect. The council wishes to go further, faster, believing this is necessary and demonstrably achievable.
- 6.15 Policies CE2 and CE3 seek to secure net zero development, where net zero is defined as “a scenario in which the quantity of anthropogenic greenhouse gas emissions arising from the development’s operational energy use on an annual basis is zero or negative, and where whole-life emissions are reduced through sustainable design measures.”
- 6.16 The requirement for new development to generate the same amount of renewable energy as it demands each year is targeted to significantly reduce the net carbon emissions arising from operating buildings.
- 6.17 As explained in under Policy CE1, the need to reduce the demand for energy through implementation of the energy hierarchy before balancing the residual remand through on-site renewables is critical. This ensures that a building’s fabric performance remains the primary means of reducing energy consumption, avoiding the need for costly retrofitting, and contributing to the buildings’ climate resilience.
- 6.18 All proposals for new buildings are required to be supported by an Energy and Sustainability Statement. As a minimum, this should include:
- Evidence of how the design principles defined in Policy CE1 have informed the design;
  - Evidence of how the Energy Hierarchy has informed the design; and
  - Evidence of how the Cooling Hierarchy has informed the design.
- 6.19 Additionally, the Energy and Sustainability Statement must demonstrate how the relevant energy standards for either non-residential (Policy CE2) or residential development (Policy CE3) will be complied with, including accurate and verified ‘as built’ calculations of energy performance. Modelled energy performance should be updated to reflect the impacts of the detailed design stage, and an updated ‘as built’ version of this calculation should be provided at such time as it becomes available, prior to the first occupation of each building.

## 7. Connections

- 7.1 The planning system has a vital role to play in creating places that are well connected, which offer reliable access to services and facilities, reduce the need to travel, and which ensure, where travel is necessary, that there is a choice of active and sustainable transport modes. It must also consider and mitigate the impacts of new development on the transport network.
- 7.2 To promote healthier lifestyles and to reduce the dominance of private cars in terms of traffic and congestion, the Local Plan Update spatial strategy promotes a sustainable pattern of development which maximises opportunities for undertaking trips by active means, (including walking, cycling, and wheeling) and by public transport, within the wider context and qualities of the borough.
- 7.3 Embracing and planning for smart and innovative technologies will make it easier to adopt new opportunities as they arise to further reduce the impact of travel.

### Policy C1: Active and sustainable transport and accessibility

1. Development proposals must support the delivery of active and sustainable transport measures.
2. Development proposals should prioritise travel by active means (including walking, cycling and wheeling), public transport, and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including, where appropriate, reallocation of space to more sustainable modes.
3. Development proposals should support the increased uptake of electric and zero emissions vehicles, in accordance with Policies C4 and C5.
4. Development proposals must contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing a proportionate package of measures that:
  - a) Ensure development is located where people of all ages and level of physical ability are able, or will be able, to access a wide range of essential social, community, and cultural facilities;
  - b) Optimise accessibility and connectivity both within the proposed development and in the surrounding area, which includes having regard to schemes identified in cycling and walking strategies;
  - c) Make active travel (including walking, cycling and wheeling) the mode of choice for shorter journeys, both within and outside the site, including safe and attractive links to new and existing facilities, services, bus stops, train stations and existing non-motorised routes;

- d) Ensure buildings and spaces are inclusively designed to be legible and permeable for all, and provide for the delivery of, and improvement to, walking and cycling routes that serve the site, the wider area and adjoining development parcels;
- e) Reduce reliance on single occupancy car trips and prioritise and increase the use of sustainable transport modes;
- f) Maximise opportunities to provide improved and viable public and community transport and other mobility services and routes, including through active engagement with providers as appropriate;
- g) Maximise integration of, and interchange between, sustainable transport modes;
- h) Embrace opportunities to minimise congestion and delay, as part of an effective strategy to manage harmful emissions and improve air quality; and
- i) Facilitate transport innovations and solutions which reduce greenhouse gas emissions.

Development proposals should show how they have met criteria 4a) to 4i) above and, where appropriate, demonstrate how they support the objectives and policies of the most up to Local Transport Plan (and its supplementary and supporting strategies) or any successor strategy.

- 7.4 The NPPF states that transport issues should be considered at the earliest stage of development proposals, so that the potential impact on transport networks can be addressed; that opportunities from existing and proposed infrastructure are realised; that opportunities to improve walking, cycling and public transport are identified and pursued; the environmental impacts of traffic and transport infrastructure are addressed; and that transport considerations are integral to the design of schemes.
- 7.5 The Local Plan Update aims to deliver development that is people focused, rather than vehicle focused. At all stages, development proposals should consider the requirement of reducing the need to travel and, where possible, ensuring that services and facilities are located within an acceptable walking and cycling distance of new places of employment or residences. The overall spatial strategy of the Local Plan Update and Policy C1 are predicated on locating development where most people will be able to access a wide range of services and facilities by active, non-motorised means, including walking and cycling.
- 7.6 Enabling communities to access the things they need to live locally, reducing their need to travel, and providing for increased active and sustainable travel, enables the delivery of sustainable development which is consistent with the concept of '20-minute neighbourhoods'. Associated benefits of achieving these aims are supporting improved health and wellbeing, and contributing towards decarbonising transport systems which is essential in addressing the climate emergency and achieving net zero carbon by 2030.
- 7.7 The council's Local Transport Plan (LTP) sets out the overall strategy and delivery arrangements for transport across the borough. Its supporting documents include the Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP). The council actively seeks to further develop active travel networks to encourage more travel by sustainable modes. In accordance with Policy C1 b), cycling and walking strategies include the LCWIP and Greenways Strategy, should be considered in devising development proposals. The LCWIP identifies specific walking and cycling improvements on key corridors. Adding to these networks and ensuring suitable access to these

- People feel relaxed;
- Things to see and do.

7.21 To ensure the free flow of traffic, roads should be designed to avoid queuing and congestion as much as is practicable. This includes locating underground infrastructure outside the main carriageway, allowing it to be served without closing part of the road, and minimising the number of points where utilities cross the carriageway in accordance with Policy SS15.

### Policy C3: Active travel

1. Development proposals must promote sustainable transport by prioritising active travel, including walking, wheeling, and cycling.

#### Walking and Wheeling

2. Development proposals should:
  - a) Prioritise and improve the pedestrian environment and contribute towards achieving a high-quality public realm, including the provision of facilities for pedestrians to rest and relax (including seating) and high-quality and safe road environment (including safe crossings, where needed).
  - b) Be permeable, easy and safe to walk and wheel through, and enhance existing routes which are adequately lit, create step-free legible access and entrance points whilst providing direct links to other pedestrian movement corridors.
  - c) Avoid severance and, where necessary, provide for routes and crossings close to desire lines, particularly those to everyday facilities.
  - d) Maintain and enhance walking and wheeling routes identified in the most up to date walking and cycling strategy and create high quality links to connect to these routes where appropriate.
  - e) Provide or contribute towards improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces, Green Routes and Greenways networks, where appropriate.
  - f) Consider the needs of all users through inclusive design.

#### Cycling

3. Development proposals should:

- a) Contribute towards the improvement of the public realm to support cycling, including the provision of facilities to support cyclists. Care should be taken to ensure the safety of cyclists and avoid conflict with other users of the public realm;
- b) Maintain and enhance the quality of cycle routes as appropriate, including those identified in the most up-to-date walking and cycling strategy, as well as maximising opportunities to add to or extend these, in order to support a high quality integrated cycle network;
- c) Provide supporting facilities including pick-up points, secure and sheltered cycle parking (for both occupiers and visitors), electric bike charging facilities, and shower, changing and storage facilities to support target mode shares as appropriate;
- d) Provide or contribute towards, improved wayfinding, including signposted links to key infrastructure, public transport hubs, green spaces, Green Routes and Greenways networks, where appropriate; and
- e) Consider the needs of all users through inclusive design.

- 7.22 Walking, cycling and wheeling – which refers to anyone using a wheelchair or a pushchair as well as those travelling on a scooter (excluding e-scooters) – are among the cheapest, most inclusive forms of transport and can have wide ranging benefits, from reducing congestion and pollution from exhaust emissions, to contributing to the improved health and physical fitness of the population and reduced loneliness. They can also play an important role in multimodal journeys in combination with other sustainable travel modes, such as bus and rail services.
- 7.23 Whilst walking and cycling tend to dominate functional travel demands, other forms of active travel serve an important leisure function in supporting healthy lifestyles. Walking and cycling infrastructure is generally capable of meeting the scooter and running needs of communities.
- 7.24 The council will continue to improve conditions for pedestrians and cyclists through a variety of measures including the development of the cycle network, upgrading public realm, reducing severance and improvements to junctions and the introduction of traffic calming. In accordance with Policy C2 and the user access hierarchy, new roads and junctions must show how pedestrians and cyclists are prioritised over vehicular traffic, taking into account national guidance. Where it is appropriate and achievable, improvements to existing junctions should include increased pedestrian and cyclist priority.
- 7.25 The ability to travel using active forms of transport must be integrated into the design of new developments and connectivity to and from the development and existing built up areas should be a key component of the layout of development. Consideration must be given to the quality of the walking, wheeling and cycling environments to ensure routes are safe, legible and attractive, connecting well into the existing public rights of way network and to facilities such as bus stops.
- 7.26 Development layouts must be fully accessible and be designed to encourage active travel by providing direct routes following future and existing desire lines to everyday facilities and services. Pedestrians, particularly those with mobility, visual and/or auditory difficulties, are the most vulnerable of all users of the highway and their personal safety can be compromised by poorly designed developments.

- 7.39 The council supports the continued need to protect and further enhance these long-distance recreational paths, and the integration of public rights of way, greenways and other routes, with wider networks, including the National Cycle Network and the Thames Path to provide a holistic approach.
- 7.40 The starting point for green and blue infrastructure should be the existing provision across the site and beyond. A landscape led approach to development schemes, that takes into account the Landscape Character Assessment, valued landscapes and other relevant policies of this Plan would form an important part in setting out a vision for delivering green and blue infrastructure. Policies NE5 and NE6 set out further information about Landscape Character and valued landscapes.
- 7.41 The networks of green and blue infrastructure are an important element of providing a robust habitat network that connects sites recognised for their high wildlife value. Green and blue infrastructure is most effective where it enhances habitat recovery, providing connectivity between wildlife sites and contributing to the objectives of Biodiversity Opportunity Areas.
- 7.42 To ensure the benefits of green and blue infrastructure are delivered, it must be well planned, designed and maintained.

#### Policy C5: Parking and electric vehicle charging

1. Development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users (including people with disabilities and visitors) that is appropriate to the location and the scale of development.

The assessment of requirements will have particular regard to the following factors:

- a) The accessibility of the proposed development;
- b) The type, mix, occupancy and use of the proposed development;
- c) The availability of and opportunities for public transport;
- d) The level of car ownership in the area; and
- e) Other locally specific issues including availability of parking and enforcement nearby.

#### Electric vehicle charging

2. All development proposals should provide electric vehicle charging points in line with adopted standards.
3. Proposals to retrofit charging points into existing areas will be encouraged providing this would not result in any adverse impact on highway, pedestrian or cycle safety.
4. All charging points should be appropriately located to allow for easy and convenient access from the charge point to the parking space(s), and be designed and located in a way which:
  - a) Minimises the intrusion of the charge point on the wider use and access of the land;
  - b) Minimises the risk of vehicle collision with the charge point; and

c) Has ease of access for maintenance and replacement of electric vehicle charging infrastructure.

4. Residential development proposals of 10 dwellings or more, or non-residential development proposals of 1,000 m<sup>2</sup> or greater gross internal area will be required to submit an Electric Vehicle Charging Strategy to demonstrate that the provision of electric vehicle charging facilities in developments are in a safe, convenient and accessible location, in accordance with requirements 4a) – c) above.

- 7.43 The council is committed to accelerating net zero targets and maximising the use of for sustainable modes of transport. However, it is recognised that car ownership levels in the borough are currently high and that cars and other vehicles will in the short term continue to play a vital role in many people's lives. Where car ownership is likely to remain high, it is vital that the planning system plays its role in accelerating the transition to non-fossil-fuelled vehicles. Policy C4 therefore accounts for the need to provide appropriate car and cycle parking and electric vehicle charging infrastructure.
- 7.44 In the context of many people continuing to rely on private vehicles, it is important that appropriate vehicle parking is delivered as a component of any development proposal, which suitably caters for all users including residents, workers, visitors, and people with disabilities. The provision of appropriate levels of parking requires a careful balance to be struck. On the one hand, it is important that enough parking is provided to reduce adverse impacts on the safety and function of the highway, as well as the visual impact from parking on non-designated parking areas such as grass verges. But on the other, there is a need to use land efficiently and encourage the use of an attractive and viable public transport network, with excess parking likely to encourage undesirable levels of car ownership and usage. All relevant proposals should have regard to the council's most up to date standards for vehicle and cycle parking, which will be used as guidance in the determination of planning applications. Where robust evidence is provided and more sustainable transport modes are both available and accessible, parking provision can be considered more flexibly, especially in town and local centres, but there should always be disabled parking provision and well designed, secure and sheltered parking for cycles.
- 7.45 Improved cycle storage, cycle parking facilities and associated infrastructure at public transport hubs, businesses, schools and essential services and facilities can contribute towards promoting walking and cycling as a health enhancing physical activity. Cycle parking / storage should be situated in convenient, secure and easy to access locations within developments and be covered in order to maximise bicycle usage as a mode of transport. For many land-uses this will require formal provision of lockers, changing rooms, storage and showers, appropriate to the Travel Plan mode share target.
- 7.46 The NPPF sets out that policies for parking standards should, amongst other things, take account of the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. New Building Regulations Part S came into force in June 2022 which require the provision of charging points in both residential and non-residential developments. Nationally, a ban the sale of diesel and petrol vehicles is proposed within the plan period. Notwithstanding the commitments at the national level, the council's CEAP includes the target of achieving a 50% reduction in Internal Combustion Engine (ICE) private car mileage by 2030. The national and local context therefore necessitates that planning decisions assist the phasing out of fossil fuel vehicles and encourage the uptake of low carbon vehicles.

## 9. Housing

- 9.1 Good quality housing is a fundamental need that plays a significant role in shaping our lives and our communities. A home is a vital part of people's lives and contributes to creating a safe, healthy and prosperous society.
- 9.2 The NPPF makes clear that when considering the delivery of new homes the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. Through the Local Plan Update, specific policies seek a range of types of accommodation for people to live in. These include market housing; affordable housing; self build and custom build homes, housing for older people and those with specialist needs, and accommodation for Gypsies, Travellers. Needs will generally be met through the delivery of an appropriate mix of accommodation on larger allocations and other larger developments. Some needs will also be met through specific allocations.
- 9.3 Changing needs will be supported by requiring a greater proportion of new homes to be accessible and adaptable, including those suitable for wheelchair users.
- 9.4 To ensure a sufficient supply and choice of housing, it is important that not only are additional new homes provided, but also that the existing housing stock and land is intended for residential use, is protected. This should ensure there is sufficient overall net gain of new homes to meet future needs.

### Policy H1: Housing mix, density and standards

1. Residential development proposals will contribute to the delivery of sustainable, inclusive and mixed communities by providing an appropriate mix of housing types, tenures, densities and sizes, to meet the existing and future housing needs of all sectors of the community, including those with specialist requirements.

#### Mix and Density

2. The mix of housing provided should reflect and respond to the identified housing needs and demands as set out in the council's most up to date evidence of housing need.
3. Development proposals should optimise density, make efficient use of land and achieve high quality design, that responds to the size, location, opportunities and constraints of the site, and is appropriate to the character and amenity of the area. Development proposals within the defined town and district centres and in urban locations with a good standard of accessibility to public transport will be expected to achieve higher densities as appropriate.

#### Accessibility

4. All residential development proposals, including those providing a form of specialist accommodation for older people (including extra care housing) will be accessible and

adaptable in line with M4(2) of the Building Regulations, unless it is built in line with M4(3) (see below).

5. Development proposals for 20 or more new build dwellings will be required to deliver at least 5% of the new housing as wheelchair accessible and adaptable in line with M4(3) of the Building Regulations.
6. Development proposals for specialist accommodation for older people (including extra care housing) will be required to deliver at least 25% of all new housing as wheelchair accessible and adaptable in line with M4(3) of the Building Regulations.
7. Development proposals that do not meet the accessibility standards will need to provide robust evidence to justify that exceptional circumstances exist.

#### Internal Space Standards

8. Residential development proposals must meet the up to date nationally described space standard for minimum internal space.

#### Mix and Density

- 9.5 To deliver a choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, it is important to plan for a mix of homes that most closely meets the identified needs of existing and future residents. This is supported by the NPPF requirement for local authorities to provide a range of housing types and sizes.
- 9.6 The mix of new homes should be provided based on current and future demographic and market trends, as well as on the needs of various groups within the community including those requiring specialist housing accommodation, the travelling community and those seeking plots for self or custom build properties.
- 9.7 The council's Local Housing Needs Assessment (LHNA) (2023) identifies the overall need for different types of market and affordable dwellings as a percentage of the Local Housing Need, which should act as the starting point when bringing forward proposals for individual sites.

**Table 7: Indicative housing mix**

| Number of bedrooms | Affordable Housing | Total Market Housing |
|--------------------|--------------------|----------------------|
| 1 bedroom          | 17%                | 5%                   |
| 2 bedrooms         | 38%                | 13%                  |
| 3 bedrooms         | 33%                | 47%                  |
| 4+ bedrooms        | 12%                | 36%                  |

- 9.8 The mix of homes should be able to react to changing circumstances and contribute to the mix of both the wider area and the development site itself. For example, there are current demands for smaller 1 and 2 bedroom properties to be provided as a mix of housing and apartments, which provides greater opportunities for private outdoor amenity space. The final mix of dwelling types and sizes will be

9.89 Applications for development proposals should be supported by:

- A scaled plan with dimensions identifying the private accesses, (car/cycle) parking on site and other (bin) storage areas.
- A plan and/or suitable photographs identifying existing on-street parking/waiting areas and restrictions near the site.
- Vehicle ownership information of existing residents.

9.90 Where it may not be possible to provide sufficient parking on-site, applications for development proposals should in addition provide:

- An assessment of accessibility to town/district/local centres and transport interchanges, exploring routes, distances and infrastructure quality that may influence travel choices.
- Surveys of parking stress (sometimes known as [Lambeth Parking Study Methodology](#)), which may include wider areas to explore displaced parking demand.

9.91 Where development proposals are likely to result in displaced parking demands, the Council will work with developers to explore appropriate and proportionate mitigation which might include planning obligations to deliver car clubs and/or the expansion of traffic regulation orders.

### Policy H9: Gypsies and Travellers and Travelling Showpeople provision

1. Provision will be made for a minimum 86 net additional pitches for Gypsies and Travellers\* in the period 1 April 2023 to 31 March 2040.
2. The accommodation needs of Gypsies and Travellers, and Travelling Showpeople will be supported and met by:
  - a) Protecting existing Gypsy and Traveller and Travelling Showpeople accommodation from redevelopment or change of use to other uses;
  - b) Allocating the sites listed in Part 3) below for additional Gypsy and Traveller pitches;
  - c) Requiring strategic scale development to include appropriate onsite provision of Gypsy and Traveller pitches as part of a mixed community; and
  - d) Approving applications for additional provision which accord with Policy H10.

#### Site allocations and delivery as part of strategic scale development

3. The sites listed below, and defined on the Policies Map, are allocated for residential caravan site use to be occupied by Gypsy and Travellers and should be used only for this purpose:

| Ref    | Site name                                    | Approx no. pitches |
|--------|----------------------------------------------|--------------------|
| SS14.1 | High Barn Farm, Commonfield Lane, Barkham    | 20                 |
| SS14.2 | Honeysuckle Lodge, Commonfield Lane, Barkham | 4                  |
| SS14.3 | Woodlands Farm, Wood Lane, Barkham           | 15                 |

|                                                                                                                                                                                                                                                                                                                                                                   |                                                 |                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------|
| SS14.24                                                                                                                                                                                                                                                                                                                                                           | Woodside, Blagrove Lane, Wokingham              | 4                  |
| <p>4. The sites listed below, and defined on the Policies Map, are allocated for sustainable, well designed mixed-use development, which includes the provision of Gypsy and Traveller pitches as per Policy SS12 and Policy SS13:</p>                                                                                                                            |                                                 |                    |
| Ref                                                                                                                                                                                                                                                                                                                                                               | Site name                                       | Approx no. pitches |
| SS11                                                                                                                                                                                                                                                                                                                                                              | Arborfield Green Strategic Development Location | 5                  |
| SS12                                                                                                                                                                                                                                                                                                                                                              | South Wokingham Strategic Development Location  | 6                  |
| SS13                                                                                                                                                                                                                                                                                                                                                              | Loddon Valley Garden Village                    | 20                 |
| <p>5. All residential development proposals for 500 or more dwellings (gross) will provide 1 Gypsy and Traveller pitch per 200 dwellings, rounded up to the nearest whole figure, as part of inclusive mixed communities.</p> <p>*In accordance with the definition at Annex 1 of the Planning Policy for Traveller Sites (2015) as updated 19 December 2023.</p> |                                                 |                    |

9.92 The NPPF together with Planning Policy for Traveller Sites (PPTS) requires local authorities to assess the size, type and tenure of housing needed by different groups and for this to be reflected in planning policies. This includes the needs of the Gypsy and Traveller and Travelling Showperson communities.

9.93 The council is required to set pitch and plot targets which address the likely permanent and transit accommodation needs of the Gypsies and Travellers and Travelling Showpeople communities. The council's Gypsy and Traveller Accommodation Assessment (2023) (GTAA) identified a need for 86 Gypsy and Traveller pitches as set out in Table 8 below. No need was identified for Travelling Showpeople. The need represents both the accommodation needs cultural households, which encompasses households which lead a nomadic lifestyle.

**Table 8: Gypsy and Traveller Accommodation Assessment Identified Need 2022/23 to 2039/40.**

| <u>Period (years)</u>                 | <u>Cultural need<br/>(pitches)</u> |
|---------------------------------------|------------------------------------|
| Short-term need (2022/23 to 2026/27)  | 35                                 |
| Longer-term need (2027/28 to 2039/40) | 51                                 |
| Total need (2022/23 to 2039/40)       | 86                                 |

9.94 Since the GTAA was published, 4 additional pitches<sup>15</sup> are expected to be granted permission. The remaining need within the plan period is therefore reduced to 82 pitches.

<sup>15</sup> Awaiting legal agreement to be signed.

- 9.95 Policy H11 allocates 4 sites specifically for Gypsy and Traveller accommodation. Together these 4 sites have the capacity to deliver approximately 43 pitches. Strategic scale developments are also expected to make a proportionate contribution to meeting the needs of the Gypsy and Traveller community. Taken together, expected permissions, specific allocations and delivery as part of strategic scale developments would contribute 78 pitches towards meeting the identified need. The remaining 8 pitches is expected to be met through windfall development proposals.
- 9.96 Provision within strategic scale development should be made in accordance with 1 pitch per 200 dwellings rounded up to the nearest whole pitch, e.g. a scheme which would equate to 2.4 pitches, should be rounded up to 3 pitches. The provision of pitches should be incorporated into masterplanning from an early stage. The council's strong preference is for onsite provision. In exceptional cases, off site provision may be acceptable provided the demonstration of genuine constraints to onsite delivery.
- 9.97 The council will be alert to, and not permit any benefit to be gained from, the subdivision of a larger site to circumvent provision. Sites in the same ownership, or where an ownership relationship can be proven, will be treated as a single planning unit/site and if the overall gross quantum of housing reasonably capable of being achieved is 500 or more dwellings, the applicant will be expected to provide Gypsy and Traveller pitches in accordance with the set standard. Additionally, attempts to deliberately reduce the number of dwellings proposed for a site to avoid the policy threshold will be strongly resisted. This is consistent with policies elsewhere in this plan, including Policy H1 and Policy DH1, which require development to make the most efficient use of land.

#### Policy H10: Traveller sites

1. Development proposals for new Gypsy and Traveller pitches and Travelling Showpeople plots will be supported where all of the criteria are met:
  - a) The site is located in a defined settlement or if in countryside, is well related to a defined settlement within or adjoining the borough;
  - b) The proposal is of a scale which does not dominate nearby settlements whether singly or cumulatively with any existing or permitted sites in the area;
  - c) Safe and suitable access to the highway network for vehicles, caravans and pedestrians can be provided and there is adequate space for the parking and manoeuvring of caravans within the site;
  - d) The scheme is sensitively and appropriately designed, including landscaping, to respect landscape character in accordance with Policies NE4, NE5 and NE6;
  - e) The proposal should be adequately serviced, or be capable of being adequately serviced, preferably by mains connections; and
  - f) The proposal provides acceptable standards of amenity for the site's occupants and does not have unacceptable impact on the amenity of neighbouring properties in accordance with Policy DH2.

In addition, Travelling Showpeople sites should demonstrate that the site has adequate space and is designed to allow for the manoeuvring, storage and maintenance of show equipment and associated vehicles.

2. Proposals for sites of mixed residential and business use will only be considered appropriate if the business use accords with Policy ER4 and would not result in an unacceptable loss of amenity to the residential occupiers or surrounding properties in accordance with DH2.

Loss of pitches or plots

3. Development proposals that would result in the net loss of existing pitches /plots, land allocated for pitches / plots, or land with planning permission for pitches / plots will only be supported when one or more of the following criteria are met:
  - a) The pitch, plot or site is no longer suitable for such use and that alternative provision on a site that is of equal or better quality is provided; or
  - b) It is clearly demonstrated that there is no current or foreseeable future need for pitches or plots in the borough.
4. Development proposals for pitches specifically to accommodate transit movements will be permitted, subject to satisfying parts 1, 2, and 3 of this policy.

- 9.98 As a guide, a Gypsy and Traveller pitch normally comprises space for a mobile home, a touring caravan, an amenity building, two vehicle spaces, and amenity space / small garden area / play space. However, it is recognised that composition can differ for reasons including site characteristics or the occupant's preference. A plot for Travelling Showpeople would typically comprise residential accommodation (in the form of mobile homes or touring caravans) and a storage and maintenance area for equipment, including fairground rides and associated vehicles.
- 9.99 The PPST recognises that Gypsy and Traveller pitches and Travelling Showpeople plots will generally be located in the countryside, given the lack of suitable available land within settlements. This is recognised within Policy H10, however proposals are expected to be well related to defined settlements so that occupiers have the opportunity to access local services and facilities. To be considered 'well related, sites generally will need to be within reasonable travelling distance by active travel modes to a nearby settlement, taking account of any barriers to movement. Proposals in the open countryside will be refused in accordance with the PPTS.
- 9.100 Policy H10 supplements other policies in the Local Plan Update such as those relating to flood risk, biodiversity and historic environment.
- 9.101 It is important that Gypsy and Traveller pitches remain available to help meet the accommodation needs of future generations. For this reason, existing and new pitches or plots will be protected from being redeveloped or being used for other purposes. This includes via applications to vary conditions which limit occupation to Gypsy and Travellers. Planning condition or legal agreement which limits the use and occupation of the site to Gypsies, Travellers, or Travelling Showpeople will be applied.
- 9.102 Gypsy and Traveller sites are considered inappropriate development in the Green Belt (in accordance with the PPTS) and are more vulnerable in terms of flood risk and with regard to the AWE offsite Emergency Plan. The provision of new pitches in Green Belt would require very special circumstances to be demonstrated in accordance with the NPPF and Policy SS6. New pitches in areas of flood risk and in

areas that would impact on the AWE Emergency Plan will generally be avoided, in accordance with Policies FD1 and SS7 respectively.

- 9.103 Where proposals are for transit provision for short term accommodation, pitches are likely to be smaller and will not be required to accommodate a residential component such as a static caravan/ mobile home, but should be sufficient to accommodate two touring caravans, two parking spaces and private amenities for each pitch. It is likely that a greater degree of flexibility can be placed on the location of transit sites with regards to proximity to settlements, which increased importance placed on accessibility to the strategic road network. This will need to be assessed on a case by case basis, but proposals for transit development will still need to be assessed against criteria 1, 2 and 3 of Policy H10.

### Policy H11: Houseboat moorings

1. Development proposals for new permanent residential moorings will be supported where:
  - a) There would be no unacceptable impact on the operational requirements of the watercourse;
  - b) There would be no unacceptable impact on navigation of the watercourse or navigational safety;
  - c) Adequate access for emergency services to the mooring(s) exists or can be provided as part of the development to ensure safety;
  - d) There is good access to services and facilities by walking, cycling and public transport;
  - e) There is adequate car parking, where relevant, taking into account the number of moorings and the location of the site;
  - f) The site is connected or is capable of being connected to suitable utilities and on site services including water supply, electricity and disposal facilities for sewage and waste, as far as is practicable;
  - g) There is no obstruction to the use of adjacent tow paths and no impediment to the safety of their use;
  - h) There would be no unacceptable impact on biodiversity of the water course, its margins and nearby areas of nature conservation;
  - i) There would be no unacceptable visual or amenity impacts to the watercourse and nearby land uses; and
  - j) There would be no restriction on the desire for increased access and opportunities to enjoy enhanced water related infrastructure facilities for all residents and visitors.
2. Development proposals for transit moorings will be supported provided they satisfy criteria 1a) – 1e) and 1g) – 1j) set out above, and:
  - a) Make appropriate provision for refuse and sewage disposal facilities which should be sited so as not cause adverse visual or amenity impact.
3. Permission for all temporary visitor moorings will be subject to a temporary occupancy condition which restricts usage to a maximum period of 14 days.

spaces around buildings is therefore necessary to ensure development proposals make a positive contribution to place. Policy H12 supplements the place making and design principles set out in Policy DH1.

- 9.113 'Tandem' development is used to describe a dwelling built behind another, the rear building having no frontage and being accessed by a private roadway or track alongside the front building.
- 9.114 Reference to principal architectural features includes chimneys, bays and other important features. All external hard surface areas should be of permeable materials.
- 9.115 The clear distinction between public and private spaces is important in contributing to the sense of continuity and enclosure for existing residents. Poorly designed spaces or the loss of spaces, associated with new development on private residential gardens, can cause overlooking and overbearing impacts on the amenity of existing neighbouring properties and gardens. Proposals for development on existing private residential gardens should therefore be consistent with Policy DH2.
- 9.116 Physical security measures includes gates and security railings. Gated communities will not be acceptable due to their adverse impact on community cohesion, and increasing the perception and fear of crime.

#### Policy H13: Retention of mobile home parks

1. Development proposals that would result in the loss of a mobile home park site, either in part or full, will only be supported if it will provide 100% affordable housing which will meet locally identified needs.

- 9.117 The NPPF recognises that a range of housing of different size, type and tenure are needed for different groups of people in the community.
- 9.118 There are a number of mobile home park sites across the borough which perform an important role in terms of providing lower cost home ownership accommodation. As a result, there is a need to safeguard the loss of these sites from redevelopment to alternative uses which would not meet a locally identified housing need.

## 10. Flooding and Drainage

- 10.1 Flood risk is a combination of the probability and potential consequences of flooding from all sources. These sources include rivers, rainfall, rising groundwater, sewers and drainage systems that exceed capacity, reservoirs, and lakes.
- 10.2 The risk of flooding is well understood, with hydraulic models being available from the Environment Agency, with further assessment undertaken by the council through the Strategic Flood Risk Assessment (SFRA). Poorly maintained or blocked drains can however cause localised issues.
- 10.3 The Local Plan Update seeks to minimise the risk of flooding by following the sequential approach set out in the NPPF and national Planning Practice Guidance. All developments are expected to be safe without increasing flood risk elsewhere.
- 10.4 One of the impacts of climate change is an increased risk of flooding. The effect of climate change has been carefully assessed and considered. In most catchments, the extent of fluvial flooding is not likely to increase significantly due to confining topography. However, climate change is predicted to result in more frequent and extreme rainfall events, increasing the frequency and severity of flooding from fluvial and surface water sources. It is therefore important that development proposals consider the future management of rainfall within the site.

### Policy FD1: Development and flood risk (from all sources)

1. Development proposals must take into account at all stages of development, and at the appropriate stage of the planning application process, all sources of flood risk, including historic flooding, current and future impacts of climate change, and cumulative impacts. Development proposals must be consistent with national policy and guidance and demonstrate how they have used, and where relevant comply with the site specific recommendations of, the Strategic Flood Risk Assessment (SFRA) to help determine the suitability of the proposal.
2. Development proposals in Flood Zones 2 or 3 must take into account the vulnerability of proposed development.

#### Sequential Test

3. Development must be guided to areas of lowest flood risk, in the first instance, by applying the sequential approach, taking into account the effects of climate change and flooding from all sources. Development proposals should ensure flood risk is not worsened for the application site and elsewhere, and ideally that betterment of existing conditions is achieved. Storm water attenuation areas should be located outside of Flood Zones 2 and 3.
4. The sequential test will not be required if one or more of the following applies:

- a) Minor non-residential extensions: industrial/commercial/leisure etc. extensions with a footprint of less than 250m<sup>2</sup>;
- b) Alterations: development that does not increase the size of buildings e.g. alterations to external appearance;
- c) Householder development: for example, sheds, garages, games rooms etc. within the curtilage of the existing dwelling, in addition to physical extensions to the existing dwelling itself. This definition excludes any proposed development that would create a separate dwelling within the curtilage of the existing dwelling e.g. subdivision of houses into flats; or
- d) Changes of use, except where the change of use is to a caravan, camping or chalet site, or to a mobile home or park home site.

#### Exception Test

5. In exceptional circumstances, development proposals in areas of flood risk will be supported where all of the following can be demonstrated:
  - a) The development proposal provides wider sustainability benefits to the community that outweigh flood risk;
  - b) The development proposal will:
    - i. Be safe for its lifetime, taking account of the vulnerability of its users
    - ii. Not increase flood risk in any form elsewhere and, where possible, will reduce flood risk overall
    - iii. Incorporate flood resilient and resistant measures into the design; and
  - c) Appropriate evacuation and flood response procedures are in place to manage the residual risk associated with an extreme flood event.

#### Flood Risk Assessment

6. An appropriately detailed, site-specific Flood Risk Assessment (FRA) is required:
  - a) For all development proposals in areas of known historic flooding from any sources;
  - b) Where there is evidence of a risk from any sources of flooding;
  - c) For all development proposals in Flood Zones 2 and 3;
  - d) For development proposals in Flood Zone 1, an assessment should accompany all proposals involving:
    - i. Sites of 1 hectare or more;
    - ii. Land which has been identified by the Environment Agency as having critical drainage problems;
    - iii. Land identified in a strategic flood risk assessment as being at increased flood risk in future; or
    - iv. Land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

- 10.5 The planning system has an important role to play in taking account of and adapting to flood risk and its long term implications. Development proposals should therefore avoid areas at the highest risk of

help to reduce flood risk or even improve existing conditions. This can include showing how the proposal retains overland flow routes.

- 10.13 National Planning Practice Guidance sets out that minor developments are unlikely to raise significant flood risk issues unless:
- They would have an adverse effect on a watercourse, floodplain or its flood defences;
  - They would impede access to flood defence and management facilities, or;
  - Where the cumulative impact of such developments would have a significant effect on local flood storage capacity or flood flows.
- 10.14 The Environment Agency and the government have also published advice on flood risk assessments in relation to minor development such as extensions and alterations.
- 10.15 Proposals will also need to have regard to the future Flood Risk Strategy for the borough and the requirements of the Flood and Water Management Act 2010, including the SuDS Approval Body.

#### Policy FD2: Sustainable drainage

1. Development proposals must ensure surface water arising, including the impact of climate change, is managed in a sustainable manner. This must be demonstrated through either a:
  - a) Site-specific Flood Risk Assessment; or
  - b) Surface Water Drainage Strategy.
- a) Development proposals will only be supported where the proposal would reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels for greenfield sites; and for brownfield sites both run-off rates and volumes be reduced to as near greenfield as practicably possible, or 40% betterment of existing, whichever is achievable;
2. The provision of SuDS should:
  - a) Be of an appropriate design (in line with the principles and local standards set out in the council's latest SuDS strategy and technical guide and any current national technical standards) to meet the long term needs over the lifetime of the development and which achieve wider social, ecological and environmental benefits;
  - b) Include a clear strategy for adoption and maintenance to the satisfaction of the council, as the Lead Local Flood Authority (LLFA);
  - c) Do not cause adverse impacts on the public sewerage network serving the development where discharging surface water to a public sewer. Any discharges should be agreed in writing by the local sewerage undertaker;
  - d) Effectively manage flood risk, improve the water environment, enhance biodiversity and mitigate and adapt to the effects of climate change;

- e) Contribute towards water quality treatment and biodiversity enhancements in line with the Water Framework Directive (WFD) and the Thames River Basin Management Plan; and
  - f) Avoid the use of underground tanks and conveyance, except when all other reasonable alternatives to provide a sustainable drainage solution have been exhausted.
3. In addition, residential development proposals of 10 dwellings or more, or non-residential development proposals of 1,000 m<sup>2</sup> or greater gross internal area, and developments in areas at risk of flooding from all sources, must incorporate SuDS as an intrinsic part of the design and layout of the proposal, unless it can be effectively demonstrated that it is not feasible within the constraints of the site.

- 10.16 Managing surface water at source is the most effective approach to ensure resilient drainage systems and to manage flood risk to the local and wider area. Sustainable drainage systems (SuDS) are designed to manage stormwater locally, to mimic natural drainage and encourage its infiltration, attenuation and passive treatment. They provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.
- 10.17 SuDS are the first choice for managing surface water. Their design should be carefully considered from the early design stages of proposed developments.
- 10.18 All development proposals are required to follow the SuDS Management Train taking account of the specific characteristics of the site and its surrounds, including layout, topography and geology. SuDS must also be designed to meet national standards as set out in CIRIA Guidance C753 or subsequent national standards introduced through the Flood and Water Management Act 2010 to ensure the future sustainability of the drainage system. They should also follow design criteria and be technically feasible.
- 10.19 Where major or strategic developments involve more than one landowner a coherent approach should be taken to surface water management to ensure delivery of strategic SuDS as opposed to multiple developments generating their own isolated approach. Minor schemes should also demonstrate how development proposals would not exacerbate existing levels of drainage or water flow, by identifying specific mitigation measures.
- 10.20 The Environment Agency publish mapping showing the extent of surface water flooding which should be used to inform development proposals.
- 10.21 The wider social and environmental aspects of SuDS can include health and well-being benefits through the protection of drinking water resources and enhanced local amenity. SuDS features should be integrated into development proposals, forming an integral part of landscape design, which can support recreational and biodiversity opportunities and open space/green infrastructure.
- 10.22 The council's SuDS Strategy (2016) contains guidance for the design and application of SuDS, to assist developers designing schemes across varying scales. The strategy is supported by the SuDS Technical Guide (2016) which sets out the technical requirements and expectations.

## 11. Natural Environment

- 14.1 It is important that development proposals conserve, maintains and enhances the special characteristics of the built and natural environment, to ensure development is sustainable in the long term, and that Wokingham Borough remains an attractive place for people to live, work and to visit.
- 14.2 The Local Plan Update places the environment at the centre of the strategy, ensuring the quality of places responds positively to the built and natural environments.

### Policy NE1: Biodiversity and geodiversity

1. Development proposals should protect and enhance biodiversity and/or geodiversity features of conservation value and implement appropriate conservation management. The degree of protection will be proportionate to the status of the site or species in terms of its international, national and/or local importance.
2. Development proposals should demonstrate through a suitable level of ecological survey information and assessment how they conserve and enhance biodiversity and/or geodiversity including their long-term management.
3. Development will only be supported where it:
  - a) Avoids fragmentation of existing habitats and provides coherent ecological connectivity and permeability that is integrated and linked to the wider green and blue infrastructure network, through the restoration, enhancement and connection of: linear features such as wildlife corridors; stepping stones; and any nature recovery networks (including links to habitats outside the borough);
  - b) Incorporates beneficial biodiversity and/or geodiversity conservation features and enhances existing features through design, layout and landscaping;
  - c) Provides or retains appropriate buffer zones between development proposals and designated sites, protected species, priority species or priority habitats or main rivers, which are informed by detailed site-based assessment;
  - d) Seeks to eradicate or control any invasive non-native species present on site; and
  - e) Is compatible with any national, regional, county, and local biodiversity action plans, Local Nature Recovery Strategy and/or other strategic conservation management plans for species or habitats.

In addition to the above, where specific identified sites are likely to be affected, the following will be taken into account:

#### Internationally Designated Sites

4. Development proposals likely to result in a significant effect on internationally designated sites either alone or in combination with other plans or projects, will not be supported unless

it can be demonstrated that the adverse effects on the integrity of the designated site can be fully avoided, mitigated and/or compensated.

#### Nationally Designated Sites

5. Development proposals that are likely to have an adverse effect on the notified features of a nationally designated site will only be supported in exceptional circumstances, and provided it has been clearly demonstrated that:
  - a) A suitable alternative site with a lesser impact than that proposed is not available;
  - b) The on-site biodiversity or geodiversity benefits of the proposal including, where applicable, the overall site or wider habitats network, clearly outweigh the impacts on the notified features of the site; and
  - c) All appropriate avoidance and mitigation measures have been proposed and secured.

#### Irreplaceable Habitats

6. Development proposals that are likely to result in the loss or deterioration of an irreplaceable habitat, (such as ancient woodland, ancient or veteran trees) will only be supported in exceptional circumstances, where:
  - a) A suitable alternative with a lesser impact than that proposed is not available;
  - b) It has been adequately demonstrated that the irreplaceable habitat cannot be retained within the proposed development scheme;
  - c) The need and benefits of the proposed development in that location and form clearly outweigh the loss or deterioration; and
  - d) Adequate compensation measures are provided on site wherever possible, and off-site where this is not feasible. The scale and quality of the compensation measures required will be commensurate to the loss or deterioration of the irreplaceable habitat and will be considered on a site-by-site basis, including their long-term management and maintenance.

#### Sites of Local Importance

7. Development proposals which are likely to have an adverse effect on a site of local importance (including priority species or priority habitats, and sites that meet the criteria for designation as a Local Wildlife Site or Local Geological Site) will only be supported where they accord with the following sequential approach:
  - a) No alternative with a lesser impact is available;
  - b) The need and benefits of the proposed development in that location and form clearly outweigh the loss or deterioration;
  - c) All proportionate mitigation measures to minimise adverse effects are included within the development proposal; and
  - d) As a last resort, secure appropriate compensation measures on-site wherever possible, and off-site where this is not feasible, including their long-term management and maintenance.

## Policy NE2: Biodiversity net gain

1. All development proposals should demonstrate a minimum biodiversity net gain of 10% (unless specified in another site allocation policy) calculated via the most up-to-date national biodiversity accounting metric and provide details of the long-term maintenance and management of the net gain. This should be delivered on site in the first instance, or through biodiversity off-setting where appropriate.

- 14.18 Biodiversity Net Gain (BNG) can be defined as “development that leaves the environment in a measurably better state than beforehand” (DEFRA, 2018). BNG will principally be achieved through a combination of retaining important features of the proposed development site and by making on site biodiversity enhancements.
- 14.19 To achieve net gain, a development proposal must have a higher biodiversity unit score after development than before development. A national biodiversity accounting metric is used to measure the biodiversity unit score of the proposed development site and what will exist after development. The most up to date Natural England biodiversity metric should be used to allow the assessment of biodiversity impact of a given development, and where appropriate the size of contribution required to offset the ecological impact of that development.
- 14.20 To demonstrate that a development proposal secures the required BNG as specified in Policy NE2 or the relevant site allocation policies, planning applications must be supported by appropriate evidence. These assessments should be undertaken by a suitably qualified and/or experienced ecologist, be consistent with national standards and guidance and will need to include a Biodiversity Gain Plan (including the completed metric calculator) to measure the net gain achieved on site or loss that would need to be compensated. Detail will be required on how the net gain will be maintained, monitored and managed.
- 14.21 The assessment should be proportionate to the scale and impact of the development and so for householder and most minor applications this will initially involve a Preliminary Protected Species Survey or Preliminary Ecological Appraisal in order to assess if further work is required.
- 14.22 The mitigation hierarchy will be applied as part of any biodiversity accounting process to ensure any potential harm to biodiversity, either direct or indirect, is avoided, such as by finding an alternative site or through appropriate design. If harm cannot be avoided it must be reduced through appropriate mitigation measures. If any residual harm remains after avoidance and mitigation then, as a last resort, compensation should be sought through biodiversity off-setting.
- 14.23 Legal obligations, planning conditions or conservation covenants will be used to secure effective avoidance, mitigation, monitoring, and compensation measures.

- 14.32 Development proposals for less than net 10 dwellings do not need to fall within a certain distance, provided that sufficient SANG is in place to mitigate the increase in residents. Proposals for 10 or more net dwellings will need to be located within the catchment of a specified SANG that has sufficient capacity. The council is supporting planned and anticipated developments from small sites by providing strategic SANG capacity.
- 14.33 Larger developments of 50 or more dwellings will normally be expected to provide their own SANG as part of the development. All Strategic Development Location allocations are required to provide SANG as a key aspect of their masterplan. All relevant standards recommended by Natural England should be met, including a financial contribution towards SAMM.
- 14.34 Where a large allocation requiring a bespoke SANG has been subdivided into smaller sites for development, developers will be encouraged to work with one another to secure an overall solution. Where this is not possible the option remains for these sites to provide an off-site SANG or purchase SANG capacity from third party providers. The release of strategic SANG to support large or unplanned developments could jeopardise the SANG capacity required to support the Local Plan Update. This would put planned development at risk of not being able to meet the Habitats Regulations and gain planning permission. The council therefore reserves the right not to provide available SANG capacity if the proposal is considered to undermine the council's SPA avoidance and mitigation strategy and/or the delivery of allocated development sites.
- 14.35 Non-residential development could also have a significant effect upon the integrity of the SPA. This could either be from linked trips including recreational use of the SPA or from workers employed close to the SPA using the area during breaks (especially lunch time). Consequently, proposals for non-residential development will also need assessing to determine whether they are likely to have a significant effect upon the SPA. Where non-residential proposals include avoidance and mitigation measures, the likely significant effects upon the SPA will have been addressed. This will be assessed on a case by case basis and in consultation with Natural England. All applications for non-residential development that are likely to have a significant adverse impact on the integrity of the Thames Basin Heaths SPA will need to be subject to Habitats Regulations Assessment.

#### Strategic Access Management and Monitoring (SAMM)

- 14.36 Developer contributions towards the SAMM project fund SPA wide bird monitoring measures to ensure adverse visitor impacts are avoided and that SANGs function effectively, as well as monitoring the overall efficacy of SANGs in the borough. Natural England acts as the host for the SAMM project. Further information, including the SAMM tariff is available on the council's website.

#### Policy NE4: Trees, woodland, hedges and hedgerows

1. Development proposals should protect and incorporate existing trees, woodland, hedges and hedgerows and ensure they are well integrated within the public realm, in a suitably landscaped setting.

2. Development proposals should ensure the existing pattern of fields, hedges and hedgerows, woodland, trees, watercourses, water bodies, underlying topography and other landscape features are retained and that the design of the scheme is integrated into the landscape.
3. The design and layout of new development should:
  - a) Provide sufficient space to enable existing trees to thrive by maintaining adequate root protection areas and space for the trunk and branches to grow;
  - b) Ensure buildings are carefully sited to limit excessive shading to residential properties;
  - c) Provide appropriate buffer zones around woodlands, including semi-natural ancient woodlands, planted ancient woodland sites, orchards, hedgerows and individual trees;
  - d) Provide enhanced and additional tree and hedgerow planting wherever possible, but particularly where there are opportunities to restore or develop habitat and landscape links between woodlands and hedgerows and between these features and other landscape or habitat features such as river corridors;
  - e) Maximise opportunities for planting urban trees, shrubs and hedges within streets and greenspace to create rich urban landscapes; and
  - f) Proposals must also demonstrate sufficient rooting volume of soil, irrigation and drainage for trees to thrive in the long term.
4. Development proposals that are likely to affect trees, irreplaceable habitats (such as ancient woodland, ancient or veteran trees), hedges or hedgerows either on-site or nearby, should:
  - a) Assess the health of all trees, woodland, hedges and hedgerows affected, describing and assessing their value and the potential impact of the development as part of an Arboricultural Impact Assessment submitted with a planning application;
  - b) Provide an appropriate Arboricultural Method Statement, including a Tree Constraints Plan and Tree and Woodland Protection Plan; and
  - c) Ensure all tree and hedge/hedgerow protection measures are in place prior to works commencing on site, commensurate with any pre-commencement planning conditions.
5. The loss, threat or damage to any tree, woodland, hedge or hedgerow of visual amenity, heritage or nature conservation value, will not be permitted unless all the following criteria are met:
  - a) The development proposal has been designed to avoid, reduce or minimise impact; and

b) Mitigation measures are incorporated as part of a development proposal, that provide equivalent character, visual amenity, heritage value, as well as habitat connectivity.

6. The natural capital of sites should be protected. Any trees, woodland, hedges or hedgerows that are damaged as a result of the construction process should be reported and replaced with indigenous tree species and native hedgerow species, by agreement with the council. The developer must bear all associated costs.

- 14.37 Trees, woodlands, hedges and hedgerows make a valuable contribution to the borough's natural environment and biodiversity. Not only are they important ecological assets, but they also form a significant part of the visual character of towns, villages and the countryside, helping to define the landscape and distinctive character of the borough. Some have heritage value as 'keepers of time and place' and for the fine historical grain they bring to our countryside, villages and towns. Individual trees are an important component of the character of many parts of the borough, particularly within Conservation Areas, helping to reinforce a landscape structure and framework for new development.
- 14.38 The borough benefits from areas of mature woodland, including ancient woodland; from ancient, veteran and notable trees. Urban areas benefit from hedges and rural areas from many hedgerows. There are also tree-lined routes, many of which are important historically, for example the historic straight rides around Finchampstead. Imposing tree-lined roads like Wellingtonia Avenue in Finchampstead are an excellent example of the important contribution trees can make to the character of the area. The Landscape Character Assessment sets out some of the history of the land within the borough, including its role as part of the wider Windsor Great Forest.
- 14.39 Urban hedges, trees and other planting form a green link from the countryside into towns and villages, particularly along Green Routes and can be important habitat corridors and stepping stones for wildlife. The removal and severing of woodland, hedges, hedgerows and trees must be avoided to guard against habitat fragmentation.
- 14.40 Woodlands, trees and hedgerows are key features within rural and urban environments and provide a range of ecosystem services, including trapping pollution, flood mitigation, reducing surface water run-off, carbon sequestration and helping to mitigate the effects of climate change. The integration of trees, woodlands, hedges and hedgerows into wider green and blue infrastructure networks, as part of well-designed development, can also assist in reducing urban heat island effects, improve air quality, provide shade and contribute positively to landscape character and amenity value.
- 14.41 Policy NE4 requires the retention and conservation of existing trees woodland, hedges and hedgerows and ensure opportunities for restoration, enhancement and management are realised wherever appropriate. Trees, woodland, hedges and hedgerows should be protected and preserved, and additional planting will be encouraged as part of new development, to further enhance the natural environment, landscape and heritage.
- 14.42 Existing trees, woodland and hedgerows will need to be surveyed and assessed in accordance with the requirements of British Standard (5837:2012) and should be incorporated into the layout of development proposals at an early stage in the design process. The design of development proposals

should allow sufficient space for the natural development of a tree, particularly the predicted height, canopy spread and root development for each species. The design should provide sufficient protection for above and below ground constraints, including the protection of roots and soil structure as a priority.

- 14.43 Development pressures around trees and areas of woodland have served to highlight the importance of protecting the borough's existing woodland. Tree Preservation Orders (TPOs) will be used to protect specific trees, groups of trees, areas of trees and woodlands. Constructive dialogue with developers will help to ensure protected trees are safeguarded from development and managed in accordance with good arboricultural practice, with full regard to public amenity, ecological and historical interests.
- 14.44 Irreplaceable habitats, such as ancient woodlands, ancient or veteran trees cannot be recreated once lost. Their unique character and the rich habitats they provide should be carefully protected and any loss or deterioration through development should be avoided. Where development may have an impact upon ancient woodland or veteran trees, the Natural England and the Forestry Commission's latest Standing Advice on Ancient Woodland and Veteran Trees and its associated Assessment Guide will be used. Notable trees are the ancient and veteran trees of the future, so they too should be retained and conserved on development sites in a manner commensurate with their status.
- 14.45 The council's Tree Strategy (2023) sets out a 10 year strategy for the management of trees in the borough. This includes the conservation and enhancement of existing trees, promoting tree planting and providing information on the benefits of trees, which together support wider ambitions to mitigate the impacts of climate change. The Action Plan supports new tree, woodland and hedgerow planting on both public and private land, in addition to guidance on the management of street trees and others owned by the council. The Tree Strategy should therefore be used to inform development proposals that may affect trees, woodland or hedgerows.

#### Policy NE5: Landscape and design

1. Development proposals will be supported where they adopt a landscape led approach which protects and enhances the character and distinctiveness of landscapes using the most up-to-date landscape studies (including the Landscape Character Assessment and Design Guide and any successor document).
2. Development proposals should be demonstrably informed by, and respond to, the distinctive characters set out in the Landscape Character Assessment and other relevant assessments, which provide an understanding of the valued characteristics, features and quality of local landscape character areas.
3. Development proposals should be accompanied by a landscape and visual impact assessment. The level of information provided should be proportionate to the scale and nature of the development proposed and should be sufficient to allow an informed assessment of the potential landscape and visual effects of the proposed development.
4. Landscape schemes should be set within an overall masterplan for the proposed development, and should:

- a) Include a structural tree, hedge and shrub planting schedule;
  - b) Incorporate landscape spaces, public realm and green and blue infrastructure to achieve a sense of place, improve health and wellbeing and mitigate and adapt to the impacts of climate change;
  - c) Incorporate effective built form and landscape transitions for rural-urban transition areas; and
  - d) Set out a long-term landscape establishment and management plan, which prescribes and protects planting and its sustainability.
5. Development proposals on or in proximity to a Green Route will only be supported where existing trees, hedgerows and hedges are retained in depth and contribute to the improvement of Green Routes through landscape schemes, including tree and hedge planting.

- 14.46 The borough's high-quality diverse landscape character with its rich cultural and natural heritage contributes to the enjoyment and overall quality of life of everyone living, visiting or passing through. Understanding this distinctive character and using this as a positive tool in accommodating necessary change will ensure that the inherent qualities and valued features of the borough's landscape will continue to be appreciated. Policy NE5 applies to both development proposals in urban and countryside locations, including those in the Green Belt.
- 14.47 The Landscape Character Assessment (LCA) forms the primary document in relation to the understanding of the valued characteristics, features and quality of the landscape character areas of the borough. The LCA should be the starting point for all development proposals. The LCA should be used in conjunction with the principles set out in the National Design Guide and the most up to date Borough Design Guide and local plan policies to produce high quality development that actively contributes towards place making and sustainable development.
- 14.48 Development proposals should be accompanied by an appropriate landscape assessment carried out in accordance with guidance from the Landscape Institute and IEMA. Depending on the scale and nature of the proposals this will either be a formal Landscape and Visual Impact Assessment (LVIA) typically as part of an Environmental Impact Assessment (EIA) or less formally as a Landscape and Visual Appraisal (LVA). Regardless of the scale of the assessment, it should address both the potential landscape effects and also the potential visual effects that may result from the development. Detailed development proposals will then be expected to respond positively to this assessment to ensure they conserve and enhance landscape character by strengthening a sense of place.
- 14.49 Landscape schemes should reinforce existing landscape character and provide suitable opportunities for new planting of trees, woodland, urban hedges and hedgerows. Species selection should be appropriate for the site conditions such as soil type and micro-climate and there is a preference for native species, especially in the countryside or on the countryside edge. When selecting species and sources of trees, due regard must be had to the expected impacts of climate change, genetic variability, disease and biosecurity. Paving, street furniture, lighting and other hard landscape features will need to be integrated into more urban schemes but it is important to avoid street clutter.

## 12. Design, Heritage and the Built Environment

- 12.1 In planning, design is the process of devising the physical form of development to create successful places. The NPPF is clear that creating high quality, beautiful and sustainable buildings and places should be a fundamental outcome of the planning and development process. Simply put, good design is inseparable from good planning and should be at the heart of every proposed development.
- 12.2 Design is not just about how a development looks but is also about how well it works and meets the needs of users and responds to constraints which may be present.
- 12.3 Good design sets a positive context for the development of successful places and sustainable communities. Good design can respect and provide a strong sense of place, encourage walking, cycling and other healthy behaviours, and contribute to more vibrant and vital public places.

### Policy DH1: Place making and quality design

1. All new development must be of high-quality design to endure over the lifetime of the development and create a strong sense of place. A development proposal will be considered of high quality design where it achieves the following design principles:

#### Context

- a) Reinforces or creates a positive sense of place and local distinctiveness through design that reflects and enhances the local natural, cultural and historic character of the area;
- b) Does not prejudice by way of design and layout, the comprehensive development of a wider opportunity;
- c) Where relevant, takes an integrated approach to placemaking which allows people to safely and conveniently access the services they need within and beyond the site;

#### Identity

- d) Respects and enhances the local, natural and historic character of the area, paying particular attention to siting, layout, urban grain, rhythm, density, height, scale, bulk, massing, proportion, enclosures, materials and detailing;
- e) Embraces opportunities for innovative design and new technologies, where appropriate, which sympathetically complement or contrast with the character and appearance of an area;

#### Built form

- f) Provides a layout and form that delivers energy efficient buildings in accordance with Policy CE1;
- g) Optimises the efficient use of land, with higher development densities provided in town centres and other sustainable locations;

#### Movement

- h) Provides safe and easy access and movement for pedestrians, cyclists, public transport, cars and service vehicles. The layout of a site must be connected, permeable, legible and inclusive, with good natural surveillance and maximise opportunities for, and prioritisation of, active and sustainable travel in accordance with Policies C1, C2, and C3;
- i) Delivers secure and conveniently located cycle parking facilities, public transport infrastructure (where relevant), and well-considered vehicle parking (including factors such as their location and ease of access for users) where this is required, including suitable Electric Vehicle charging points, that accords with the requirements of Policies C5 and C6 and which minimises the visual impact of the parking arrangements;
- j) Provides service access to commercial uses which makes efficient use of space, is well integrated with other land uses, and ensures highway safety;

#### Nature

- k) Retains, protects and integrates existing natural features including trees and hedgerows, water bodies, and landscape features;
- l) Includes appropriate new landscaping and green infrastructure as an integral part of the proposal, maximising opportunities to deliver diverse ecosystems and biodiverse habitats and strengthens wildlife corridors in a manner consistent with achieving net biodiversity gain in accordance with Policy NE2;
- m) Pay particular attention to ensuring new streets are tree-lined in a manner that enhances identity and the attractiveness of active travel routes;
- n) Where appropriate, incorporates SuDS that have been considered by the applicant early in the design process and that are well integrated into development layout, in accordance with Policy FD2;

#### Public spaces

- o) Delivers streets and public spaces that are attractive, particularly at the pedestrian level, incorporating features of visual interest (including public art) wherever possible. Streets and public spaces must be designed to be functionally inclusive with the ability to be managed for the long term;
- p) Provides sufficient levels of high-quality, usable private and public amenity space which is clearly delineated through the incorporation of high-quality soft and hard boundary treatments;
- q) Creates safe spaces that are designed to encourage positive social interaction and to discourage crime and disorder, and the fear of crime. Places with strong levels of natural surveillance and active frontages are expected;

#### Uses

- r) Creates places that foster active healthy lifestyles in accordance with Policy HC1;
- s) Includes a suitable mix of uses, depending on the scale and location of the development;
- t) Delivers places that are accessible to all, including people of all ages, those with disabilities, and other vulnerable members of the community;

Homes and buildings

- u) Provides acceptable standards of amenity, privacy and daylight for occupiers, and does not unacceptably affect the amenity of the locality or surrounding properties in accordance with Policy DH2;
- v) Provides good quality internal environments with adequate space for users. In the case of residential buildings, this should include adaptable spaces suitable for home working and compliance with internal space standards as set out at Policy H1;
- w) Makes the most efficient use of land and existing buildings. New development should be designed to be adaptable, so that, wherever possible, it can be used with flexibility over time;

Resources

- x) Minimises energy demand and maximise energy efficiency in accordance with Policies CE1, CE2 and CE3;
- y) Provides adequate measures for the storage of waste, including recycling waste bins, in a manner that is integrated into the proposal to be conveniently located for occupants and for collections, and to minimise visual impact;
- z) Maximises opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

Lifespan

- aa) Uses high quality materials and external finishes that are durable and will weather attractively.

2. Masterplans and Design Codes will be required for larger and more complex developments to agree an overall vision and strategy for a development as a whole, which demonstrates a comprehensive and inclusive approach to design.

12.4 A sense of place is about ensuring that development responds in a holistic way. The Building Better, Building Beautiful Commission notes that new development should be designed to fit into the life and texture of the place where it occurs and should also aim to be an improvement of that place. In that context, Policy DH1 seeks to ensure that all new development across Wokingham Borough is of the highest possible design quality.

12.5 For new development to comply with Policy DH1, the National Design Guide, and be of the highest possible design quality, applicants should demonstrate a positive response to the following 10 characteristics of a well-designed place:

- Context;
- Identity;
- Built form;
- Movement;
- Nature;
- Public spaces;
- Uses;
- Homes and buildings;

- Resources;
- Lifespan.

- 12.6 The principles of the National Design Guide and other national design guidance, including Secured By Design will be supplemented through the use of more detailed local design guidance. These include the council's Borough Design Guide Supplementary Planning Document, Neighbourhood Development Plans and other documents such as Village Design Statements and Conservation Area Appraisals.

#### Policy DH2: Safeguarding amenity

1. Development proposals must ensure there are no unacceptable impacts on the amenity of existing or future occupiers. This includes the impact of individual development or, cumulatively, in combination with other development.
2. Development proposals should be sensitively designed and provide measures to avoid and/or mitigate against existing or potential impacts, in terms of:
  - a) Loss of privacy and overlooking;
  - b) Unacceptable overshadowing and a loss of daylight/sunlight;
  - c) Visual intrusion, dominance or undue sense of enclosure, or an overbearing impact or harmful loss of outlook;
  - d) Noise, vibration and disturbance;
  - e) Artificial light pollution;
  - f) Odour, dust and fumes; and
  - g) Crime or the perception of unsafe environments.
3. Development proposals that would generate regular movements of HGVs and commercial traffic in residential areas must demonstrate how the impacts of noise, vibration, dust and fumes will be minimised in both the construction and operational phases.
4. Where necessary and appropriate, to protect the amenity of neighbouring occupiers planning conditions will be used to restrict hours, area(s) and the type(s) of use or operation.

- 12.7 It is important that development proposals do not lead to an unacceptable quality of environment for those living or working nearby. All new development should create a high-quality environment for those who will use or occupy new buildings and spaces. Policy DH2 seeks to ensure that standards of amenity are protected. Other policies in the Local Plan Update contribute towards protecting amenity by setting out the approach to specific issues, such as noise and air pollution.

- 12.8 The design, scale, siting and orientation of buildings should be carefully considered regarding daylight sunlight and overshadowing. Development proposals should take account key principles in the Borough Design Guide, in addition to any best practice guidance, such as the 'BRE site layout planning for daylight and sunlight, a guide to good practice' (2011) (or any successor document) to avoid a significant loss of light within habitable rooms and the overshadowing of public or private outdoor amenity areas. Designs

- 12.13 It is noted that the changes to the Use Class Order now mean buildings used for retail purposes can change to other uses (such as restaurants, offices, or residential) without planning permission, that could have an impact on the function of shop fronts. However, conversions to alternative uses which require operational development will still be expected to maintain an active frontage that respects the appropriate character of the centre and/or primary shopping area. This also allows for natural, active surveillance, that enhances safety and security of the centre.

#### Policy DH4: Advertisements and signage

1. Development proposals for advertisements and signage will be supported where:

- a) The design, including materials, size, colour, noise, lettering amount and type of text, illumination and luminance, and location of the advertisement respects the scale and character of the building on which it is situated and the surrounding area, especially in the case of a heritage asset or within a conservation area;
- b) They will not have a harmful impact on the amenity of adjoining uses, and
- c) They will not have a detrimental effect on public and highways safety.

The cumulative impact of advertisements and signage will be taken into account, and a proliferation that detrimentally affects visual or aural amenity, or a cluttered street scene will not be acceptable.

- 12.14 Advertisements and signage are common features, in particular in retail and commercial areas and play a role in providing information and helping to identify uses and occupiers. However, adverts and signage can be unattractive if poorly sited and designed. The management of advertisements and signs is therefore important to protect the quality, character and appearance of the street scene and local distinctiveness.
- 12.15 To maximise the positive aspects of advertisements and signage, careful consideration will be given to the size, location, materials, details, and method of illumination of proposals together with their impact on architectural features and especially heritage assets.
- 12.16 In areas such as town and district centres where advertisements and signage are more prevalent, it is important to avoid visual clutter. A balance therefore needs to be met between commercial requirements and the impact on the environment, public safety and amenity.

#### Policy DH5: The historic environment

1. Designated heritage assets, including Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens, are irreplaceable resources that, subject to their significance, should be conserved for the benefit of future generations.

2. Development proposals should conserve and, wherever possible, seek to enhance, the archaeological, architectural, artistic or historic interest of all heritage assets, including the contribution made by their setting. This will be achieved through:
  - a) Identifying and understanding the heritage assets that may be affected by the proposed works, at an early stage in the design process;
  - b) Supporting works that secure the sensitive use, enjoyment, conservation and/or enhancement of heritage assets and their settings, particularly in relation to designated assets identified as being at risk; and
  - c) Retaining and/or incorporating existing features or details of historic or architectural interest and/or design quality into the scheme through the sensitive design of development.
3. Where development proposals have the potential to affect a heritage asset and/or its setting, a heritage assessment should be prepared in a level of detail proportionate to the asset's importance. This assessment should be submitted as part of a planning application and should describe the significance of the heritage asset and its setting, before assessing the potential impact of the proposal on its significance.
4. Development proposals that would cause substantial harm to, or total loss of significance of a designated heritage asset, will not be supported unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm, or where all the following criteria apply:
  - a) The nature of the heritage asset prevents all reasonable uses of the site;
  - b) No viable use of the heritage asset can be found through appropriate marketing that will enable its conservation;
  - c) Conservation by grant-funding or another form of not-for-profit, charitable or public ownership is demonstrably not possible; and
  - d) The harm or loss is outweighed by the benefit of bringing the site back into use.
5. Where a development proposal would cause less than substantial harm to the significance of a designated heritage asset, clear and convincing justification will need to be provided to demonstrate the public benefits of the proposal that could not otherwise be achieved. The level of public benefit must outweigh any harm to a designated heritage asset.
6. Local Historic Parks and Gardens and Areas of Special Character are included on the Policies Map. All non-designated heritage assets are identified and recorded on the council's website.
7. Development proposals should demonstrate how the traditional, historical, local and special character of a building, area, park or garden and its setting has been preserved and enhanced. This will enable an assessment of the degree of harm to, or loss of, non-designated heritage assets, balanced against their significance, the positive contribution made by the development and the extent to which any harm can be justified or mitigated.

3. The scale, proportions, design, workmanship and materials of development proposals in relation to the existing heritage asset;
4. Understanding the, sometimes complex, relationship between historic buildings and their surroundings; and
5. Retaining original or historic park and garden or landscape features.

12.24 Development proposals affecting heritage assets should include a proportionate level of supporting information to identify the significance (heritage interest) of the asset and to convey the exact nature of the proposals, and their impact on that significance. This should also include mitigation that is proportionate to both the impact on and the significance of the heritage asset, and where possible positive opportunities to conserve and enjoy heritage assets. Where loss is unavoidable and justified, an exercise recording this loss and advancing knowledge should be undertaken (noting that the ability to record historic evidence is not a consideration in deciding whether an application will be granted permission). Supporting information should include:

1. Detailed survey drawings and plans, elevations and sections;
2. Use of appropriate references such as, for designated assets, the National Heritage List for England (NHLE) (maintained by Historic England) and, for both designated and non-designated assets, the Berkshire Historic Environment Record and the Berkshire Historic Landscape Character Assessment (maintained by Berkshire Archaeology), or other relevant information held in a public record office; and
3. For assets of archaeological interest, an appropriate desk-based assessment; and, where necessary, a field evaluation; and draw upon specialist expertise and guidance as appropriate.

12.25 Care should be taken to understand and assess the implications of development on the setting of heritage assets and of development within the setting of assets, drawing on Conservation Area Appraisals where relevant. Where a development proposal is permitted that would result in harm to, or the loss of, the significance of a heritage asset, developers will be required to record and advance the understanding of the significance of that asset, in a manner appropriate to its importance and proportionate to the impact, and to make that evidence publicly accessible.

#### Policy DH6: Archaeology

1. Development proposals should be accompanied by a detailed archaeological assessment where:
  - a) The development has the potential to affect a scheduled monument or a non-designated heritage asset of archaeological interest;
  - b) The site is within or in proximity to an Area of High Archaeological Potential, or
  - c) The site is within a location where archaeological remains are known or suspected to exist.
2. The archaeological assessment should be in the form of a desk-based study that explains the significance of any archaeological remains, using suitable references such as the Historic

Environment Record and, where necessary, a field evaluation. The assessment must explore and explain any likely impact of development upon the archaeological remains.

3. Development proposal should take appropriate measures to protect any archaeological remains by preservation in situ. Where an assessment of archaeological potential demonstrates this is not justified or proportionate, applicants will be responsible for the excavation, recording and archiving of remains.

- 12.26 The council will work with Berkshire Archaeology, developers and their heritage consultants to ensure that the appropriate level of archaeological evaluation, as well as measures to protect and preserve remains are undertaken. This will be assessed on a site-by-site basis and the level of preservation will be appropriate to the significance of the remains.
- 12.27 Where archaeological remains cannot be preserved in-situ, people undertaking development should record their significance and make this publicly accessible, by depositing any evidence with the relevant Historic Environment Record (Berkshire Archaeology) and depositing any remains in local museums. The cost of recording and depositing any remains will rest with the developer.

#### Policy DH7: Equestrian development

1. Equestrian development proposals will be supported in principle, as a means of boosting the rural economy, provided it has been demonstrated all the following criteria have been met:
  - a) The scale and intensity of the proposed development, including any subdivision of field(s) and earthworks, is compatible with the site's location and satisfactorily relates to existing field accesses, tracks and bridleways;
  - b) The proposal includes the re-use of existing building(s) wherever practicable and viable;
  - c) The location of new buildings, stables, yard areas and associated facilities respect the amenities of surrounding occupiers;
  - d) Site layout, highways and parking arrangements demonstrate safe access and egress for horse boxes, delivery vehicles and specialist waste collection vehicles; and
  - e) Estimated trip generation rates are provided to assess the impact on local highways, including from feed/hay deliveries, livery visitors including owners and farriers.

Where the proposed development is located in the Green Belt, it will additionally be expected to accord with Policy SS6.

- 12.28 Equestrian activities are popular in Wokingham Borough and include licensed riding establishments, livery yards, stables and associated facilities for public, private and domestic use. People considering development proposals should carefully consider natural surveillance, site security, vehicle access and animal welfare.

## 13. Healthy and Safe Communities

- 13.1 A key part of the vision of the Local Plan Update is to focus on the needs of communities. This includes achieving healthy and safe places which facilitate social interaction through the provision of places to meet and be active. It also means ensuring people are not subject to the adverse effects of some land uses and traffic, such as pollution.

### Policy HC1: Promoting healthy communities

1. Vibrant, healthy and safe communities will be promoted through a high-quality environment with local services to support health, social and cultural wellbeing and help contribute to reducing deprivation and inequalities in the borough.
2. Development proposals should consider impacts on the health and wellbeing of new and existing residents, by including measures that contribute to healthier communities and reduce inequalities. This includes the creation of high quality, active, safe and accessible places.
3. Development proposals will be supported where they:
  - a) Contribute to the health and wellbeing priorities of the borough, including those outlined in the Berkshire West Health and Wellbeing Strategy and Wokingham Health and Wellbeing Strategy (and any other successor or associated document);
  - b) Support the provision of new or improved health facilities, in consultation with the borough's Health and Wellbeing Board, Integration Partnership, the Buckinghamshire, Oxfordshire and Berkshire West (BOB) Integrated Care Board and NHS England; and
  - c) Protect existing health facilities in line with Policy HC2: Community Facilities.
4. Residential development proposals of 10 dwellings or more, or non-residential development proposals of 1,000 m<sup>2</sup> or greater gross internal area must include a Health Impact Assessment (HIA).

- 13.2 The built and natural environment has a direct impact on the health and wellbeing of individual people and communities. It can strongly influence behaviour, including travel patterns and physical activity levels as well as social connectivity. Places should therefore support healthy lifestyles, including opportunities to interact socially, in a safe and accessible environment.
- 13.3 Through the planning process, development proposals can positively improve quality of life, with new development presenting a valuable opportunity to provide new spaces and places that promote, encourage, and influence healthy behaviours. An objective across policies in the Local Plan Update is to improve health and wellbeing by protecting and promoting the health and wellbeing of communities, including through the quality of housing, tackling climate change, and access to community facilities.

### Policy HC5: Environmental protection

1. Development proposals will only be supported where it can be demonstrated that individually, or cumulatively in combination with other schemes, they do not have an unacceptable impact, either during the construction phase, or when completed, on:
  - a) Human health, well-being or safety;
  - b) Residential and public amenity;
  - c) The quality of land, including soils and the subsurface;
  - d) Air and Water quality (including surface water and groundwater); and
  - e) Other sensitive receptors, including the natural environment.
2. Development proposals should demonstrate how an assessment of all potential environmental risks has been undertaken.

- 13.26 The planning system has an important role in directing the location of development to ensure it does not give rise to pollution or other hazards. Pollution can be anything that affects the quality of land (including soils and the subsurface), air or water, that may have an adverse impact on human health, the natural environment or public amenity. Examples of pollution may include but are not limited to, noise, vibration, light, air quality, radiation, gas emission or the degradation of soil and water resources from their natural state.
- 13.27 Pollution, both new and historic, can have a considerable impact on the local environment and on the health, well-being and quality of life enjoyed by individuals and communities. The impact of both new and existing sources of pollution should be taken into consideration when considering the location of development. Development proposals which place sensitive receptors (such as new housing, a school or nursery) in proximity to the source of pollution, would not be considered appropriate where the sources of pollution cannot be satisfactory mitigated.
- 13.28 The council is committed to protecting existing areas of land of good environmental quality and, where possible, reducing adverse effects on the natural environment through changes in activities or from new development. Development proposals should seek to maintain existing areas of land of good environmental quality and improve quality where possible. Opportunities for such improvements should be incorporated at the design stage or through a development's operation. This will be achieved through the combination of avoiding any additional impacts to, and the minimisation and mitigation of historic pollution on, all proposed sites. All development proposals shall take into account the most up-to-date, relevant best-practice guidelines.

## Policy HC6: Air pollution and air quality

1. Development proposals should maintain, and where possible improve air quality.
2. Development proposals should consider the prevailing air quality and potential impacts upon air quality arising from airborne particulates, dust and odour associated with the construction and operation of a proposal (including vehicular traffic).
3. Air Quality Assessments can demonstrate how prevailing air quality and potential impacts upon air quality have been considered and how air quality will be maintained at an acceptable standard through avoidance and mitigation measures. Development proposals are likely to require an Air Quality Assessment where:
  - a) The site is located within an Air Quality Management Area (AQMA);
  - b) The development has the potential to impact on air quality within an AQMA either on its own or in combination with other development;
  - c) It has the potential to impact on the implementation of Air Quality Action Plans or Local Air Quality Strategies, either on its own or in combination with other development;
  - d) The site is located within or close to an urban area that is known to experience higher levels of airborne particulates from vehicle emissions;
  - e) The site is within proximity to a source of air pollution which could present a significant risk to human health, protected species, or irreplaceable habitats; or
  - f) The type of development would mean its occupiers would be particularly sensitive to air pollution, such as schools, health care establishments or specialist accommodation.

- 13.29 Poor air quality is recognised as a significant environmental health risk that contributes to chronic illnesses, with air pollution now attributed to reducing average life expectancy. Air pollution is not only harmful to human health, productivity and wellbeing, it also harms the natural environment, from individual plant and animal species to wider habitats and entire ecosystems.
- 13.30 Air pollution in the borough primarily relates to pollutants emitted from road transport vehicles, and specifically chronic exposure to nitrogen dioxide (the annual mean). Other pollutants of concern include particulates PM10 and fine particulate matter (PM2.5) along with those specified in the National Air Quality Strategy. The National Air Quality Strategy stipulates that all local authorities must assess air quality in their area and submit an Annual Status Report including progress implementing Air Quality Action Plans and Local Air Quality Strategies. Development proposals will be expected to have regard to the latest available strategy.
- 13.31 Local Authorities have a duty to work towards achieving national air quality objectives. In areas where residents are exposed to pollutants in excess of specified limits, Air Quality Management Areas (AQMA) are declared. The annual Air Quality Action Plan describes the pollution reduction measures required, including targets and progress. AQMA can be revoked where there is sufficient confidence that all objectives are being met.

- 13.32 Three AQMAs have been declared in the borough at the time of writing. The M4 AQMA covers an area along the route of the M4, as it transects Wokingham encompassing adjacent properties and part of the A329 where it passes under the M4. The two other AQMAs relate to specific urban areas, the crossroads in Twyford village centre and Wokingham town centre.
- 13.33 Developers will be expected to take air quality matters into consideration when considering and preparing development proposals. Promoting the use of public transport, and active travel alternatives to private vehicles, and providing services and amenities close to new development will help to reduce carbon emissions and air pollution.
- 13.34 Where it is identified that a development proposal will result in a harmful increase in emissions, measures should be identified to mitigate this increase. Mitigation measures could include the revised design of the proposal or a low emissions strategy, comprising a package of measures to reduce transport related emissions. A low emissions strategy will be specific to individual developments and is dependent upon the exact nature and location of the site. Other mitigation methods may include, but are not limited to, planting green roofs/walls, placing residential accommodation at higher levels within mixed used property developments, or using specific types of paving that absorb NO<sub>2</sub>. In some exceptional circumstances, it may be necessary for the developer to fund mitigation measures elsewhere within the borough, to offset any increase in pollutant emissions arising from the proposed development.

#### Policy HC7: Light pollution

1. Development proposals that include outdoor lighting should be sensitively designed and appropriately located to avoid obtrusive light, such as excessive glare and intrusive light spillage, and protect the amenity of immediate and wider neighboring residential properties (both existing and proposed).
2. Development proposals that include outdoor lighting should submit a Lighting Appraisal in accordance with current guidance from the Institute of Lighting Professionals (ILP) (or similar body), national guidance and British Standards. Lighting schemes should adopt the minimum level of luminance to adequately serve the needs of end users.
3. All reasonable steps should be taken to avoid obtrusive light, including sky glow, on sensitive receptors such as wildlife corridors, Local Wildlife Sites and protected species. Where avoidance is not possible, adverse impacts must be identified and mitigated.

- 13.35 Where it is used appropriately, artificial lighting can help to provide an accessible, safe and secure environment. Planning decisions should limit the impact of light pollution to protect local amenity, intrinsically dark landscapes and wildlife.

**Table 10: ILP Environmental Zones for Exterior Lighting Control.**

| Zone        | Lighting Environment                    | ILP examples of types of environmental zones                                                |
|-------------|-----------------------------------------|---------------------------------------------------------------------------------------------|
| E1 Natural  | Dark (SQM 20 to 20.5)                   | Relatively uninhabited rural areas, National Parks, Areas of Outstanding Natural Beauty etc |
| E2 Rural    | Low distinct brightness (SQM ~15 to 20) | Sparsely inhabited rural areas, village or relatively dark outer suburban locations         |
| E3 Suburban | Medium distinct brightness              | Well inhabited rural and urban settlements, small town centres of suburban locations        |
| E4 Urban    | High distinct brightness                | Town/city centres with high levels of night time activity.                                  |

#### Policy HC8: Noise pollution

1. Development proposals must demonstrate how noise impacts have been addressed, to protect sensitive receptors, including existing and proposed dwellings.
2. The noise impact of the proposed development must be assessed. Where there is no adverse impact (no observed effect level), noise pollution will not be a material consideration.
3. Where there is an adverse effect (ranging from the lowest observed adverse effect level to a significant observed adverse effect level), then the following approaches must be taken in the order listed:
  - a) The development layout must be reviewed. Where this results in there no longer being an adverse impact then design and mitigation measures should be incorporated accordingly;
  - b) Where there is still an adverse impact, the internal layout must be reviewed. Where this results in there no longer being an adverse impact, then design and mitigation measures should be incorporated accordingly;
  - c) Where there is still an adverse impact, physical mitigation measures such as barriers/mechanical ventilation must be considered. Where this results in there no longer being an adverse impact, these measures should be incorporated accordingly;
  - d) Where there is still an adverse impact and the development falls within the significant observed adverse effect level, then planning permission will normally be refused.
4. Adverse impacts on sensitive environmental receptors, such as wildlife corridors, should be avoided or comprehensively mitigated where avoidance is not possible.

13.42 Excess noise and vibration can have a harmful impact on sensitive receptors and lead to a loss of amenity in the immediate area of the source of noise pollution. It is important that the location of



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## Parking Standards Study Report Consultation Document

Wokingham Borough Council

October 2011



**WOKINGHAM**  
BOROUGH COUNCIL

| Issue/revision | Issue 1                                                                                                                                               | Revision 1            | Revision 2            | Revision 3             | Revision 4             | Revision 5                          |
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# 1 Introduction and Policy Context

## 1.1 NEED FOR THE STUDY

1.1.1 A parking strategy was produced for Wokingham in 2003 setting out parking standards. This is now out of date and a new parking standards document is required to support the Local Development Framework Core Strategy. Specifically, the revised parking standards will be adopted in the Managing Development Delivery Development Plan Document (DPD).

## TERMS OF REFERENCE

## 1.2 BACKGROUND

1.2.1 Historically Wokingham has a relatively high level of car ownership. According to the 2001 census Wokingham had one car for every 1.64 persons compared with an average of 1.87 for the southeast and 2.17 in England. This level of car ownership places a pressure on space for parking, especially in areas built when car ownership was much lower.

1.2.2 Our understanding of the travel behaviour of drivers and how they interact with the built environment has changed and improved. In particular, our understanding of how new layouts affect the behaviour of its users has improved.

1.2.3 This change of philosophy and understanding now needs to be incorporated within Local Government guidance to improve the environment in and around Wokingham.

1.2.4 Parking can have an effect on the environment, travel patterns, streetscape, social inclusion, congestion and traffic safety. Therefore, specifying the correct type and amount of parking and considering its location and layout is important in Wokingham. The parking standards document is intended to address these issues and provide general guidance to promoters, developers, council officers and the general public.

## 1.3 PARKING STANDARDS STUDY REPORT

1.3.1 This report will cover:

- Car parking considerations;
- Issue and problem identification;
- Formulating (design) guidance;
- Recommended parking standards;
- Transport Assessments and Travel Plans; and
- Sustainability Appraisal.



---

## 1.4 WORDLIST AND ABBREVIATIONS

1.4.1 For ease of reading this report, please find a list of common words and abbreviations used throughout:

**Accessibility** – the ability to travel to and from services, shops and other centres by means of non-car modes.

**Allocated Parking Space** – a parking space for the use of one property only whether within the curtilage of a property or not.

**Car Parking Allocation** – the number of car parking spaces to be provided for a site or individual property within the design.

**Car Parking Standard** – a rate or number of space per unit required by a local authority.

**Car Ownership** – the number of cars owned by a population of residents

**GFA – Gross Floor Area**

**Modal shift** – a quantifiable measure of the transfer of the means of travelling from the private car to a more sustainable form of travel.

**PTW – Powered Two Wheeler**

**Smarter Choices** – refers to a range of measures which encourage changes in travel patterns and behaviour for example, travel planning, teleworking, changes in working hours, use of different routes, services or travel modes

**SUDS (Sustainable Drainage Systems)** – a form of drainage that reduces or negates the need to transport rainwater runoff off-site for disposal. Often includes the filtration of run-off, attenuation and/or infiltration.

**Unallocated Parking Space** – a parking space for use by any resident or visitor to a site.

---

## 2 Car Parking Considerations

### 2.1 INTRODUCTION

2.1.1 This chapter details the importance of parking standards and the need to review and update standards to keep abreast of changes in legislation. Furthermore, this chapter describes important aspects, including car ownership and the environment, which much be considered when determining appropriate parking standards.

### 2.2 THE PURPOSE OF PARKING STANDARDS

2.2.1 The growth in car ownership in recent years, and the current over reliance on car travel, has a detrimental effect on people's quality of life in terms of increased congestion and pollution. Better management of vehicle use can be gained through improved controls on parking. Subsequently, better management of non-residential parking can encourage an increase in sustainable travel behaviour, which can include modal shift and an increase in the use of sustainable travel modes. However, car parking also has a connection to social inclusion and more restricted access to a vehicle may have an associated social cost.

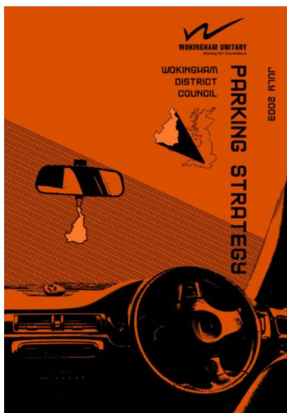
### 2.3 THE NEED TO UPDATE PARKING STANDARDS

2.3.1 Wokingham Borough is constantly changing as new development is built. The way a person travels changes and adjusts to meet their local needs. It is important to ensure that parking standards keep pace with the changing built and natural environment so that parking facilities best serve the needs of the Borough's population, whilst ensuring this is balanced with quality of life and environmental objectives.

2.3.2 Improvements in our understanding of how the design of development areas influences the way people live and travel has led to more modern guidance being produced. The application of historic design standards, however well intentioned, has resulted in problems with parking in recent developments, for example excessive on-street parking. Part of this work on parking standards seeks to avoid this problem being increased or replicated.

2.3.3 To ensure housing supply is maintained, new areas of development are planned within Wokingham. It is important that up to date guidance on how these developments will address parking is produced to ensure that the highest possible quality of built environment is delivered, and that adequate provision and design for parking is provided.

2.3.4 Development in Wokingham, particularly in terms of new housing is carefully defined by the Local Development Framework (LDF) process. This process has identified Strategic Development Locations (SDL). These locations will be supported by improvements in transport infrastructure and services which will be designed to encourage more sustainable travel patterns. The provision of parking is an important element in the overall design of these SDLs, as parking is a major factor in influencing travel. A careful balance needs to be achieved between allowing Wokingham residents to own cars, whilst encouraging use of alternative modes of travel and not allowing car parking to dominate the urban landscape. Although it is likely most development will occur in these SDL's these updated standards need to cover all areas of the borough and all types of development which may come forward in the future.



2.3.5 Video and photographic evidence feeding into this review has been collected at the following site and a discussion is provided in Section 3.1.

## 2.4 HISTORIC PARKING GUIDANCE

2.4.1 Planning Policy Guidance 13 (PPG13), 2001, provides the current national framework for the planning of transport in England. The key theme is a general aim to reduce the parking provision at new developments as part of a package of measures to encourage sustainable travel. It states (in paragraphs 49 to 59) that this should be achieved by:

- Not requiring developers to provide more spaces than they themselves wish;
- Encouraging shared parking;
- Where appropriate, introduce and/or take advantage of on-street parking controls to minimise parking provision and prevent displacement parking; and
- Provide safe, convenient and secure cycle parking, and consider motorcycle parking.

2.4.2 In response authorities across England originally set maximum parking standards for different categories of development. National maxima were set in PPG13 for retail, assembly and leisure, business, higher and further education and stadia. Noticeably, no maximum was set in PPG13 for residential development.

2.4.3 PPG13 emphasised that meeting the maximum parking standards does not automatically make a proposal acceptable. The key message is that parking should be provided in concert with a package of measures to encourage the use of sustainable transport. Similarly, where it can be shown that parking provision restricted to maximum standards would affect road safety, provision in excess of these may be acceptable.

2.4.4 While demand can be influenced by measures in place to encourage sustainable travel, as raised in PPG13, it is car use that is more heavily affected by accessibility rather than car ownership. Similarly, reduced parking provision does not necessarily restrain parking demand but is more likely to result in unexpected on-street and displacement parking. PPG13, when it was originally launched, included a maximum parking provision for housing of 1.5 spaces per dwelling. This was soon “clarified” by government (by letter to all planning authorities) to seek an “average” across their planning area of around 1.5 spaces per dwelling.

2.4.5 The more recent update, Planning Policy Statement 3 (PPS3), 2006, advised that residential parking should take account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. Recent guidance reflects this, encouraging flexibility, security and activity in the layout and a demand based approach to provision. PPS3 (paragraph 51) advises LPAs to develop residential parking policies for their areas.

2.4.6 More recently, in January 2011, the Local Government Secretary and Transport Secretary jointly announced that limits on car spaces for new homes and guidance on higher parking charges are to be scrapped. This removes the requirement for councils to limit the number of parking spaces allowed in new residential development, given that the Government believes that these rules led to an increase in on-street parking congestion, putting the safety of drivers, cyclists and pedestrians at risk. The emphasis of the current guidance is to give councils the freedom to set parking policies that are right for their areas.



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2.4.7 In Wokingham Borough, the Executive Committee has agreed (28 October 2010) that parking standards will be applied in such a way as to provide appropriate vehicular parking, having regard to car ownership and, in particular, that those standards will have regard to the potential level of vehicle ownership/use, property size and the availability of high quality alternative means of transport.

2.4.8 It may, however, be appropriate to make a judgement about any reduction in car parking provision resulting from (and in some cases in support of) initiatives to encourage sustainable travel, usually presented in a Travel Plan, e.g. life style and city centre developments.

2.4.9 The Traffic Management Act 2004 places a duty on local traffic authorities to ensure the efficient movement of traffic on their road network and those networks of surrounding authorities. The Act gives authorities additional powers to better manage parking policies, moving traffic enforcement and the coordination of street works.

2.4.10 The Transport Act 2000 enables local traffic authorities outside London to introduce road user charges and workplace parking levies to help tackle congestion as part of a local transport plan.

2.4.11 The UK is committed to reducing its carbon emissions by the year 2050 and the impact of parking on car use is an important consideration.

2.4.12 At the time of drafting this report it is anticipated that guidance will be issued by the new coalition government on planning issues, especially the implications of the “localism” agenda for LPAs to consider and address.

2.4.13 However, general feedback from Wokingham councillors and the public is that recent developments (from 2001 to date) have not provided for adequate off-street parking and that poor layout and design (from historic guidance in Design Bulletin 32 and Places, Streets and Movement) have contributed to on-street parking issues.

## 2.5 DEFINING PARKING PROVISION

2.5.1 Car parking areas can vary in form, from designated off-street parking bays, to ‘on-street’ in areas without waiting restrictions. In this study parking has been considered in the following areas:

### **Off-street:**

- Formalised car parks with or without marked bays

2.5.2 Car parks are common in high density development areas or where high demand exists. Design and management is critical to providing an effective service including: enforcement, layout and signage. Car parks can dominate the visual setting of an area and consideration is needed to ensure they are designed to minimise this impact. They may have areas of landscaping, be hidden underground or within buildings or be broken down into smaller areas.

- Garages and Car ports

2.5.3 Garages are sometimes accepted as allocated parking spaces but research suggests that more than 50% of garages are used for storage and not for car parking<sup>1</sup>. Major factors in using a garage for parking include storage space within a property, size

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<sup>1</sup> Resident Car Parking Provision for Bournemouth, Poole and Dorset – Interim Guidance (2010) and Residential Car Parking Research for Department of communities and Local Government (2007).

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of the garage and availability of parking on-street or at the property. Car ports, an alternative to garages which provide some shelter from the weather are not enclosed and, therefore, are not useful for general storage. These need to be sited in areas of natural surveillance to provide secure parking.

- Driveways

2.5.4 Driveways are one of the most popular residential parking areas in Britain. Parking on driveways is allocated parking and provides flexible space within a property. Care needs to be taken with the space dimensions specified as these can cause issues with vehicles overhanging the footway and highway and obstruction of pedestrian access to properties.

- Parking Courts

2.5.5 In residential areas, parking courts may be provided. These small parking areas need to be appropriately located to be convenient for the users, be located in areas of natural surveillance, preferably by the vehicle owners and be integrated into the development in terms of street scene, to form part of the visual landscape, but not dominate it.



- Underground car parks and Under-crofts

2.5.6 Under-croft and basement parking can be a useful parking design tool in addition to being an efficient use of space. Due to the enclosed nature, thought must be given to security of these areas. Flooding should also be considered, if the area floods regularly it may not be appropriate to use below ground level parking. However, structures built on top of parking can be designed to protect property if there is a risk of a rare, but serious, flooding event. Ventilation also needs to be a key consideration when designing underground and/or under-croft parking.

**On-street:**

- Marked bays and unrestricted areas of highway in developments

2.5.7 Designated on-street unallocated parking spaces provide many benefits to a street design:

- They bring people onto the street giving it a more active use
- They are often convenient for drivers, and
- Can be used for multiple purposes at different times of the day

2.5.8 Unrestricted on-street parallel parking has a long history in Britain. The practice arose not from design but from the rise in car ownership and a historic housing stock built when the car was less prevalent. This form of parking may be acceptable when accommodated in the design and where the width of the carriageway is adequate, and vehicles speeds are low. On-street parking can be a natural form of traffic calming encouraging lower vehicle speeds.

**Motorcycle Parking:**

2.5.9 Motorcycle parking is the provision of a dedicated space for parking of a motorcycle or Powered Two Wheeler (PTW).

**Cycle Parking:**

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2.5.10 Cycle parking is as two types:

- Long term parking storage, which needs to be secure and covered such as at home or at a place of work; and
- Short stay cycle parking for visitors or customers, which may be in the form of a loop which the cycle might be locked against or a Sheffield stand in a convenient, overlooked location.

## 2.6 THE BASIS FOR DETERMINING PARKING REQUIREMENTS

2.6.1 For most use classes, parking allocation is based on the floor area of the development expressed as Gross Floor Area (GFA). The scale of the GFA is used as a standard approximation of the number of visitors and staff and hence the number of cars visiting the site. Parking for leisure class uses is often based on the capacity of the facility and the duration of stay per person. For residential sites the allocation tends to be based on the number of bedrooms in each dwelling which in turn dictates the number of spaces required for the whole site.

2.6.2 The accessibility of a site by other modes of transport will also have an effect on the level of parking required. To take account of this, high accessibility zones have been defined locally, within which parking standards could be reduced (in discussion with planning and highway officers) due to the travel choices available. For more information on travel planning see Section 6.2.

2.6.3 However, whilst having a travel plan will not automatically reduce parking requirements, there is a strong likelihood that a properly implemented travel plan could reduce parking demand and therefore may be considered when assessing parking provision.

2.6.4 The final number of spaces required will vary depending on whether spaces are designated as allocated to a property or unallocated. It is generally desirable to have a proportion of spaces unallocated rather than wasting parking capacity by allocations to a dwelling which may not require it. The shared use of parking spaces ensures improved usage. This is particularly relevant when fractions of parking spaces are distributed through a residential layout.

2.6.5 When the correct overall number of spaces has been calculated it should be rounded up to the nearest whole number e.g. if 4.25 spaces are required, the allocation would be five spaces. In addition, on large developments the assessment will be carried out in sections of the site to ensure any shared spaces are located close to the dwellings they serve. This may sometimes result in half spaces being rounded up to whole spaces in more than one section.

2.6.6 The approach provided within this document should be regarded as only a starting point in any discussions with the Borough Council, as it should be recognised that each development site will need to be assessed on its own merits within the wider context of the area within which the development sits.

2.6.7 It is strongly recommended that any developers discuss in detail the parking requirements with Council Officers regarding the flexibility of standards in the local development context. This is likely to be more important under the coalition governments "localism" agenda for planning.

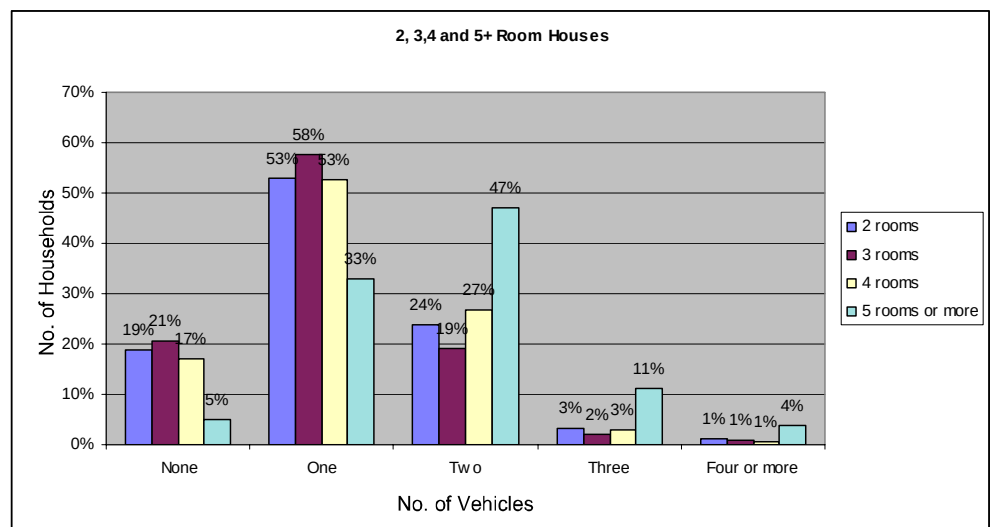
## 2.7 WOKINGHAM CAR OWNERSHIP

2.7.1 Whilst one of the key factors affecting levels of car ownership within a residential development is property size, categorised in terms of the number of habitable rooms, car ownership can vary greatly between properties of the same size.

2.7.2 Data was obtained from the Office of National Statistics regarding car ownership for houses and flats of different sizes within the Wokingham Local Authority area. The results were analysed separately for house and flats and these can be seen in Figures 2.1 and 2.2 below, respectively.

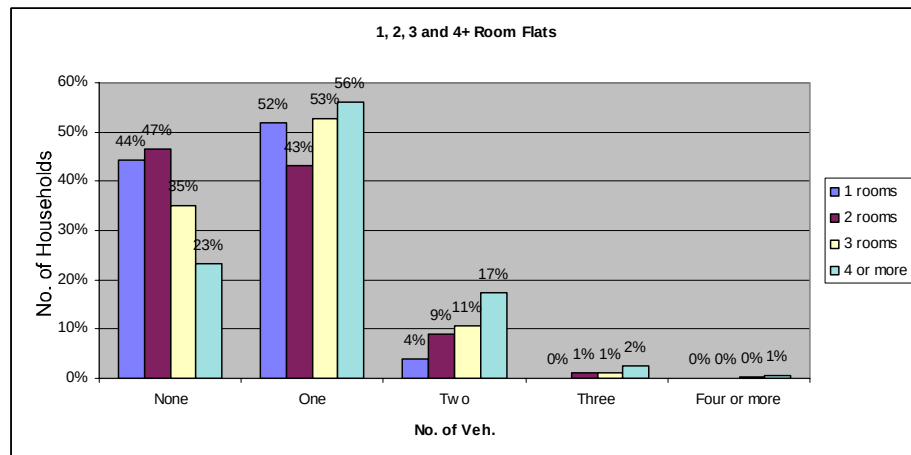
2.7.3 The graph of car ownership for houses in Wokingham, shown in Figure 2.1 below, shows that, generally, there is little variance in the levels of car ownership between 2, 3 and 4 bed houses. As can be seen in Figure 2.1, 5 bedroom houses are the anomaly. The data shows that approximately one in five houses do not own a car; just over half own one car and one quarter own two cars. This analysis does not take account of the tenure of houses i.e. rented, privately owned or shared ownership

**Figure 2.1: Wokingham Car Ownership for Houses.**



2.7.4 Compared to houses the statistics for flats within Wokingham show that a much larger proportion of flat occupiers do not own a car. For flats with one or two habitable rooms, 46 % of flat occupiers, on average, do not own a car. Furthermore, one third of three room flat occupiers do not own a car. The results show that the majority of flat occupiers that do own a car, own either one or two cars.

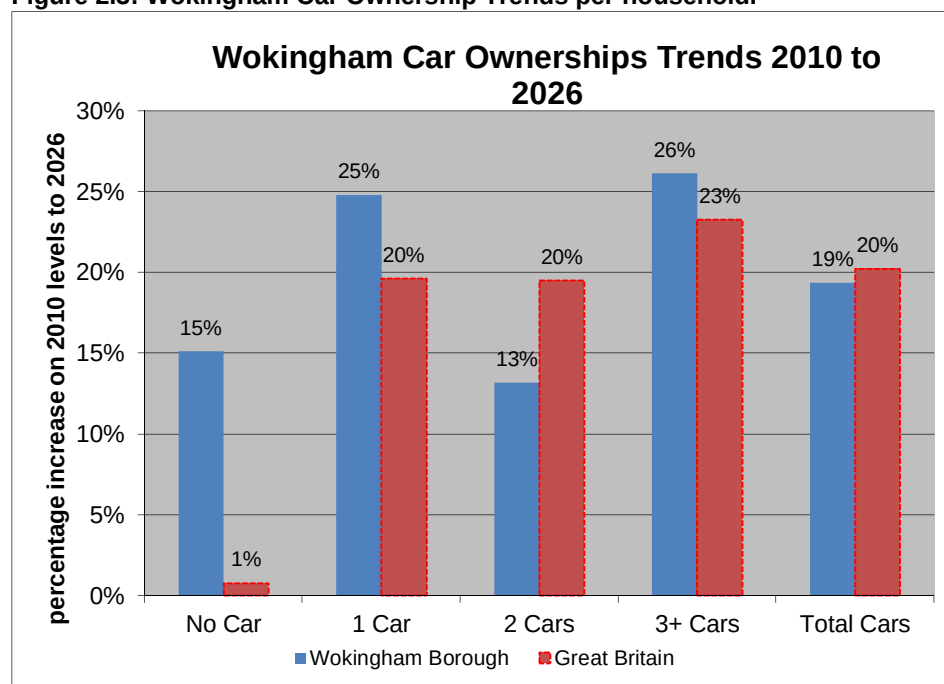
**Figure 2.2: Wokingham Car Ownership for Flats.**



## 2.8 THE EFFECTS OF CAR OWNERSHIP TRENDS

2.8.1 According to TEMPRO<sup>2</sup> 6.2 the growth forecasting software tool, total car ownership is expected to increase by 19% by 2026, from current 2010 levels across Wokingham Borough. The graph in Figure 2.3 shows the percentage increases in household ownership of cars between 2010 and 2026 for Wokingham Borough, compared to the national average for Great Britain. By 2026 there will be a 15% increase in households that do not own a car, which is greater than the National average increase of 1%. The largest increase can be seen for 1 and 3 car households, which are expected to increase by 25% and 26% respectively, with households owning 2 cars expected to increase by 13%.

**Figure 2.3: Wokingham Car Ownership Trends per household.**



<sup>2</sup> TEMPRO is a modelling tool designed to allow users to look at the growth in trip ends, using actual and forecast data supplied by the Department for Transport. TEMPRO also allows users to look at trends in the growth of trip ends in terms of the car ownership profile.

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## 2.9 ENVIRONMENTAL CONSIDERATIONS

2.9.1 Parking provision at all non-residential developments has an important impact on travel patterns. Supplying the correct level and design of parking can encourage sustainable travel behaviour. The use of travel plans and other smarter choices initiatives is important to reduce pressure on parking. More information on Smarter Choices and travel planning is included in Section 6.2.

2.9.2 Car parking for residential development located within, or close to, town centres needs to be considered carefully. Reduced parking standards do not necessarily lead to reductions in car ownership and can lead to localised parking problems. Taking into consideration the available travel opportunities on a site-by-site basis and providing the appropriate level of car parking from the outset, in tandem with a Smarter Choices strategy, could alleviate localised parking issues and also encourage residents to leave their vehicles at home.

2.9.3 Parking often requires hard landscaped areas within its designs. Sufficient consideration needs to be given regarding provision of drainage for these areas. For new parking areas a SUDS system is likely to be preferred. Most parking area will require filters such as petrol interceptors, although pollution filtration may be an integrated part of a SUDS system. Advice on the use of SUDS and pollution control for parking can be gained from the Environment Agency. New arrangements for the future maintenance of SUDS are contained within the Flood and Water Management Act, and may have implications on the design of these systems.



2.9.4 Efficient design to minimise land take for parking such as secure basement parking, for example, allows more space including for potential wildlife habitats, balancing the impact of the development on the environment.

2.9.5 Parking areas may require softening with landscaping and vegetation. Parking should be integrated into the streetscape. It should not be hidden but equally should not dominate the street scene. Car parking areas can be dual use where these areas are used mostly during one part of a day. For instance, residential parking may not be fully utilised during the day and instead, might be used for amenity space during this period.

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## 3 Issue and Problem Identification

### 3.1 INTRODUCTION

3.1.1 In order to set appropriate parking standards for Wokingham Borough, it is imperative to understand current issues so that these might be tackled and avoided through revised guidelines.

3.1.2 This chapter considers the issues in relation to:

- Residential parking;
- Allocated and unallocated parking;
- Car free development;
- Business, retail and school parking;
- Leisure and community parking;
- Parking for commercial vehicles, bicycles and powered two wheelers;
- Provision for blue badge parking and electric buggies;
- Parking for car clubs and car sharing, parent and child parking and private hire vehicles;
- Mixed use parking;
- Urban areas;
- Extensions and change of use;
- Provision for electric vehicles;
- Waiting restrictions and planning obligations;
- Commuted sums for parking; and
- Transport Assessments.

3.1.3 To understand the issues in better detail, a number of surveys were undertaken at locations that have been through the planning process under prevailing parking standards.

### 3.2 RESIDENTIAL PARKING

3.2.1 Video and photographic surveys were undertaken for recently completed developments (between 2004 and 2009) within Wokingham. These developments are shown in the Table 3.1 below.

**Table 3.1: Video and Photographic Research Sites in Wokingham**

| No. | Development                                     | Area           | Year of Completion | Approx. No. of Homes. |
|-----|-------------------------------------------------|----------------|--------------------|-----------------------|
| 1   | Dowles Green (Off Keephatch Road)               | Wokingham      | 2005/07            | 169                   |
| 2   | Poperinghe Barracks (Poperinghe Way)            | Arborfield     | 2006/07            | 76                    |
| 3   | Songbird Close (Church Lane)                    | Shinfield      | 2004/06            | 144                   |
| 4   | Barn Croft Drive (Marsh Farm)                   | Earley         | 2006/07            | 149                   |
| 5   | Shinfield Park (Former Met Office College Site) | Shinfield      | 2008/09            | 310                   |
| 6   | Ducketts Mead (Former ARS Site)                 | Shinfield      | 2008/09            | 75                    |
| 7   | Cutbush Lane                                    | Shinfield      | 2007/08            | 165                   |
| 8   | Church Lane (The Manor)                         | Shinfield      | 2007/08            | 97                    |
| 9   | Benham Drive,                                   | Spencer's Wood | 2007/08            | 121                   |
| 10  | Wheatsheaf Close                                | Winnersh       | 2008/09            | 36                    |
| 11  | Jersey Drive (Off Chatsworth Avenue)            | Winnersh       | 2007/08            | 209                   |

3.2.2 In addition to these surveys, specific car parking beat surveys were undertaken for sites: 1, 2, 3, 4, 6, 9 and 11. These surveys were completed for an average weekday and weekend in September and included surveys prior to 5am in the morning and after 10pm in the evening, the survey results are shown in Appendix A.

3.2.3 Records of on-street and off-street parking levels were recorded as well as parking on verges, soft landscaping, footways and in “no parking” designated areas.

3.2.4 Research was also completed by examining the annual monitoring reports at the council. The information extracted included the number of units built, the split of bedroom numbers (unit size) and total number of parking spaces.

3.2.5 A further survey was conducted to record the total number of garages provided on each of the development sites.

3.2.6 The video and photographic surveys demonstrated a consistent level of issues with large volumes and inappropriate on-street parking.

3.2.7 The main observations on inappropriate parking included:

- Parking on, or partly on, the footways including: parking on driveways where the vehicle is overhanging the footway and parking with 2 wheels on the carriageway and 2 on the footway



- Parking on bends, at junctions or at traffic calming



- Parking on verges or landscaped areas such as grassed areas and hard landscaped areas.



- High volumes of unattractive and obstructive parking on the highway



3.2.8 The main cause of inappropriate parking appears to be that parking restraint, applied through the planning process and not physical restraint, in residential developments does not discourage car ownership in excess of the anticipated parking provision. Insufficient provision causes parking on the highway in areas which are not designed to accommodate or resist parking at the considerably high levels observed at the surveyed sites.

3.2.9 Parking is mostly provided as allocated parking on a per property basis and this is not the most efficient use of space.

3.2.10 From the observations made during these surveys it is apparent that the level and problems associated with “on street parking” were related to the way that parking was provided, in terms of the type of space and the design of development with regard to parking.

3.2.11 Recent developments have often been designed with a setback from garages or gates providing half a driveway. This has caused a prevalence of parking with half a car overhanging onto adjacent footways, as shown in the selection of photographs below.



3.2.12 Manual for Streets (MfS) suggests garages can only be determined as allocated parking on a site-by-site basis and this will depend on factors such as:

- The availability of other spaces, including on-street parking. Where this is limited, residents are more likely to park in their garages;
- The availability of separate cycle parking and general storage capacity. Garages are often used for storing bicycles and other household items; and
- The size of the garage. Larger garages can be used for both storage and car parking.

3.2.13 In respect of the last point above, MfS states that many local authorities are now recommending minimum garage sizes of 6m by 3m. A brief search has revealed that Reading, Hampshire and West Berkshire councils use this standard. It is recommended that Wokingham adopted this standard, and include for garage door size of 2.4m wide by 2.1m height. Where the garage could be used for cycle storage as well as car storage the overall dimensions should be increased to 7m by 3m.

3.2.14 Furthermore, national research has shown that less than 50% of garages are actually used for car parking. The figures in Table 3.2 below have been derived from previous research and current policy guidance. This behaviour can place additional pressure on car parking in developments where cars park alternatively on-street, instead of within garages.

**Table 3.2: Garage Use Data.**

| Location              | Percentage of Garage Use for Car Parking | Research Source                                                                                        |
|-----------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Unknown               | 33%                                      | Department for Communities and Local Government (DCLG) - Residential Car parking Research, (2007), WSP |
| Various Sites England | 44%                                      | ODPM - Car Parking Standards and Sustainable Residential Environments, (2204), WSP                     |
| Waterside Park, Kent  | 36%                                      | Surveys of garage use at Ingress Park and Waterstone Park, Dartford, Kent, Scott Wilson                |
| Oxfordshire           | 45%                                      | WSP and Phil Jones Associates (2006) unpublished research                                              |

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3.2.15 To examine this affect in Wokingham, a new development site at Chatsworth Avenue, Winnersh (Jersey Drive), was examined with respect to car parking allocation. The site has 209 dwellings as shown in Table 3.1. The existing parking standard for Wokingham suggested 365 parking spaces should be allocated to the site. However, the approved planning layout of the development provided for 386 spaces, including 107 garage spaces and the rest on drives and in parking courts. This equates to 279 visible (where cars are visible) off-street parking spaces.

3.2.16 An early morning visit was made to the Chatsworth Avenue site, where a parking beat survey was undertaken and numbers of parked vehicles were counted. This revealed:

- 358 visible 'off-street' parked vehicles; and
- 43 'on-street' parked vehicles (14 of which were parked on-street, either obscuring the footpath or parked on verges).

3.2.17 Therefore, a total of 401 parked vehicles were observed on site; 122 vehicles over the allocated number of visible parking spaces (being 279).

3.2.18 Using the assumption that 50% of garages are used for storage, it might have been expected that 332 visible vehicles would be noted to be parked off-street. The survey results show that there were 26 more vehicles parked in such locations. Not to mention the additional 43 vehicles parked on-street which were unallocated.

3.2.19 The additional vehicles observed on site imply that other factors, in addition to the idea that 50% of garages are used for storage rather than as vehicle parking, could be involved. These other factors could include:

- The percentage of garages used for storage is underestimated in this example;
- The allocated parking provision within the development causes an imbalance in available spaces (for example, a 3 bedroom house has 2 allocated spaces but only one car);
- The dimension of garages is considered to be too small to park a vehicle; and, or
- Allocated parking is not where residents want to park (e.g. near their residence).

3.2.20 It is recommended that further site specific research is undertaken to identify the actual factors involved in surplus residential parking and to confirm / enhance the national garage usage research. Household surveys as part of residential existing travel planning within the Borough could be used to collate this information.

### 3.3 ALLOCATED AND UNALLOCATED PARKING

3.3.1 The split between allocated parking and unallocated parking can affect the efficiency of the use of space and the layout of the development. This is due to the variation in parking demand between one property and another, for example where one property is car free but the next, of a similar size, has two or more cars.

3.3.2 A combination of both allocated and unallocated parking can often be the most appropriate solution. There are several advantages to providing a certain amount of unallocated communal parking and it is recommended that there should be a presumption in favour of including some in all residential layouts. Key considerations for communal parking are that it:

- only needs to provide for average levels of car ownership;
- allows for changes in car ownership between individual dwellings over time;
- provides for both residents' and visitors' needs; and
- can cater for parking demand from non-residential uses in mixed-use areas, which will tend to peak during the daytime when residential demands are lower.

3.3.3 An example of the benefits of applying allocated and unallocated parking to a 20 property development compared to general practice is described below.

3.3.4 Table 3.3 below, Columns A to G, represents a typical situation where the WBC Appendix 8 Local Plan car parking standard (Column C) has been applied so that all spaces are allocated to a property (Column D). The table then shows the actual levels of car ownership per dwelling (Column E). As can be seen in Columns F and G, this method has resulted in some properties being allocated more spaces than they have cars, resulting in vacant spaces (Column F) and some properties having fewer spaces than they have cars, resulting in additional cars being parked on-street (Column G). The latter could well include cars parking in unsatisfactory locations such as those detailed in Paragraph 3.1.3 above.

**Table 3.3: Example development demonstrating provision and demand for spaces**

| A            | B     | C        | D                | E             | F             | G                | H                                                                               | I                                                                    | J                                                               | K                             |
|--------------|-------|----------|------------------|---------------|---------------|------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------|
| Property No. | Size  | Standard | Allocated Spaces | Car Ownership | Vacant Spaces | Parked On street | To provide for demand using allocated parking (linked to data in columns D & E) | To provide for demand using unallocated parking (linked to column E) | Provision using a combination of allocated & unallocated spaces |                               |
|              |       |          |                  |               |               |                  |                                                                                 |                                                                      | Spaces Allocated*                                               | Unallocated Spaces required** |
| 1            | 1 bed | 1        | 1                | 0             | 1             | 0                | 1                                                                               | 0                                                                    | 0                                                               | 4                             |
| 2            |       |          | 1                | 0             | 1             | 0                | 1                                                                               | 0                                                                    | 0                                                               |                               |
| 3            |       |          | 1                | 1             | 0             | 0                | 1                                                                               | 1                                                                    | 0                                                               |                               |
| 4            |       |          | 1                | 0             | 1             | 0                | 1                                                                               | 0                                                                    | 0                                                               |                               |
| 5            |       |          | 1                | 2             | 0             | 1                | 2                                                                               | 2                                                                    | 0                                                               |                               |
| 6            |       |          | 1                | 1             | 0             | 0                | 1                                                                               | 1                                                                    | 0                                                               |                               |
| 7            | 2 bed | 1.5      | 2                | 2             | 0             | 0                | 2                                                                               | 2                                                                    | 0                                                               | 8                             |
| 8            |       |          | 1                | 0             | 1             | 0                | 1                                                                               | 0                                                                    | 0                                                               |                               |
| 9            |       |          | 1                | 3             | 0             | 2                | 3                                                                               | 3                                                                    | 0                                                               |                               |
| 10           |       |          | 2                | 1             | 1             | 0                | 2                                                                               | 1                                                                    | 0                                                               |                               |
| 11           | 3 bed | 2        | 2                | 2             | 0             | 0                | 2                                                                               | 2                                                                    | 0                                                               | 3                             |
| 12           |       |          | 2                | 3             | 0             | 1                | 3                                                                               | 3                                                                    | 1                                                               |                               |
| 13           |       |          | 2                | 1             | 1             | 0                | 2                                                                               | 1                                                                    | 1                                                               |                               |
| 14           |       |          | 2                | 1             | 1             | 0                | 2                                                                               | 1                                                                    | 1                                                               |                               |
| 15           | 4 bed | 2        | 2                | 2             | 0             | 0                | 2                                                                               | 2                                                                    | 1                                                               | 6                             |
| 16           |       |          | 2                | 2             | 0             | 0                | 2                                                                               | 2                                                                    | 1                                                               |                               |
| 17           |       |          | 2                | 2             | 0             | 0                | 2                                                                               | 2                                                                    | 1                                                               |                               |
| 18           |       |          | 2                | 3             | 0             | 1                | 3                                                                               | 3                                                                    | 1                                                               |                               |
| 19           |       |          | 2                | 1             | 1             | 0                | 2                                                                               | 1                                                                    | 1                                                               |                               |
| 20           |       |          | 2                | 3             | 0             | 1                | 3                                                                               | 3                                                                    | 1                                                               |                               |
| TOTAL        |       | 4.5      | 32               | 30            | 8             | 6                | 38                                                                              | 30                                                                   | 9                                                               | 21                            |
|              |       |          |                  |               |               |                  |                                                                                 |                                                                      | *Allocated spaces to aid marketing of higher value properties   |                               |
|              |       |          |                  |               |               |                  |                                                                                 |                                                                      | ** Difference between columns J & E                             |                               |

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3.3.5 With the evidence that 6 vehicles are being parked on-street, it can be deduced that insufficient allocated parking has been provided for at this location. However, we know from Columns D and E that 32 parking spaces have been provided in total and that there are only 30 vehicles in total on the site.

3.3.6 Column H shows that, using parking standards and catering for demand, a total of 38 allocated spaces would be required. An increase of 6 spaces compared with just applying the standards. This would ensure that all vehicles on the site can be parked off-street. If parking on the site was provided entirely by off-street unallocated parking (Column I), a reduction of 2 spaces from the standard could be achieved, whilst still catering for demand.

3.3.7 However, it is recognised that having allocated spaces for larger properties, most commonly a driveway, is seen as enhancing a property value. Columns J and K show how many parking spaces could be provided on site through providing a mix of allocated, to cater for larger properties, and unallocated parking. This shows that demand could be catered for through providing a mix of 30 allocated and unallocated parking spaces, a reduction of 2 from the standard (Column D).

3.3.8 The above example using historic WBC LP standards shows the benefits of basing parking provision and allocation on parking demand compared to current standards / practice. The methodology provides flexibility to allow a developer to decide how best to design parking within their development to meet the calculated demand and to minimise space wasted by vacant allocated spaces. Also a lower provision of allocated spaces can be supplemented with unallocated spaces to achieve more flexible site wide parking provision. The advantages of this method are to minimise surplus on street and inappropriate parking within the development.

3.3.9 The above methodology is proposed to provide a more (land) efficient parking provision, by considering and applying the local parking demand for a development. The residential parking demand for Wokingham to be applied to new developments has been calculated in Appendix B with tables for developers to use and an illustrative example in Section 5.13

### **Habitable rooms to bedrooms**

**3.3.10** Parking standards have generally been calculated on the basis of the number of spaces per bedroom. However, the research undertaken for DCLG was based on habitable rooms (taken from the census definition, see footnote). Using habitable room data provides for a more efficient and flexible assessment of how dwellings could be adapted over time. As a result the parking demand calculations are based on properties according to the number of habitable rooms<sup>3</sup>. To assist developers and planners a conversion factor has been provided to convert from habitable rooms to bedrooms. The tables in Section 5.12 are based on a conversion from the Dorset Parking Study, however it is accepted that further local research is required to obtain a more local conversion factor for the Wokingham Borough area.

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<sup>3</sup> The Census defines number of habitable rooms as follows:

The count of the number of habitable rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. If two rooms have been converted into one they are counted as one room. Rooms shared between households, for example a shared kitchen, are not counted.

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## Visitor Parking

3.3.11 Visitor parking should be served by unallocated parking including on-street provision. For developments where at least 50% of the parking provision is unallocated no additional provision needs to be made for visitor parking.

3.3.12 For developments located in town centres and other locations with good accessibility by non-car modes, and where on street parking is controlled, it is often appropriate to omit visitor car-parking spaces.

3.3.13 Where appropriate, visitor parking should be calculated as part of the allocated and unallocated parking calculation as described in Section 5.13.

## 3.4 CAR FREE DEVELOPMENT

3.4.1 Car free development, as a new approach to modern urban living, is supported in Government Planning Policy Guidance (PPG) including: PPS3 on housing and PPG13 on transport, as well as in their urban white paper: 'Our towns and cities: the future - delivering an urban renaissance' (DETR, 2000) and the Mayor of London's Transport Strategy and London Plan.

3.4.2 This is a planning policy for new housing schemes where space traditionally reserved for car parking is instead used for more housing units or greener uses such as more play spaces and cycle parking. Residents of car free housing schemes are not eligible for on-street parking permits.

3.4.3 Car Free development can refer to either development with no allocated parking or developments with no vehicle access. This does not necessarily prohibit car ownership. Car Free development of either type is more popular in the Greater London area where levels of accessibility are far higher. Car Free schemes outside of London are unlikely to be viable unless located in areas with excellent public transport links, especially rail, with good access to local shops and facilities by modes other than private car.

3.4.4 Low allocation schemes may be more popular where exemplar standards of public transport access are provided including rail, and where travel plans and smarter choices measures are present.

3.4.5 Car free or low parking provision schemes require to be:

- easily accessible by public transport;
- near a range of amenities, including shops and leisure activities;
- within a highly enforced controlled parking zone; and
- need to be supported by a robust travel plan which actively encourages the use of sustainable modes of travel e.g. through the provision of bus travel tokens or reduced/free cycle provision and car clubs.

3.4.6 Car free housing can contribute to:

- making Wokingham a less car dependent place to live, work and visit
- reduce traffic congestion and pollution
- improve the quality of the environment
- encourage more travel on foot, by cycle and by public transport



3.4.7 The development of car free housing contributes to tackling climate change. Motorised transport is responsible for over 25% of carbon dioxide (CO<sub>2</sub>) emissions which leads to global warming and climate change.

3.4.8 Car free housing is being introduced in cities such as London, Cambridge, Brighton, Edinburgh, Amsterdam, Berlin and Bremen.

3.4.9 However, it is highly unlikely that car free schemes would be acceptable to local residents (for fear of overspill parking), developers (viability and attractiveness of sites) and buyers (who will still own cars). They are also highly politically sensitive.

3.4.10 It is unlikely that Car Free developments in Wokingham would be appropriate, given car ownership levels and limited public transport options in some areas.

### 3.5 BUSINESS PARKING

3.5.1 Parking for business development needs to balance the accessibility and need for parking, together with the future viability of the site for attracting businesses and employees.

3.5.2 Businesses should, wherever possible, encourage employees to adopt sustainable travel patterns. Reducing single occupancy car journeys for work purposes should be a core aspiration for employers. This is best achieved through the use of smarter choices measures implemented through travel plans (see section 6). A balance is required between providing the access a business needs for its operations, space requirements, increasing efficiency and the cost attributed to providing parking and attracting / retaining staff. These are important considerations in determining the amount of parking required.

3.5.3 To support sustainable travel measures, the availability of car parking and, or cost of use should be carefully controlled. The provision of parking in terms of attracting staff, the savings in terms of land availability and environmental benefits need to be balanced.

3.5.4 In highly accessible locations, such as Wokingham Town centre, lower allocations of parking provision may be considered. In these cases employees could travel by public transport or by car share to get to and from work. In town centre areas where land is more valuable, reducing car parking has the additional benefit of releasing land for other purposes.

3.5.5 The effect of restricting parking at the work destination rather than at the home is that Wokingham residents' capacity to own a vehicle is not affected and those that work in town centres such as Wokingham, Reading or Bracknell are further encouraged to use their vehicle less.

### 3.6 RETAIL PARKING

3.6.1 There is a wide diversity of parking that can take place for retail uses. Food and non-food uses can generate different levels of demand and can therefore be treated separately. Retail bulk goods such as supplied at garden centres or DIY stores also attract more parking due to heavier take away goods, and changes in facilities, discussed below, can lead to longer durations of stay (affecting parking accumulations).

3.6.2 The increase in provisions of cafes and restaurants in DIY and garden centres also has the effect of increasing dwell times and affecting parking accumulations. It is suggested that careful consideration is given to planning applications which seek to



make internal changes to these types of retail use and the implications for parking, especially at busy periods such as bank holidays. In these instances, careful management of the site will be required and it is suggested that conditions are imposed that require management plans for different scenarios to be provided at the planning stage.

3.6.3 In retail centres such as those in Wokingham and Woodley, parking is provided centrally in public car parks. It is assumed that any new non-food retail development located within 250 metres of a public car park in Wokingham town centre will have its customer car parking provided centrally in this way. The proposed parking zone is illustrated in Figure 3.1 below. A similar proposed zone is illustrated in Woodley in Figure 3.2 (larger versions of Figures 3.1 and 3.2 are given in Appendix C).

**Figure 3.1: Proposed Wokingham Retail Parking Zone.**

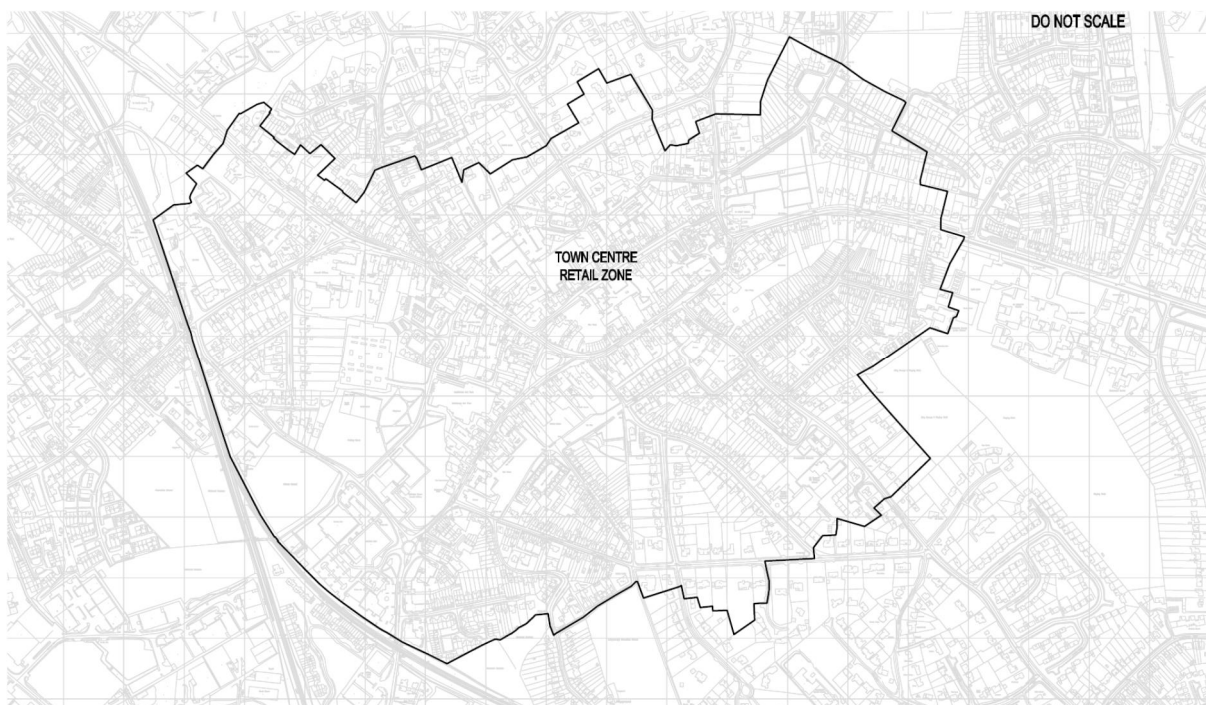
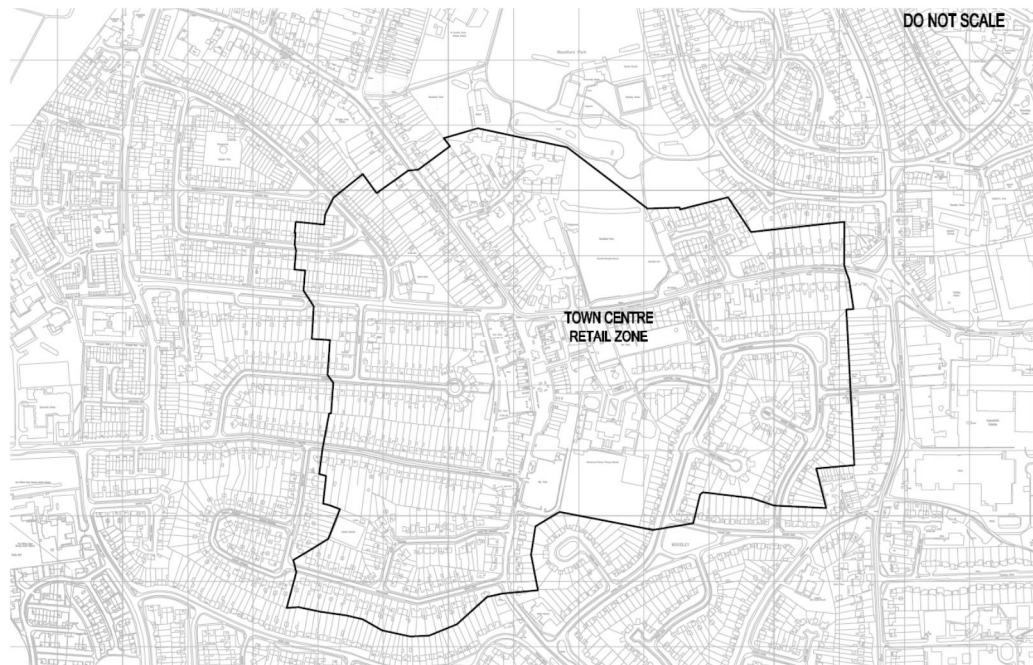


**Figure 3.2: Proposed Woodley Retail Parking Zone.**



### 3.7 SCHOOL PARKING

3.7.1 No specific survey information has been completed in relation to school car parking within the Borough for the purpose of this report. However, research was completed by examining parking standards from 24 other authorities.

3.7.2 Furthermore, anecdotal information from discussions with officers and through local schools indicates that there are a number of issues with parking demand. Including:

- That a large proportion of the council's schools are within urban areas and as such, the availability of land for the provision of parking can be restricted;
- That the demands on schools to meet national standards and inclusivity have required the expansion of the staff required (with teaching assistants and Special Education Needs support) on sites with little room to accommodate parking; and
- The new approaches to providing services in the community, such as Sure Start Children's Centres, create new demands for parking.

3.7.3 WSP are currently awaiting the results of baseline surveys to be undertaken at a number of the Borough's Children Centres as part of the planning approvals and conditions attached to these permissions.

3.7.4 Over 81% of schools in the borough have school travel plans and in part, these can assist in reducing the demand for car parking, although the majority of these are targeted at reducing pupils travelling to schools by car and the inappropriate, on-street parking this can cause.

3.7.5 It is recommended that each new application for schools or extensions / conversions within the school grounds is dealt with on its own merits. The need for an updated school travel and parking management plan is a pre-requisite.

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### 3.8 LEISURE AND COMMUNITY PARKING

3.8.1 The Sports Development team in Wokingham Borough Council was consulted for information on the facilities and parking for Sports and Leisure. They provided a short summary of the facilities and parking behaviours they were aware of. The council own four main leisure centres within the borough; three are managed by a leisure supplier:

- Loddon Valley Leisure Centre – Earley;
- Carnival Pool – Wokingham, and;
- St. Crispins Leisure – Wokingham

3.8.2 Each of these facilities, with the exception of Carnival Pool, has their own car park where parking is provided free of charge. Carnival Pool is “Pay and Display” due to its proximity to the town centre, but car parking is refunded when using the Leisure Centre. The car park is shared with other users, including local businesses, and Sports Development reports that it becomes “difficult to park during busy periods”.

3.8.3 At St. Crispins and Loddon Valley dual use car parking occurs, with the school at St. Crispins and ASDA at Loddon Valley. At Loddon Valley, Sports Development observes that there is limited disabled parking.

3.8.4 Two further sites exist in Wokingham: Pinewood Leisure centre which is used by private leisure suppliers and clubs where facilities include a gymnastics hall and outdoor pitches; and Cantley Park which has a variety of outdoor pitches including all weather pitches and Tennis Courts. In total the site has approximately 10 pitches and 9 tennis courts.

3.8.5 The Cantley Park site is used for events such as football, hockey and netball tournaments and during these events parking can be an issue in terms of insufficient space. This has become a more regular occurrence since the installation of the all-weather pitches. This site currently has a car park for 120 cars, although additional space is made available through overflow areas on adjacent fields, although these are not always available due to poor ground conditions.

3.8.6 The weekly football, hockey and netball leagues attract teams from across Berkshire and, as such, the majority of participants and spectators come by car. Ensuring there is sufficient space for parking should be a site management issue.

3.8.7 There are also a number of public and private parks and sports facilities (Sol Jol park, Reading Cricket and Hockey club for example) where sports events take place on a regular basis. These contribute to local parking problems with overspill parking on local and major roads.

3.8.8 Other publicly operated Leisure Centres include:

- Bulmershe Leisure Centre (leased to Woodley Town Council by Wokingham Borough Council); and
- Woodford Park Leisure Centre (Woodley Council).

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3.8.9 These are reported to have limited spaces but not significant problems were known of. The following large private facilities exist:

- LivingWell (Private health & leisure club) – Wokingham;
- David Lloyd (Private leisure club) – Thames Valley Park; and
- Nirvana (Private health & leisure club).

3.8.10 These private facilities were reported as currently having sufficient parking for users.

3.8.11 The limited information provided suggests that private facilities currently provide sufficient parking. However, large outdoors sports grounds, especially where these are used for events, need to have available parking. This should be carefully considered during planning applications for improvements to these facilities such as all-weather surfaces or introduction of stands for seating, which would further increase capacity and demand for parking.

3.8.12 It is difficult for the planning system through the use class breakdowns to accommodate the changes that can occur at leisure facilities, as they react to trends in society or new games or sports crazes. These can sometimes have detrimental impacts on parking, either by seeking to remove parking to provide new facilities or by changes in length of stay and thus parking accumulations. Careful consideration will therefore be required at the planning stages to ensure sufficient management of parking is maintained.

3.8.13 When considering parking for community hall, discussions at the planning stage will be required to establish how these halls will cope with special events, such as wedding receptions or large parties for example, that are likely to generate a significant demand for car parking.

3.8.14 The nature of these events attracts participants from a wide catchment and, as such, car use tends to be the predominant form of travel.

3.8.15 As such, careful consideration will be required for the sites promoters to demonstrate how overflow parking could be accommodated. This may require a detailed site management plan, provision of occasional overflow parking (either on site or close by) or the necessity for local roads to be wider to accommodate, safely, on street parking.

3.8.16 It will be for the highways and planning officers to use reasonable professional judgement to adjust the parking standards accordingly in these situations and for promoters to recognise the need for careful site management.

### 3.9 PARKING FOR COMMERCIAL VEHICLES

3.9.1 The amount of parking should be based on: the developments use, trip rate associated with the development and the need or lack thereof for overnight parking at the site. The site use will mean that the amount of commercial vehicle parking will vary greatly between one site and another.

3.9.2 It is the responsibility of the developer to prove that adequate facilities are provided on site for the proposed use. This may include providing details of the proposed operation of the site once in use such as whether the site will need to store vehicles not in use or on layover periods, the frequency of vehicles visiting the site for deliveries or the type and size of vehicles using the site. The developer is reminded that the council does not provide commercial vehicle parking within the borough and therefore the developer must consider where vehicles might be stored when not in use.

3.9.3 It is recommended that commercial developments that require regular freight deliveries should provide a "Delivery and Servicing Plan" (DSP). This plan should provide a framework to better manage all types of freight vehicle movement to and from individual buildings and could form part of an overall Workplace Travel Plan.

3.9.4 A DSP should seek to improve safety, efficiency and reliability of deliveries to the development location. It should also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impacts of freight activity.

3.9.5 General guidance on DSPs is currently available from Transport for London, and it is recommended that WBC prepare their own DSP guidance as part of their workplace travel planning advice.



### 3.10 PARKING FOR CYCLES

3.10.1 Cycling is an essential component to assist in establishing sustainable travel behaviours. Increased cycle use can reduce car based travel and associated congestion and environmental impacts as well as offering health benefits, which in the wider context can reduce pressure on health services.

3.10.2 To support cycling a plentiful supply of attractive and convenient cycle parking needs to be provided, particularly at employment locations, and commercial developments should offer employees showers, changing and drying facilities. Best practice in local authority guidance shows that parking for cycles falls into two categories: short and long term.

#### Short Term Cycle Parking

3.10.3 Short term facilities provide temporary storage for up to an hour or two while an appointment is undertaken, such as an errand or short term activity, including shopping, lunch or a visit to the post office, for example.

#### Long Term Cycle Parking

3.10.4 Long term parking needs to be more secure and covered; this includes storage at home, at work or at school.

3.10.5 Research into cycle parking in Oxfordshire suggests that houses have higher levels of cycle ownership than flats. Table 3.4 below illustrates this.

**Table 3.4: Cycle Ownership Data.**

|                               | Average Cycles<br>per Dwelling | Average Cycles<br>per Resident |
|-------------------------------|--------------------------------|--------------------------------|
| Houses Oxford City            | 2.65                           | 0.73                           |
| Houses rest of<br>Oxfordshire | 1.51                           | 0.52                           |
| Flats Oxford City             | 0.97                           | 0.48                           |
| Flats rest of<br>Oxfordshire  | 0.44                           | 0.23                           |

\* Research carried out for CABE/Oxfordshire County Council by WSP and Phil Jones Associates in 2006.

3.10.6 A review of cycle parking standards published by a selection of other local authorities was undertaken to provide more information on typical specifications for cycle parking standards. This identified that the current Wokingham Borough standards were low in comparison to other authorities. A consensus of the most popular levels for cycle parking was evident and this has been used to suggest increased levels of cycle parking standards for the borough.

### 3.11 PARKING FOR POWERED TWO WHEELERS

3.11.1 In 2008 there were 1.3 million licensed motorcycles in use - representing approximately 3% of all motor vehicles<sup>4</sup>. In developing and implementing policies on parking, local authorities should consider appropriate provision for motorcycles.

3.11.2 In 2008/2009 105,000 motorcycle driving tests were undertaken. The South East has the highest rate of motorcycle ownership with 3 in every 100 people, on average, owning a motorcycle.

3.11.3 When comparing journey purposes for motorcycles and cars it is evident that more commuting trips were made by motorcycle owners, compared with other trip purposes, than those with cars.

3.11.4 Local Transport Plan guidance states that local authorities should consider the needs of motorcyclists to enable them to make integrated journeys. This includes provision for changing modes, such as ensuring sufficient parking at transport interchanges, particularly rail stations. Motorcyclists require additional facilities for storage of motorcycle helmets and for changing protective clothing, in addition to secure areas for parking. These factors need to be considered in any new development.

### 3.12 PROVISION FOR BLUE BADGE PARKING

3.12.1 In Wokingham 10% of the population (2010 figures) are 70 years of age or more. This is the most vulnerable group in terms of applications for blue badges.

3.12.2 Spaces for disabled people need to be properly marked and meet the minimum space requirements (see Paragraph 4.9 below).

<sup>4</sup> Transport Statistics Bulletin - Compendium of Motorcycling  
Statistics 2009, Office of National Statistics

3.12.3 WSP was appointed to undertake research into off-street disabled parking facilities in the UK on behalf of the Department for Transport, British Parking Association (BPA), Mobilise and the British Council of Shopping Centres (BCSC). The study was commissioned to help better understand the provision, allocation, use, misuse and enforcement of designated “Blue Badge” disabled parking bays in off-street public car parks. The findings enabled recommendations to be made which can assist in updating guidance on the provision of “Blue Badge” parking. The Executive Summary of the study report was published on the BCSC website for their members to access on 25<sup>th</sup> March 2010.

3.12.4 Current guidance on disabled parking requirements is based on a provision for disabled people of 6% of the overall number of parking bays regardless of the size of the car park, where it is located or the land use that it serves.

3.12.5 The research indicated that over provision of “Blue Badge” parking can result in the inefficient use of space and lead to complaints, especially in busy town centres. Such underutilised space could be put to more beneficial use, including improved waiting facilities and improved quality of parking for disabled people. It is possible that spaces are not utilised due to design issues impeding use.



3.12.6 Over 2,000 BPA and BCSC members were invited to participate in a WSP designed survey to gather information on their car parks and the utilisation of designated disabled bays. Due to a low response from some land uses the study focussed on car parks serving town centres and the retail sector.

3.12.7 When data was examined it was found that only 18% of the car parks surveyed had a provision of 6% or more disabled persons parking bays. The majority of these car parks had less than 200 bays in total.

3.12.8 The study also found that the percentage utilisation of “Blue Badge” parking is generally lower in car parks with over 200 bays. Only 3% of these car parks had disabled parking utilisation of 6% or more.

3.12.9 The approved conclusions and recommendations of the study were:

- The ‘one size fits all’ approach of the current ‘6% guidance’ does not take account of factors such as demography, topography, etc. which affect the demand for “Blue Badge” parking in a particular town or car park;
- The demand for “Blue Badge” parking is dependent on the function of the car park, the land use it serves and the overall provision of “Blue Badge” parking within the local vicinity / town centre;
- “Blue Badge” parking provision must be assessed by experienced practitioners either on an individual car park basis or collectively where more than one car park serves the same land uses; e.g. town centre car parks; and

- Guidance on the required number of “Blue Badge” parking bays should reflect the size of the car park, as follows shown in Table 3.5 below.

**Table 3.5: Recommended Blue Badge Provision.**

| Size of Car Park  | Recommended Provision                            | Number of “Blue Badge” Bays |
|-------------------|--------------------------------------------------|-----------------------------|
| Less than 10 bays | As required, to be confirmed by council officers |                             |
| 10 – 50 bays      | 2 bays + 3%                                      | 2 - 4 bays                  |
| 51 – 200 bays     | 3 bays + 3%                                      | 5 – 9 bays                  |
| 201 – 500 bays    | 4 bays + 3%                                      | 10 – 19 bays                |
| 501 - 1,000 bays  | 5 bays + 3%                                      | 20 – 35 bays                |
| Over 1,001 bays   | 6 bays + 3%                                      | 36 bays +                   |



3.12.10 For car parks with more than 200 spaces the recommended provision could:

- avoid unnecessary construction costs caused by the over-provision of designated disabled parking bays; and
- allow the conversion of unused space for more beneficial uses, such as:
  - better quality “Blue Badge” bays
  - electric car charging points
  - cycle parking
  - car club / pool car spaces
  - general parking bays
  - parent and child parking where appropriate

### 3.13 PROVISION FOR ELECTRIC BUGGIES

3.13.1 This refers to parking provision for users of powered wheelchairs and mobility scooters. The Department for Transport is undertaking a review and consultation on proposed changes to the laws governing the use of mobility vehicles and powered wheelchairs and this may include additional guidance on parking issues.

3.13.2 Currently the main issues associated with mobility scooter parking relates to when parking occurs on carriageway in defined parking bays/ resident's bays and disabled bays and also where they obstruct the public footway for pedestrians including other mobility impaired highway users.

3.13.3 The Highway Code states that:

*“there is one class of manual wheelchair (called a Class 1 invalid carriage) and two classes of powered wheelchairs and powered mobility scooters. Manual wheelchairs and Class 2 vehicles are those with an upper speed limit of 4 mph (6 km/h) and are designed to be used on pavements. Class 3 vehicles are those with an upper speed limit of 8 mph (12 km/h) and are equipped to be used on the road as well as the pavement.*

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*When you are on the road you should obey the guidance and rules for other vehicles; when on the pavement you should follow the guidance and rules for pedestrians.*

*All normal parking restrictions should be observed. Your vehicle should not be left unattended if it causes an obstruction to other pedestrians - especially those in wheelchairs. Parking concessions provided under the Blue Badge scheme (see 'Other information') will apply to those vehicles displaying a valid badge".*

3.13.4 Therefore mobility scooters should not be left on footways unattended if it causes an obstruction to other pedestrians. This includes wheelchair users and those with prams or pushchairs.

3.13.5 Parking concessions provided under the Blue Badge Scheme apply to class 2 and 3 vehicles displaying a valid badge.

3.13.6 With regard to parking standards, as a mobility scooter can be used by a registered disabled person on a footpath; it shall be treated for the purposes of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988, and the Road Traffic Offenders Act 1988 as not being a motor vehicle. It is not considered appropriate, therefore, to seek parking standards at this time other than those related to blue badge parking.

3.13.7 Nonetheless, careful consideration should be given to the provision of sufficient storage and charging spaces within residential use classes (C2, C3, D1 and D2) to allow for inclusivity and adaptability to changes in demographics and changes of uses.



#### 3.14 PARKING FOR CAR CLUBS AND CAR SHARING

3.14.1 Car Clubs offer a form of shared car ownership and/or use. Vehicles are stored in secure garages or in designated on-street bays, offering guaranteed parking which can be attractive in areas of parking restraint.

3.14.2 The burden of car ownership, insurance, tax and maintenance are removed from individuals, yet access to a car is maintained. They offer access to new vehicles and potentially a range of vehicle types and sizes depending on need.

3.14.3 Efficiencies are achieved through shared use and clubs can enable households to have a first, second or third car. Use of a car club vehicle instead of a private vehicle can therefore also lead to further fuel and efficiency savings, where use of a newer, more fuel efficient car club vehicle replaces use of an older private car.

3.14.4 UK experience so far suggests that for each car club vehicle, about five private cars are taken off the road. 20-50% of members will give up a car and if members have given up their car they are likely to reduce mileage by 60-70%. If they do not, travel patterns are generally unaltered.

3.14.5 Therefore, car clubs can be an effective way of reducing car parking demand and encouraging sustainable travel behaviour and the most convenient parking spaces should be made available for car clubs if they are introduced into an area.

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### 3.15 PARENT AND CHILD PARKING

3.15.1 Parent and child parking is usually provided at the discretion of the developer or car park owner. Provision of this type of parking allows extra space for securing and releasing children from car seats (by allowing car doors to be opened wider) or manoeuvring pushchairs or buggies close to the vehicle. The location of this parking is generally close to the entrance of a facility and is now becoming common at supermarkets and some other large retailers.

### 3.16 PARKING FOR PRIVATE HIRE VEHICLES

3.16.1 Currently the Wokingham Taxi Officer has issued licenses for 94 Hackney Carriages and 180 Private hire vehicles to ply taxi services within the borough.

3.16.2 If developments are of a sufficient size or type to attract regular use of taxis or private hire vehicles, the developer will need to consider provision of appropriate waiting facilities. When not for hire parking of taxis is considered to be the same as for private vehicles. Provision at Taxi offices will need to be considered on the basis of the provision they offer in terms of rest facilities.

3.16.3 When a development will attract regular use of coaches or minibuses the development will need to provide facilities for coaches or minibuses to park. This might include museums, private leisure facilities or theatres. The provision for coach parking at such facilities will need to be considered by the Council. Wokingham currently has limited demand for coach parking and the existing sites have ample space to accommodate coaches.

### 3.17 MIXED USE PARKING

3.17.1 Mixed use developments may provide parking that is used by different visitors at different times of day. However, this should not be assumed and the developer must demonstrate there is adequate parking for the development through their transport assessment and or parking accumulation research. Initially the different uses should be assessed separately using the correct parking standards for each use class.

### 3.18 URBAN AREAS

3.18.1 Within urban areas such as Wokingham Town Centre, parking requirements for retail (class A use) development are likely to be provided centrally in public car parks. If a business in class A is within 250 metres of a public car park within Wokingham town centre, allocation for customer parking should be considered as being fulfilled.

3.18.2 For development in areas of high accessibility in an urban centre a development may be considered a prime site for a low car parking allocation or "car free" development (see Section 3.4 for more information on car free development).

3.18.3 Development within areas which have high levels of accessibility may be eligible for a reduced parking allocation. Areas where this may be considered typically exhibit high levels of public transport provision in terms of bus services and rail access, cycle and pedestrian links, access to food shopping and health and education facilities in the near vicinity. However, this should not be assumed and each site should be assessed on its own merits and be subject to officer discussion and advice.



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### 3.19 EXTENSIONS AND CHANGE OF USE

3.19.1 If an extension or change of use is proposed it is the responsibility of the developer to demonstrate that sufficient parking will be provided for the proposed changes.

3.19.2 In particular, existing residences converted to apartments or Houses of Multiple Occupancy (HMO) will need to consider the correct parking provision to standards.

3.19.3 Extensions (including extensions by the provision of mezzanine floors) shall be considered in terms of their impact on car parking. The same process of demonstrating adequate parking provision will apply in this case. Parking provision for extensions and mezzanine floors will vary greatly upon use class. For example the difference between an increase in floor area for warehousing and storage is likely to have less affect than an increase in retail space, or office, uses.

3.19.4 Information was requested from the Planning Inspectorate for planning appeals relating to mezzanine floors and HMO's. 87 letters of appeal were returned which related to parking provision. In each case the Inspectors' comments depended on the use class: An increase in floor space purely for the purposes of storage was not considered to have a significant impact on parking demand. However, additional office space was considered to increase demand. Where an inspector found that an impact on parking was likely, parking would be required based on the total floor space including the mezzanine floor.

3.19.5 One appeal was found to be located in Wokingham regarding HMO's and parking. In this case the Inspector considered that an HMO was not comparable to a family home of the same size and would require additional parking.

### 3.20 PROVISION FOR ELECTRIC VEHICLES

3.20.1 A brief review of the current rollout of charging points has been undertaken. As the take-up of electric vehicles increases provision will need to be made for vehicle charging points. Charging points are relatively inexpensive to install and consideration should be given to the availability of an electrical supply in parking areas. Locations that may be particularly suitable for charging points are medium to large workplaces, homes and shopping centres. Funding sources for infrastructure in the form of grants from European and government initiatives have been available.

3.20.2 Various charging points are available on the market, including those that are designed to be free to use and those that manage payment for electricity use. Examples are "PodPoint", "Chargemaster" and "Park and Power". In the UK many large retailers and shopping centres are installing charging points as a promotional tool and some infrastructure and electricity suppliers are aiming to install a million charging points in the UK over the next 5 years.

3.20.3 It is recommended that consideration is given to the requirement or easy adaptation of parking spaces to allow charging points to be rolled out as and when demand rises for their provision.

3.20.4 It is recommended that consideration is given during the design of dwellings to include the provision of electric car charging points, either fixed externally to the building (for charging on driveways) or as part of the garage or car port. If the necessary infrastructure and electrical wiring is incorporated at the time of build, this would simplify future conversion.

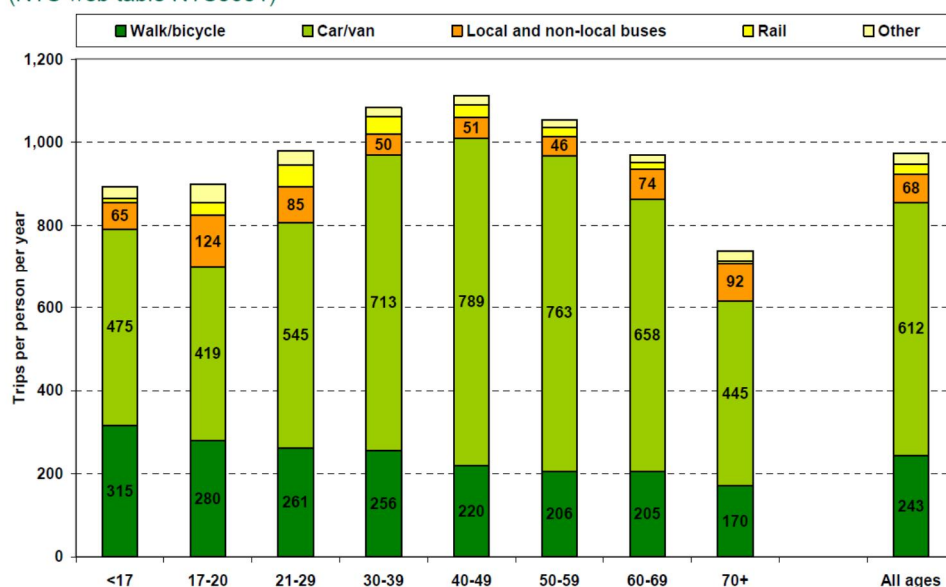
### 3.21 RETIREMENT / WARDEN CONTROLLED

3.21.1 Data from the Department for Transport in the 2009 National Travel Survey indicates that the number of car trips made reduce in older age. The data shows that the average number of trips taken per year reduces from 763 in the 50 to 59 year category to 658 in the 60 to 69 year old category and then reduces further to 445 in the 70 plus category (Figure 3.3).

3.21.2 This infers that a lower level of car parking may be considered for retirement or warden controlled accommodation, although higher provision for visitors may be needed to offset this. This should only be considered on a site by site basis following officer discussions.

**Figure 3.3: Reproduction of DfT Trips by Age Group Statistics.**

Average number of trips (trip rates) by age and main mode: Great Britain, 2009  
(NTS web table NTS0601)



From: National Travel Survey: 2009, Department for Transport

### 3.22 NEW USE CLASSES

3.22.1 In April 2005, changes were made to several classifications defined in the Town and County Planning (Use Classes) Order 1987.

3.22.2 Prior to this, the A3 use class covered all Food and Drink land use purposes. Following the changes, the uses previously covered by A3 were covered by three new classifications. These are:

- A3 Restaurants and cafes – For the sale of food and drink and for consumption on the premises – restaurants, snack bars and cafes
- A4 Drinking Establishments – Public house, wine bars or other drinking establishments (but not night clubs)
- A5 Hot food takeaways – For the sale of hot food for consumption off the premises

3.22.3 WSPs review of the parking standards of local authorities has highlighted that many standards do not designate A3, A4 and A5 use classes separately. Several standards divide the A3 classification to encompass the A4 and A5 uses.

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3.22.4 In some cases, local authorities who have adopted the new use classes in their standards have sub-divided these further in order to provide greater control over parking allocation. An example of this is the parking standards for Three Rivers District Council, Hertfordshire, which separates its A5 classification into four further sub-classifications.

3.22.5 Regardless of whether new land use classes have been included in parking standards or not, there is a level of consistency between some local authorities in terms of their parking provision allowances.

3.22.6 Most local authorities that separately specified for the new use class A3 (7 out of 10) opted for one car parking space for 5metres (m) sq. of dinning space, two more opted for one space per 6sqm. Additional allocations were provided separately for staff.

3.22.7 A4 allocations were identified to vary from one space per 2.5sqm to 5sqm of bar or public space. Six out of 10 authorities allocate one space per 3sqm, with two other authorities close to this at one per 2.5sqm and one per 4sqm. Additional allocations were provided separately for staff.

3.22.8 Allocations for A5 varied greatly, the most common allocation was one space per 3m of public floor space.

3.22.9 The comparison in ranges between local authority parking standards demonstrates a requirement for Wokingham Borough Council to define standards as clearly as possible in order to limit ambiguity in their interpretation.

### 3.23 WAITING RESTRICTIONS

3.23.1 Ideally the use of waiting restrictions to prevent on street parking should be avoided by good design wherever possible. Waiting restrictions require enforcement to be effective, can be unsightly and have adverse effects on surrounding properties. Restrictions often need to be extended a considerable distance from a development location and overspill parking can be experienced where the restrictions end. Therefore, the use of restrictions should be strictly limited to where a traffic flow issue requires them and not as a primary tool for car parking management.

3.23.2 Traffic Regulation Orders (TROs) can only be implemented following statutory public consultation and so a planning consent granted either cannot be implemented until the TRO is approved or can only use best endeavours to secure the TRO.

### 3.24 PLANNING OBLIGATIONS

3.24.1 In exceptional circumstances councils may consider a commuted sum in place of insufficient parking but only in locations where there are sufficient alternative transport options or facilities. For further information on car free developments see Section 3.3.

### 3.25 COMMUTED SUMS FOR PARKING

3.25.1 The use of commuted sums for payments to local authorities to offset car parking provision, especially in town centre locations, are negotiated in appropriate circumstances. These may be where achieving car parking on the development site make for inefficient or unviable layouts or there is sufficient, close, public parking which could be shared close by.

3.25.2 To accept such a commuted payment WBC would need to be satisfied that the contribution could be used to realistically resolve any issues arising out of the lack of provision of the parking spaces.

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3.25.3 However, we would note that there can be efficiencies achieved in larger regeneration schemes for town centres where it can be demonstrated that multi-use or “sharing” of parking provision could be achieved.

3.25.4 WSP would suggest that any scheme which supports multi-use parking should be examined on its own merits.

### 3.26 TRANSPORT ASSESSMENTS

3.26.1 Applications for new development may, where appropriate, be required to assess the transport impact of the development. Depending on the size of the development a transport statement or transport assessment might be required. As part of this assessment the developer is required to assess the need for car parking.

3.26.2 The primary impacts that need to be assessed are: impact on sustainable travel, security and the layout and geometry in terms of movement of vehicles, pedestrians, cyclists and other street users. For most non-residential development there is a relationship between the estimated number of trips and the parking provision. Parking provision is also effected by the accessibility of the site by non-car modes, travel planning and the type of the development. More information can be found in Chapter 6.

## 4 Formulating (Design) Guidance

### 4.1 INTRODUCTION

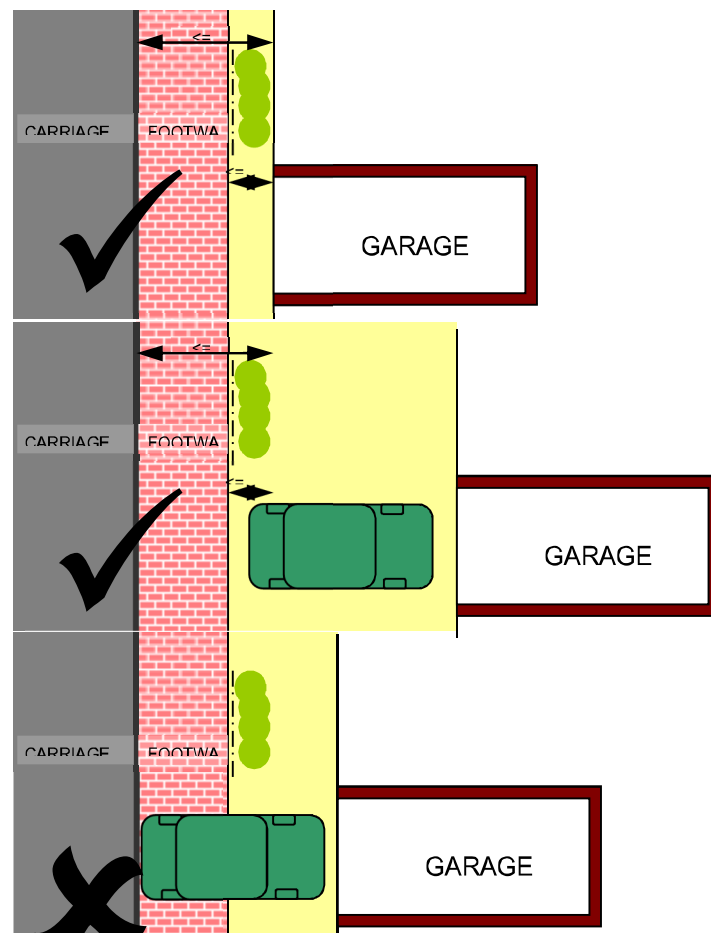
4.1.1 Following the identification of the current issues related to parking and having gained an understanding of why these issues have occurred, as discussed in detail in Chapter 3, it has been possible to formulate specific design guidance for parking. This chapter sets out this guidance.

### 4.2 OFF STREET RESIDENTIAL PARKING

4.2.1 To prevent parking that obstructs the footway as described in paragraph 3.1.7, the following regarding setback of garages, gates or car ports is recommended (Figure 4.1). The setback distances should be either of the following:

- The overall distance between edge of the carriageway and the gate, garage or start of the car port should be not more than 3 metres where the distance from the back of a footway to the gate would be no more than 1.5 metres; or
- The distance between the back of the footway and the gate, garage or car port should be at least 5 metres and the distance between the carriageway and the back of the footway should be no more than 3m. Up and over doors require space between the car and the garage for the door to swing open. 0.5m is normally sufficient for this. Roller doors and other solutions can be used where spaced is limited, but would need to be secured by planning condition.

Figure 4.1: Illustrations of correct driveway and garage parking design.



### 4.3 ON STREET RESIDENTIAL PARKING

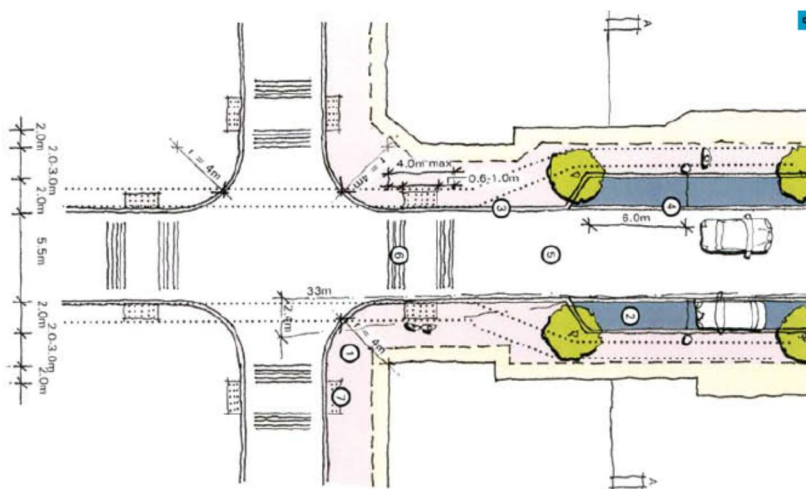
4.3.1 'On street' parking which is integrated into the street design adds to the street scene and can provide vitality to a street. Indiscriminate parking caused by less thoughtful design will detract from a streets 'look and feel'.

4.3.2 'On street' parking may be softened or broken up by the addition of trees and vegetation. Parked vehicles may also form a buffer between pedestrians and the carriageway. Planting needs to be considered in term of visibility requirements, possible root damage and irrigation needs, for further guidance refer to Wokingham Borough Design guidance.

4.3.3 The use of 'parking squares' should also be considered; these can provide added value to a design by providing the opportunity for hard landscaping and may combine well with informal "meeting" areas which help to provide a sense of place.

4.3.4 Good parking design is critical and can make the difference between a successful street design and one where parking detracts from the streets look. Further guidance can be found in Manual for Streets<sup>5</sup> (Figure 4.2), Car Parking – What Works Where<sup>6</sup> and the Urban Design Compendium<sup>7</sup>:

**Figure 4.2: Example of Best Practice On Street Parking Design.**



Manual for Streets page 35, originally English Partnerships, EDAW and Alan Baxter & Associates

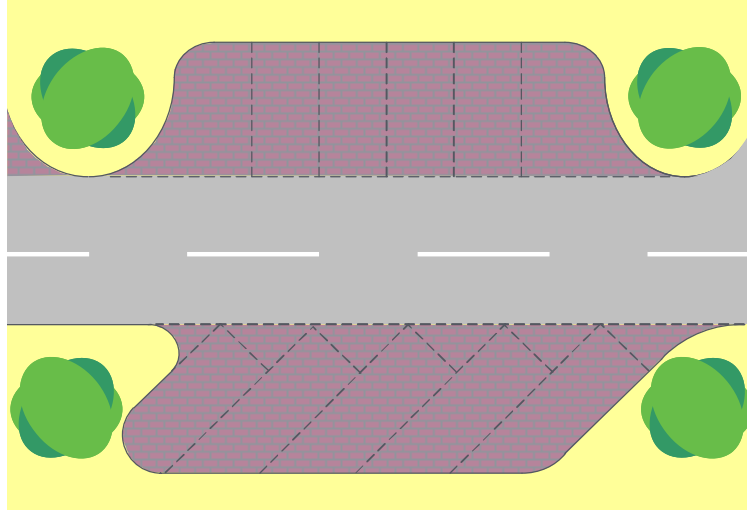
4.3.5 In low speed (30 mph or less) or residential areas, parking may be perpendicular to the highway or angled. Ideally, spaces should be placed in groups of 5 or 6 bays broken by landscaping, trees or build outs which break up parking and reduce the potential dominance of parking on the street scene. Angled parking should be angled to point in the direction of flow in the nearest lane to the bays. Angled bays should be arranged so drivers are encouraged to reverse into them, as visibility might be restricted if reversing out. An example design is outlined in Figure 4.3 below. Angled parking does not work well in cul-de-sacs.

<sup>5</sup> Manual for Streets

<sup>6</sup> Car Parking What Works Where

<sup>7</sup> Urban Design Compendium

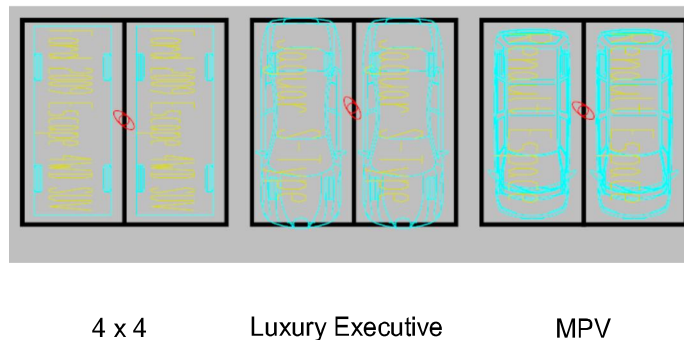
**Figure 4.3: Illustration of On Street Parking Design.**



#### 4.4 DESIGN AND LAYOUT

4.4.1 Car parking spaces should be of adequate size to allow convenient parking and ingress and egress from the vehicle. It should be considered, due to the proliferation of larger domestic vehicles, that the size of spaces required has grown over recent years. Figure 4.4 shows a luxury 4x4, luxury Executive car and MPV from popular car manufacturers. It shows that using the accepted standard of 2.4m width by 4.8m length, a pedestrian cannot comfortably walk between the vehicles and it is likely to be difficult to get in and out of the vehicles. Whilst most vehicles are slightly narrower in width, it should not be assumed that vehicles will be parked centrally within spaces.

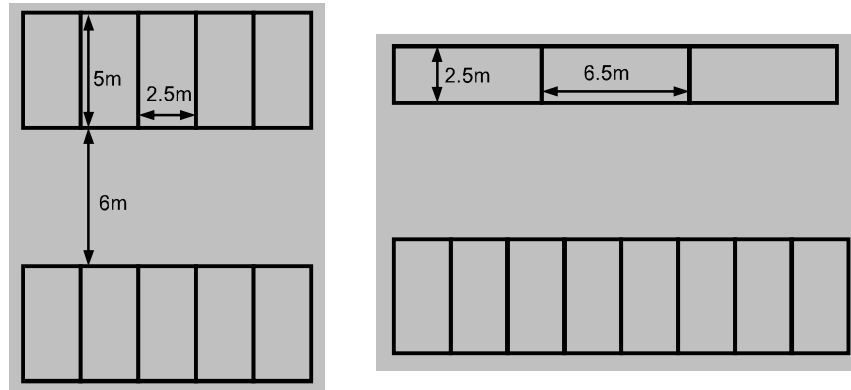
**Figure 4.4: Illustration Issues Relating to Bay Sizes.**



4.4.2 It is therefore recommended that a slightly larger space be recommended such as 2.5m wide by 5m in length.

4.4.3 Where car parking spaces are adjacent to each other and at right angles to the aisle or access road, a 6m aisle is required for two-way access, see Figure 4.5 below.

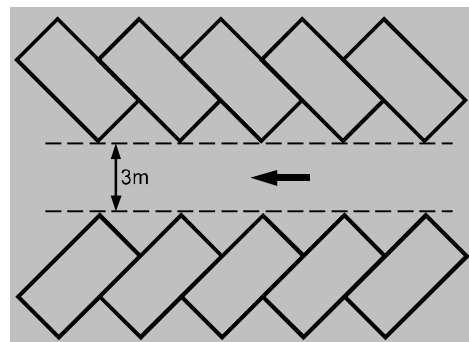
**Figure 4.5: Car Parking Layout Dimensions.**



4.4.4 Where spaces are parallel to the aisle or access road they should be 6.5m in length and 2.5m in width.

4.4.5 Diagonal parking can be useful where the width of land is restricted but generally results in greater land take per space than conventional parking layouts. Where one way traffic is stipulated and spaces are angled in the direction of access at 45 degrees a deduction in the aisle width can be allowed to 3m (Figure 4.6).

**Figure 4.6: Car Parking Layout Dimensions Angled Bays.**



4.4.6 70 degree angle parking may also be used and this would be associated with an aisle width of 4.5m for one way circulation or 5.4m for two way circulation.

4.4.7 Combinations of parking at 90 degrees to circulating flow and spaces at 45 or 70 degrees on opposite sides of an aisle or access road require a width 6 metres for two way circulating flow.

4.4.8 These dimensions and layouts are examples of compliant designs, other parking arrangements may be considered, but should be demonstrated that sufficient space has been designed for convenient vehicle circulation and parking. This is best demonstrated by the use of swept path analysis.

#### 4.5 SAFE PEDESTRIAN ACCESS

4.5.1 Areas where car parking occurs can be dangerous for pedestrians due to the likelihood of vehicles manoeuvring and restricted visibility caused by parked vehicles. In car parks, provision of safe areas and routes to and from vehicles needs to be considered to ensure safe passage of pedestrians.

4.5.2 Many car parks now have hatched pedestrian areas and pedestrian walkways between vehicles; in larger car parks this is advisable.

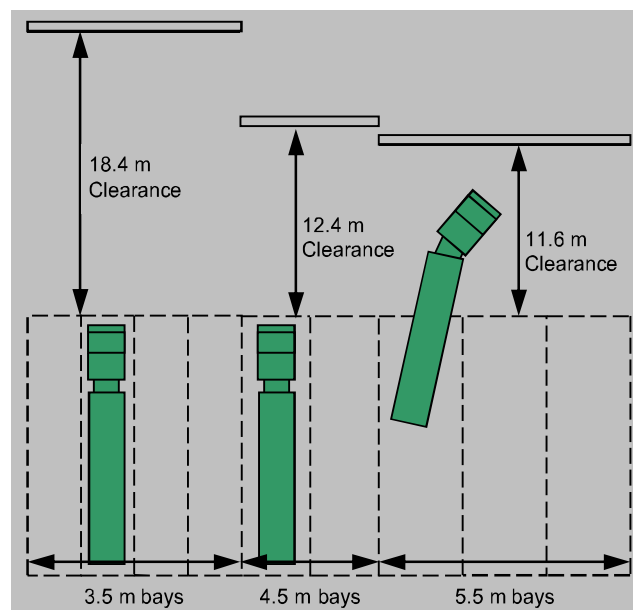
4.5.3 Access routes to and from car parks should not be intimidating and should not be enclosed. Advice on this can be found in “Safer Places: The Planning System and Crime prevention” published in 2004 by the Office of the Deputy Prime Minister and the Home Office.

#### 4.6 COMMERCIAL VEHICLE PARKING

4.6.1 Guidance on parking for Heavy Goods Vehicles is available in ‘Designing for Deliveries by the Freight Transport Association’. Parking areas, where delivery or service vans park, may need to be designed with larger dimensions. This should be resisted in residential areas.

4.6.2 The width of spaces will affect the width required of any aisle or access road. The diagram in Figure 4.7 below, based on advice in “Designing for Deliveries”, illustrates this. Clearances include a 2m allowance for a vertical obstruction.

**Figure 4.7: Lorry Parking Clearance Dimensions.**



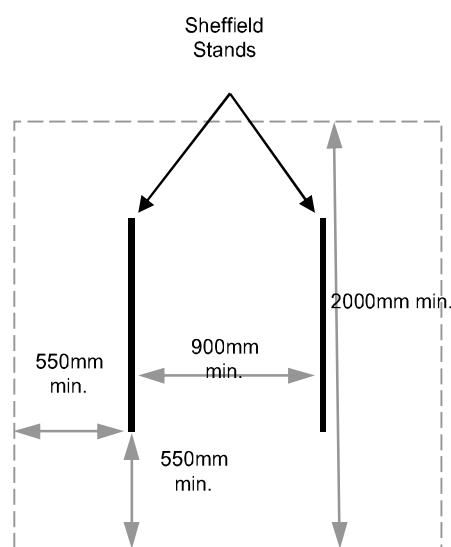
#### 4.7 CYCLE PARKING DESIGN

4.7.1 Designers are referred to Manual for Streets, Section 8.2, for cycle parking design advice.

4.7.2 In residential situations a garage may be considered as a cycle parking space if it is wider than 3m and longer than 6m minimum internal dimensions. Any storage facility other than a garage provided for the express purpose of cycle storage should be at least 2m in length by 0.9m wide to fit one bicycle, or larger for more than one bicycle. Such a storage facility should be accessible from the outside of a property. External access to a rear garden with a cycle store such as a shed would be treated as provision of cycle storage.

4.7.3 In all situations cycle parking should be covered and secure. Short term cycle parking in public areas might be provided by Sheffield style stands. Stands should be placed at least 900mm apart and be at a minimum of 550 mm from a wall, fence or vertical obstruction, either to the side or ahead/behind a stand (650mm is preferable). A clear length of 2000 mm must be allowed for the length of a bicycle. Stands should be constructed of tubing 50 mm diameter as a minimum. It is generally preferable to have stands imbedded into the ground although the option to have them securely bolted down is generally acceptable (Figure 4.8).

**Figure 4.8: Cycle Parking Layout Dimensions.**



4.7.4 Cycle stands need to facilitate bicycles to be easily secured to a stand with a “D” lock or chains and wires to the crossbar or wheels. Provision of an intermediate lower level rail at approximately 150 mm from the ground, can prevent a wheel turning and allow children’s’ bicycles or step through bikes with slanted crossbars to be secured.

4.7.5 At workplaces or locations where cyclists are likely to leave bicycles for a number of hours, secure and covered compounds are recommended.

4.7.6 Designers and developers are referred to the Sustrans Information Sheet FF37 which provides details of best practice for cycle storage.

## 4.8 POWERED TWO WHEELER

4.8.1 Guidance on motorcycle parking is contained in Traffic Advisory Leaflet 02/02. General advice on designing highways to meet the need of motorcycles is given in the Institute of Highway Engineers (IHIE) Guidelines for Motorcycling, published in 2005. Some of the guidance contained in that document has been repeated here for ease of reference.

4.8.2 The IHIE guidelines provide considerable detail on the provision of public motorcycle parking at locations such as educational establishments and workplaces, at shopping/entertainment areas and within residential areas lacking private parking opportunities.

4.8.3 Motorcyclists prefer to park close to their destination, in places where they can secure their machine. Designated motorcycle parking facilities that fail to meet these requirements will probably be overlooked in favour of informal spaces that are considered more suitable by owners.

4.8.4 Motorcycles are prone to theft as they can be readily lifted into another vehicle. Security should therefore be a key consideration for those providing parking facilities for motorcycles.

4.8.5 In planning for private residential parking, in most situations motorcycles will be able to use car parking spaces, but in some situations it will be appropriate to provide designated motorcycle parking areas, particularly:

- where there is a high density of development and where car parking is likely to be intensively used; and
- where demand for motorcycle parking is expected to be significant.

4.8.6 Where designated parking is provided, covered spaces will provide protection from the elements.

4.8.7 Physical security need not be difficult or expensive to provide. Fixed features, such as rails, hoops or posts designed to provide a simple locking point to secure a motorcycle should be considered. Where motorcycles are parked in bays with one wheel against the kerb, a simple continuous steel rail satisfies most situations. The rail should be set at around 600 mm high to accommodate the range of wheel sizes in use. The addition of guard railing prevents the locking rail from becoming a tripping hazard.

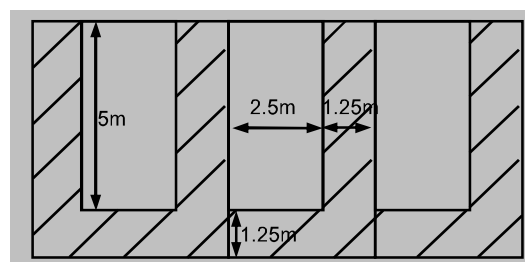
4.8.8 To estimate the space required for parking motorcycles, it is recommended that a 2.0 m by 0.8 m footprint is allowed per motorcycle. It is not necessary or desirable to mark individual bays. For regulated on-street parking, supported by a TRO, diagram 1028.4 of TSRGD should be used.

#### 4.9 BLUE BADGE PARKING DESIGN

4.9.1 It is preferable to provide these spaces in unallocated areas, including on-street, as it is not normally possible to identify which properties will be occupied by, or visited by, disabled people. It is recommended that spaces for disabled people are generally located as close as possible to building entrances.

4.9.2 Extra space is required for disabled parking and recommended dimensions based on 1.5m the width of a standard space are shown in Figure 4.9.

**Figure 4.9: Blue Badge Layout Dimensions.**



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#### 4.10 CAR CLUB

4.10.1 Car club spaces should be located as conveniently and as prominently as possible to maximise the marketing potential. These should be clearly labelled as car club spaces.

#### 4.11 PARENT AND CHILD PARKING

4.11.1 Where parent and child parking is provided the requirements for extra space should be considered with regard to use of car seats, buggies or pushchairs. Parent and child parking should normally be located to minimise the need to cross traffic aisles for parents accessing buildings with children.

4.11.2 The size of these bays can generally be in line with those for disabled bays.

#### 4.12 PARKING FOR PRIVATE HIRE VEHICLES

4.12.1 Taxi parking in Wokingham is provided on-street and ranks should be considered in geometrical terms in the same way as car parking. Additional, the safety of pedestrians alighting needs to be considered.

4.12.2 At coach parking facilities, space needs to be provided for vehicles turning, wherever possible coach parking should be designed so that coaches do not need to reverse. The safety of pedestrians accessing the parking needs careful consideration. Dimensions for coach parking should be based on the largest vehicle likely to use the facility.

#### 4.13 DESIGN GUIDANCE AND BEST PRACTICE FOR PROVISION OF CHARGING POINTS FOR ELECTRIC CARS

4.13.1 Charging points must be located for convenient and secure access to the charging point on a vehicle. However, it should be set back from the parking area and protected to avoid being struck by a vehicle parking. All charging points should have emergency cut offs in the event that they are damaged. Many suppliers are now emerging in the market place, which have different systems for public use.

#### 4.14 APPLYING PARKING STANDARDS

4.14.1 A detailed discussion on parking standards is given in Chapter 5. Parking standards contained within this document are based on the use class of a development. It is likely that some developments may not fit within these categories.

4.14.2 It will be the responsibility of the developer to prove that parking provision has been adequately catered for on a proposed site.

4.14.3 The developer must prove that parking will not have a detrimental effect on traffic safety or on the character of an area due to an increase in parking on the public highway. This should be set out in the Transport Statement or Transport Assessment as part of the planning application.

4.14.4 The standards provided within this document should be regarded as only a starting point in any discussions with the Borough Council as it should be recognised that each development site will need to be assessed on its own merits, within the wider context of the area within development sites. This is likely to be more important under the coalition governments "localism" agenda for planning.

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4.14.5 For Residential parking the developer will need to show that spaces identified to serve each dwelling are within an acceptable distance from that dwelling (normally 25m for allocated parking). On larger schemes a plan showing plot numbers and parking layout allocation / unallocated and visitor spaces will be required.

## 5 Recommended Parking Standards

### 5.1 USE CLASSES

5.1.1 Wokingham parking standards are arranged by the Use Class for the site. The standards for each of the use classes shown in Table 5.1 below are detailed in the following sections of this chapter.

**Table 5.1: Use Classes**

| Use Class   | Description                                                                                                                           | Notes and examples:                                                               | Section     |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------|
| A1          | Shops                                                                                                                                 | Split between food and non-food                                                   | 5.1         |
| A1          | Warehouse's to including only those selling bulk goods: DIY retail, garden centres, electrical appliance retail and furniture retail. |                                                                                   |             |
| A2          | Financial and Professional Services                                                                                                   | Banks, Building Societies, Estate Agents, Employment Agents                       | 5.3         |
| A3          | Restaurants and Cafes                                                                                                                 | On site consumption                                                               |             |
| A4          | Drinking Establishments                                                                                                               | Primarily Pubs and Bars                                                           | 5.4         |
| A5          | Hot Food Takeaways                                                                                                                    | Offsite consumption                                                               | 5.5         |
| B1          | Business                                                                                                                              | Such as offices                                                                   | 5.6         |
| B2          | General Industrial                                                                                                                    |                                                                                   | 5.7         |
| B8          | Storage and Distribution                                                                                                              | Warehousing                                                                       | 5.8         |
| C1          | Hotels                                                                                                                                |                                                                                   | 5.9         |
| C2          | Residential Institutions                                                                                                              | Nursing Homes, Boarding Schools, Residential Colleges                             | 5.10 & 5.11 |
| C3          | Dwellings                                                                                                                             | Private Homes                                                                     | 5.12        |
| D1          | Non-residential Institutions                                                                                                          | Training centres                                                                  | 5.14        |
| D2          | Assembly and Leisure                                                                                                                  | Split into: Leisure centres and gyms, theatres and Cinemas and other leisure uses | 5.15        |
| Sui Generis | Other developments not covered above                                                                                                  |                                                                                   |             |

5.1.2 The tables given in the following sections set out the suggested parking standards for new developments within Wokingham. These standards are based on the evidence and research presented in previous chapters within this report.

5.1.3 In the columns for cycle parking the abbreviations 'LT' which stands for Long Term and 'ST' which stands for short term are used; definitions for long and short term parking can be found in Section 3.9.

## 5.2 CLASS A1: SHOPS

5.2.1 It is recommended that this is split in sub-categories. Food stores, retail warehouses and garden centres and other non-food stores.

| User Class                      | Car Parking Allocation                                                                                                         | Cycle Parking Allocation                                  | MTW Parking                                                                                                   | Disabled Parking    |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>A1 Food</b>                  | 1 space per 20m <sup>2</sup>                                                                                                   | 1 space per 125m <sup>2</sup> (20% LT, 80% ST)            | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |
| <b>A1 bulk goods Warehouses</b> | 1 space per 20m <sup>2</sup>                                                                                                   | 1 space per 250m <sup>2</sup> (20% LT, 80% ST)            | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. |                     |
| <b>A1 Non-Food</b>              | Less than 1000m <sup>2</sup> = 1 space per 20m <sup>2</sup><br><br>More than 1000m <sup>2</sup> = 1 space per 14m <sup>2</sup> | 1 short term space per 125m <sup>2</sup> (20% LT, 80% ST) | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. |                     |

### 5.3 CLASS A2: FINANCIAL AND PROFESSIONAL SERVICES

| User Class | Car Parking Allocation                                                                                                         | Cycle Parking Allocation                       | MTW Parking                                                                                                   | Disabled Parking    |
|------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>A2</b>  | Less than 1000m <sup>2</sup> = 1 space per 20m <sup>2</sup><br><br>More than 1000m <sup>2</sup> = 1 space per 14m <sup>2</sup> | 1 space per 125m <sup>2</sup> (20% LT, 80% ST) | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

### CLASS A3: RESTAURANTS AND CAFES

| User Class | Car Parking Allocation      | Cycle Parking Allocation                       | MTW Parking                                                                                                   | Disabled Parking    |
|------------|-----------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>A3</b>  | 1 space per 5m <sup>2</sup> | 1 space per 125m <sup>2</sup> (20% LT, 80% ST) | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

### 5.4 CLASS A4: DRINKING ESTABLISHMENTS

| User Class | Car Parking Allocation      | Cycle Parking Allocation                       | MTW Parking                                                                                                   | Disabled Parking    |
|------------|-----------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>A4</b>  | 1 space per 3m <sup>2</sup> | 1 space per 125m <sup>2</sup> (20% LT, 80% ST) | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

### 5.5 CLASS A5: HOT FOOD TAKEAWAYS

| User Class | Car Parking Allocation      | Cycle Parking Allocation                       | MTW Parking                                                                                                   | Disabled Parking    |
|------------|-----------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>A5</b>  | 1 space per 3m <sup>2</sup> | 1 space per 125m <sup>2</sup> (20% LT, 80% ST) | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

### 5.6 CLASS B1: BUSINESS

| User Class | Car Parking Allocation                                                                                                         | Cycle Parking Allocation         | PTW Parking                                                                                                   | Disabled Parking    |
|------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>B1</b>  | Less than 2500m <sup>2</sup> = 1 space per 25m <sup>2</sup><br><br>More than 2500m <sup>2</sup> = 1 space per 30m <sup>2</sup> | 1 LT space per 150m <sup>2</sup> | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

### 5.7 CLASS B2: GENERAL INDUSTRIAL

| User Class | Car Parking Allocation                                                                                                          | Cycle Parking Allocation         | PTW Parking                                                                                                   | Disabled Parking    |
|------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>B2</b>  | up to 250m <sup>2</sup> = 1 space per 25m <sup>2</sup><br><br>above 250m <sup>2</sup> = 1 space per additional 50m <sup>2</sup> | 1 LT space per 200m <sup>2</sup> | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

## 5.8 CLASS B8: STORAGE AND DISTRIBUTION

| User Class | Car Parking Allocation                                                                                                           | Cycle Parking Allocation         | MTW Parking                                                                                                   | Disabled Parking    |
|------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>B8</b>  | up to 250m <sup>2</sup> = 1 space per 25m <sup>2</sup><br><br>above 250m <sup>2</sup> = 1 space per additional 200m <sup>2</sup> | 1 LT space per 200m <sup>2</sup> | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |

## 5.9 CLASS C1: HOTELS

| User Class | Car Parking Allocation                                                                     | Cycle Parking Allocation                            | MTW Parking                       | Disabled Parking    |
|------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------|---------------------|
| <b>C1</b>  | 1 per room for customers, 1 per residential staff unit and 1 per 3 non – residential staff | 1 LT space per 10 bedrooms & 1 space LT per 5 staff | 1 space per 40 car parking spaces | <b>As Table 3.5</b> |

Notes:

1. If a bar open to non-guests is included reference should be made to the class A4 with a reduction of 25% where the main purpose is a hotel.
2. If a restaurant open to non-guests is included reference should be made to the class A3 with a reduction of 25% where the main purpose is a hotel.
3. If halls or conference facilities are included reference should be made to Class D2.
4. The ratio of staff to bedrooms could be expected to vary depending on the type and style of hotel. As such the developer is required to have early discussions with the planning and highway authority on the anticipated staffing levels.

#### 5.10 CLASS C2: RESIDENTIAL INSTITUTIONS

| User Class                                                            | Car Parking Allocation                                                     | Cycle Parking Allocation                                         | MTW Parking                                                                                                   | Disabled Parking    |
|-----------------------------------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>C2 Hospitals</b>                                                   | Considered on individual merits                                            | 1 LT space per 5 staff and 10 ST space per 10 staff for visitors | 1 space per 40 car parking spaces                                                                             | <b>As Table 3.5</b> |
| <b>C2 Residential Care homes</b> (does not include independent units) | 1 per full time equivalent staff member + 1 visitor space per 3 residents. | 1 LT space per 5 members of staff                                | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. |                     |
| <b>C2 Residential Primary or Secondary Education</b>                  | 1 per full time equivalent staff member                                    | 1 LT space per 5 staff                                           | 1 space per 40 car parking spaces                                                                             |                     |
| <b>C2 Student Halls for Further or Higher Education</b>               | 1 per 2 members of full time staff and 1 per 6 students                    | 1 LT space per 2 students and 1 LT space per 5 staff             | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. |                     |

Notes:

1. Staffing levels could be expected to vary depending on the type of residential institution. As such the developer is required to have early discussions with the planning and highway authority on the anticipated staffing or student levels.

#### 5.11 CLASS C2A: SECURE RESIDENTIAL INSTITUTION

| User Class | Car Parking Allocation                                  | Cycle Parking Allocation                                  | MTW Parking                                                                                                  | Disabled Parking    |
|------------|---------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|---------------------|
| <b>C2A</b> | 1 space per full time staff, Visitor – individual merit | 1 space per 5 full time staff, Visitor – individual merit | 1 space, +1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces) | <b>As Table 3.5</b> |

For C2A class developments each proposal will to be assessed on its own merits provided a restraint-based approach is demonstrated.

## 5.12 CLASS C3: DWELLING HOUSES

5.12.1 Standards for residential dwellings form a large part of parking within the Borough. More basic methods of parking allocation have not previously been successful in providing efficient and effective provision for parking at residents homes. In particular, the way parking is provided has a significant effect on how much parking is required. The following information on residential parking provision provides a flexible, more formulaic, approach showing how the number of spaces varies depending on if these are allocated to a specific dwelling or unallocated for use by multiple dwellings. The allocation changes based on accessibility and the character of the area, this has been split into 3 categories: Urban, Town and Fringe and Village. A map showing the classification of each ward is given in Appendix B. The allocations are based on real empirical data of car ownership in Wokingham, more information on how these allocations were formulated can be found in the technical note in Appendix B.

### Flats

5.12.2 The table below provides allocations for flats in new developments where the type of use of dwellings will not be known until they are built or they are designated as privately owned homes.

**Table C3 -1: Flats Owned unallocated parking demand**

|                       |                | Unallocated demand |     |     |                 |      |      |         |      |     |
|-----------------------|----------------|--------------------|-----|-----|-----------------|------|------|---------|------|-----|
|                       | Allocated      | 0                  | 1   | 2   | 0               | 1    | 2    | 0       | 1    | 2   |
| No of Habitable Rooms | No of Bedrooms | Urban              |     |     | Town and Fringe |      |      | Village |      |     |
| 1                     | studio         | 0.7                | 0.0 |     | 0.7*            | 0.0* |      | 0.7*    | 0.0* |     |
| 2                     | 1              | 1.0                | 0.2 | 0.0 | 1.0*            | 0.2* | 0.0* | 0.3     | 0.0  | 0.0 |
| 3                     | 1-2            | 0.9                | 0.2 | 0.0 | 0.9*            | 0.2* | 0.0* | 0.6     | 0.1  | 0.0 |
| 4                     | 2              | 1.0                | 0.2 | 0.0 | 1.0*            | 0.2* | 0.0* | 1.1     | 0.3  | 0.0 |
| 5 or more             | 2-3            | 1.2                | 0.4 | 0.1 | 1.2*            | 0.4* | 0.1* | 1.5     | 0.5  | 0.0 |

5.12.3 The table below provides allocations for flats which will be rented or shared this includes community housing.

**Table C3 -2: Flats rented/ shared unallocated parking demand**

|                       |                | Unallocated demand |     |     |                 |      |      |         |      |      |
|-----------------------|----------------|--------------------|-----|-----|-----------------|------|------|---------|------|------|
|                       | Allocated      | 0                  | 1   | 2   | 0               | 1    | 2    | 0       | 1    | 2    |
| No of Habitable Rooms | No of Bedrooms | Urban              |     |     | Town and Fringe |      |      | Village |      |      |
| 1                     | studio         | 0.5                | 0.0 |     | 0.5*            | 0.0* |      | 0.5*    | 0.0* |      |
| 2                     | 1              | 0.5                | 0.1 | 0.0 | 0.5*            | 0.1* | 0.0* | 0.6     | 0.1  | 0.0  |
| 3                     | 1-2            | 0.7                | 0.1 | 0.0 | 0.7             | 0.2  | 0.0  | 0.9     | 0.2  | 0.0  |
| 4                     | 2              | 1.1                | 0.3 | 0.0 | 1.0*            | 0.3* | 0.0* | 1.0     | 0.3  | 0.1  |
| 5 or more             | 2-3            | 1.1                | 0.3 | 0.0 | 1.0*            | 0.2* | 0.0* | 1.0*    | 0.2* | 0.0* |

## Houses

5.12.4 The table below provides allocations for houses in new developments where the type of use of dwellings will not be known until they are built or they are designated as privately owned homes.

**Table C3 -3: Houses owned unallocated parking demand**

|                       |                | Unallocated demand |     |     |                 |     |     |         |     |     |
|-----------------------|----------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                       | Allocated      | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
| No of Habitable Rooms | No of Bedrooms | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
| 3 or less             | 1-2            | 1.1                | 0.3 |     | 1.1             | 0.2 |     | 1.2     | 0.4 |     |
| 4                     | 2              | 1.2                | 0.4 | 0.0 | 1.2             | 0.4 | 0.0 | 1.3     | 0.4 | 0.1 |
| 5                     | 2-3            | 1.4                | 0.5 | 0.1 | 1.6             | 0.6 | 0.1 | 1.5     | 0.6 | 0.1 |
| 6                     | 3              | 1.6                | 0.7 | 0.1 | 1.7             | 0.8 | 0.1 | 1.7     | 0.8 | 0.2 |
| 7                     | 3-4            | 1.8                | 0.9 | 0.2 | 2.0             | 1.0 | 0.2 | 2.0     | 1.0 | 0.2 |
| 8 or more             | 4              | 2.1                | 1.1 | 0.3 | 2.2             | 1.2 | 0.3 | 2.2     | 1.3 | 0.4 |

5.12.5 The table below provides allocations for houses which will be rented or shared this includes community housing and conversions to homes of multiple occupancy.

**Table C3 -4: Houses rented/ shared unallocated parking demand**

|                       |                | Unallocated demand |     |     |                 |     |     |         |      |      |
|-----------------------|----------------|--------------------|-----|-----|-----------------|-----|-----|---------|------|------|
|                       | Allocated      | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1    | 2    |
| No of Habitable Rooms | No of Bedrooms | Urban              |     |     | Town and Fringe |     |     | Village |      |      |
| 3 or less             | 1-2            | 0.9                | 0.2 |     | 1.1             | 0.3 |     | 0.9     | 0.2  |      |
| 4                     | 2              | 1.1                | 0.3 | 0.0 | 1.2             | 0.4 | 0.1 | 1.0     | 0.3  | 0.0  |
| 5                     | 2-3            | 1.2                | 0.4 | 0.1 | 1.4             | 0.5 | 0.1 | 1.4     | 0.2  | 0.1  |
| 6                     | 3              | 1.3                | 0.5 | 0.1 | 1.4             | 0.6 | 0.1 | 1.3*    | 0.5* | 0.1* |
| 7                     | 3-4            | 1.6                | 0.7 | 0.2 | 1.7             | 0.8 | 0.2 | 1.6*    | 0.7* | 0.2* |
| 8 or more             | 4              | 2.0                | 1.0 | 0.4 | 1.7             | 0.8 | 0.2 | 2.0*    | 1.0* | 0.3* |

Note:

\* Allocated parking demand figures based on Wokingham wide area rather than LLSOA level due to small sample size.

## Habitable rooms to bedrooms

5.12.6 The parking study conversion factor in Table 5.2 below is based on actual observed survey data collected for the Dorset Parking Study and was used to convert habitable rooms to number of bedrooms. There is no clear cut conversion from 3, 5, or 7 habitable room properties to number of bedroom and therefore this is at the planning offices discretion, and would require definition from the developer and plot design details.

**Table 5.2: Habitable rooms to bedrooms**

| Number of Habitable Rooms | Number of Bedrooms |
|---------------------------|--------------------|
| 2 or less                 | 1                  |
| 4                         | 2                  |
| 6                         | 3                  |
| 8 or more                 | 4                  |

### 5.13 RESIDENTIAL DWELLING ALLOCATED/UNALLOCATED PARKING EXAMPLE

5.13.1 The methodology is best illustrated through an example. The example takes a housing development based in Winnersh, which from Figure 3 in Appendix B is located in an urban area. The development is made up of the following dwelling types:

- 12 No. 1 bedroom houses (3 habitable rooms, 6 with 1 allocated space, 6 with no allocated space)
- 10 No. 2 bedroom houses (4 habitable rooms, 5 with 1 allocated space, 5 with no allocated space)
- 4 No. 3 bedroom houses (6 habitable rooms, all with 1 allocated space)
- 5 No. 4 bedroom houses (7 habitable rooms, 2 allocated space)

5.13.2 The developer needs to determine an initial level of parking provision they want to provide in the development. The developer then needs to calculate the level of unallocated demand for each dwelling type using the tables above.

5.13.3 The table below shows the unallocated demand for owned houses. For an owned house with one allocated space and 3 or less habitable rooms in an 'urban' area, would have a need for an additional 0.3 unallocated parking provision.

**Copy of Table C3 -3 for demonstration purposes**

|                       |                | Unallocated demand |     |     |                 |     |     |         |     |     |
|-----------------------|----------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                       | Allocated      | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
| No of Habitable Rooms | No of Bedrooms | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
| 3 or less             | 1-2            | 1.1                | 0.3 |     | 1.1             | 0.2 |     | 1.2     | 0.4 |     |
| 4                     | 2              | 1.2                | 0.4 | 0.0 | 1.2             | 0.3 | 0.0 | 1.3     | 0.4 | 0.1 |
| 5                     | 2-3            | 1.4                | 0.5 | 0.1 | 1.6             | 0.6 | 0.1 | 1.5     | 0.6 | 0.1 |
| 6                     | 3              | 1.6                | 0.7 | 0.1 | 1.7             | 0.8 | 0.1 | 1.7     | 0.7 | 0.2 |
| 7                     | 3-4            | 1.8                | 0.9 | 0.2 | 2.0             | 1.0 | 0.2 | 1.9     | 1.0 | 0.2 |
| 8 or more             | 4              | 2.1                | 1.1 | 0.3 | 2.2             | 1.2 | 0.3 | 2.2     | 1.3 | 0.4 |

5.13.4 Applying the parking demand to each dwelling type and size the unallocated parking demand can be calculated for the whole development as shown in Table 5.3 below.

**Table 5.3: Calculated unallocated parking example**

| Dwelling type | Allocated parking spaces | Number of dwellings | Total Allocated Spaces | Unallocated parking provision | Total Unallocated |
|---------------|--------------------------|---------------------|------------------------|-------------------------------|-------------------|
| House         |                          |                     |                        |                               |                   |
| 1 bedroom     | 0 spaces                 | 6                   | 0                      | $6 \times 1.1 = 6.6$          | 7                 |
| 1 bedroom     | 1 spaces                 | 6                   | 6                      | $6 \times 0.3 = 1.8$          | 2                 |
| 2 bedroom     | 0 spaces                 | 5                   | 0                      | $5 \times 1.2 = 6$            | 6                 |
| 2 bedroom     | 1 space                  | 5                   | 5                      | $5 \times 0.4 = 2$            | 2                 |
| 3 bedroom     | 1 space                  | 4                   | 4                      | $4 \times 0.7 = 2.8$          | 3                 |
| 4 bedroom     | 2 spaces                 | 5                   | 10                     | $5 \times 0.2 = 1.0$          | 1                 |
| Total         |                          | 31                  | 25                     |                               | 21                |

5.13.5 If the developer was providing 25 allocated spaces on the development site, there would be a demand for an additional 21 unallocated spaces.

5.13.6 It should be noted that for simplicity this example ignored the effect of garages counted as allocated spaces. More information on this can be found in paragraphs 3.2.13 to 3.2.17. It is advocated that a garage of sufficient size is only counted as 0.5 of a space allocated, requiring an additional 0.5 unallocated space to be provided. In this example if all (nine) three and four bedroom units had a garage counted as an allocated space an additional 4.5 unallocated spaces would be required. This would result in 26 unallocated spaces being required.

#### VISITOR PARKING

5.13.7 Developers should also include for visitor parking, which is calculated for all dwellings that have 1 or more allocated space on the basis of 0.2 per dwelling. In the above example this would equate to an additional 4 ( $0.2 \times 20$ ) unallocated spaces on the development.

5.13.8 Taking into consideration visitor parking and garages the above development would need to provide  $(21+5+4)$  30 unallocated spaces in total, in addition to 25 allocated spaces, a total of 55 spaces off-street (or on-street is designed to accommodate this without impacting access and turning).

5.13.9 In some instances on-street parking levels, parking restrictions and other local factors specific to a development site, may mean that both/ either Highways Development Control Engineers and Planning Officers request a deviation from the guidance. The methodology above will provide evidence to the Developer and the Planning and Highway Authorities helping them to decide upon the best parking solution to be applied to a new development.

**Provision for other types of parking**

| User Class                                  | Car Parking Allocation                                                 | Cycle Parking Allocation | MTW Parking                                                                                                   | Disabled Parking |
|---------------------------------------------|------------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------|------------------|
| <b>C3 – Flats</b> 1 or 2 habitable rooms    | See advice regarding levels of allocated and unallocated parking above | 1 per dwelling           | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. |                  |
| <b>C3 – Flats</b> 3 habitable rooms         |                                                                        | 1 per dwelling           |                                                                                                               |                  |
| <b>C3 – Flats</b> 4 or more habitable rooms |                                                                        | 2 per dwelling           |                                                                                                               |                  |
| <b>C3 – Houses</b> 1 or 2 habitable rooms   | See advice regarding levels of allocated and unallocated parking above | 1 per dwelling           |                                                                                                               |                  |
| <b>C3 – Houses</b> 3 habitable rooms        |                                                                        | 1 per dwelling           |                                                                                                               |                  |
| <b>C3 – Houses</b> 4 or 5 habitable rooms   |                                                                        | 2 per dwelling           |                                                                                                               |                  |
| <b>C3 – Houses</b> 6 habitable rooms        |                                                                        | 3 per dwelling           |                                                                                                               |                  |

## 5.14 CLASS D1: NON-RESIDENTIAL INSTITUTIONS

5.14.1 It is recommended that this is split into sub-categories:

- Hospitals;
- Health Centres and Libraries;
- Nursery's and Crèche;
- Primary Schools; and
- Secondary Schools, Colleges and Universities.

| User Class                            | Car Parking Allocation                                    | Cycle Parking Allocation                                       | MTW Parking                                                                                                   | Disabled Parking    |
|---------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|---------------------|
| <b>D1</b> Health Centres              | 1 per full time staff and 3 per consulting room           | 1 LT space per 5 staff and 1 ST space per 5 staff for visitors | 1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter. | <b>As Table 3.5</b> |
| <b>D1</b> Libraries                   | 1 per 30 m <sup>3</sup>                                   | 1 LT space per 5 staff and 1 ST space per 5 staff for visitors |                                                                                                               |                     |
| <b>D1</b> Nursery's and Crèche        | 1 per full time staff                                     | 1 LT space per 5 staff                                         |                                                                                                               |                     |
| <b>D1</b> Primary Schools             | 1 per full time staff                                     | 1 LT space per 3 pupils and 1 LT space per 5 staff             |                                                                                                               |                     |
| <b>D1</b> Secondary Schools, Colleges | 1 per full time staff + 1 per 5 post 17 year old students | 1 LT space per 3 students and 1 LT space per 5 staff           |                                                                                                               |                     |

## 5.15 CLASS D2: ASSEMBLY AND LEISURE

5.15.1 It is recommended that this is split in sub-categories:

- Leisure centres and gyms;
- Theatres and Cinemas; and
- Other.

| User Class                         | Car Parking Allocation                         | Cycle Parking Allocation                                       | MTW Parking                       | Disabled Parking    |
|------------------------------------|------------------------------------------------|----------------------------------------------------------------|-----------------------------------|---------------------|
| <b>D2</b> Leisure centres and gyms | 1 per 10m <sup>2</sup> of public space         | 1 ST space per 10 per period visitors & 1 LT space per 5 staff | 1 space per 40 car parking spaces | <b>As Table 3.5</b> |
| <b>D2</b> Outdoor pitches          | 20 spaces per pitch + 1 per 10 spectator seats | 1 space per pitch plus 10 spaces                               | 1 space per 40 car parking spaces |                     |
| <b>D2</b> Bowling alleys           | 4 per lane                                     | 0.5 per lane                                                   | 1 space per 40 car parking spaces |                     |
| <b>D2</b> Theatres and Cinemas     | 1 per 5 seats                                  | 1 ST space per 10 per 25 seats & 1 LT space per 5 staff        | 1 space per 40 car parking spaces |                     |
| <b>D2</b> Other                    | 1 per 20 m <sup>2</sup> of public space        | 1 ST space per 15 per period visitors & 1 LT space per 5 staff | 1 space per 40 car parking spaces |                     |

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## 6 Transport Assessments and Travel Plans

### 6.1 TRANSPORT ASSESSMENTS

6.1.1 For any new development, the developer is required to demonstrate the impact of transport and how the design accounts for this impact, this will include consideration for parking.

6.1.2 The Transport Assessment or Transport Statement (DfT Guidance 2007) needs to clearly identify what parking provision has been provided for the site. This should clearly identify the quantity of allocated and unallocated spaces. The number of spaces on-street should be stated and included in the total of unallocated spaces. This approach is recommended in the Department for Communities and Local Government Publication: Residential Car Parking Research, 2007. The split between allocated and unallocated spaces and the proposal to maximise unallocated parking was also investigated in some detail in the Dorset Parking Study completed in 2010 which built on the national research and was discussed within Section 3.2 of this report.

### 6.2 RESIDENTIAL TRAVEL PLANNING

6.2.1 A Residential Travel Plan (RTP) is a management tool aimed at promoting sustainable travel as part of a new or existing development, with an emphasis on promoting healthy and sustainable travel options to residents and visitors and reducing the number and length of car journeys. Travel Plans are implemented with a long term view and will develop and evolve along with the community in which they operate. They have the potential to reduce the demand for car parking by encouraging better use of alternative means of travel.

6.2.2 Case study evidence suggests that where a comprehensive and well managed RTP is delivered (including site design, physical and promotional measures), it is reasonable to expect a reduction in car-based journeys than for a similar development without a RTP in place.

6.2.3 Wokingham Borough Council adopted local travel plan guidance "Residential Travel Plan Guidance for Wokingham" in January 2011. This guidance sets out when a Travel Plan is required with a planning application and explains how a plan should be prepared. The guidance document should be considered both by developers and their agents when preparing Residential Travel Plans for submission as part of a planning application.

6.2.4 Travel Plans can be provided in varying levels of detail usually dependant on the size of a development and its likely impact. Thresholds have been set in terms of the number of proposed dwellings and these thresholds vary between mixed use and single use development. Travel Plan types in Wokingham include: Residential Travel Plan Statements, Framework Travel Plans and Full Travel Plans.

6.2.5 A Residential Travel Plan Statement is a more simplified document setting out the smaller-scale residential travel planning measures that will be implemented for the development.

6.2.6 A Framework Travel Plan is used if a development is more speculative in nature, for example where the end users of a larger scale mixed-use development are unknown. This will require less initial detail about the precise timescales and mechanisms for the delivery of Travel Plan measures, but importantly will clearly set out when the additional details will be forthcoming.

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6.2.7 A Full Travel Plan will contain a range of measures and initiatives, timescales, a clear management and delivery structure, and importantly, clearly defined targets, timescales for review and agreement on subsequent enforcement procedures.

6.2.8 RTPs involve identifying and delivering a range of measures and initiatives that collectively promote sustainable travel and encourage residents and visitors to change the way some of their daily journeys are undertaken. The Travel Plan measures will cumulatively have an effect on reducing car use and therefore may encourage families to own fewer vehicles. However, some specific measures have a direct effect on parking requirements, in particular:

- Provision of cycle parking;
- Car clubs;
- Car sharing; and
- Car park management measures.

6.2.9 These Travel Plan measures can be supported by good car parking design and organisation; in particular, the availability of: convenient cycle parking, dedicated car club spaces and unallocated bays which are most convenient for car sharing.

6.2.10 Car parking management measures are closely related to provision of the correct allocation of spaces within a development. This involves providing the correct balance between enough space to allow residents to park without dominating a development or causing safety and traffic problems and not encouraging unnecessary car use. Early pre-planning discussions with Wokingham Highway Development Control and planning teams will help to establish the correct approach to this balance early in the development design process.

### 6.3 WORKPLACE TRAVEL PLANNING

6.3.1 A Workplace Travel Plan is a management tool aimed at promoting sustainable travel within an organisation, with an emphasis on reducing unnecessary business journeys and a reliance on single-occupancy car travel. Travel Plans are implemented with a long term view, and will develop and evolve in accordance with both changes in an organisation and the wider environment in which they operate.

6.3.2 Reducing the impact of workplace travel and encouraging low carbon commuting patterns will not only provide a range of benefits for an organisation, but will support a greener, cleaner and more sustainable Wokingham Borough. Encouraging travel to work by more sustainable modes may reduce the volume of parking demand, meaning that less car parking can be provided at the workplace. This has important benefits in terms of maximising space for buildings and public realm.

6.3.3 In a similar way to residential travel planning, Workplace Travel Plans involve identifying and delivering a range of measures and initiatives for an organisation that can address current travel and transport issues affecting the workplace. These promote low carbon, and encourage staff and visitors to consider the full range of travel choices available to them for their everyday journeys.

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6.3.4 Wokingham Borough Council adopted local travel plan guidance “Workplace Travel Plan Guidance” in January 2011. This guidance sets out when a Travel Plan is required with a planning application and explains how a plan should be prepared. The guidance document should be considered by organisations when preparing a voluntary travel plan for their work place, as well as those organisations preparing a Workplace Travel Plan for submission as part of a planning application.

6.3.5 In Wokingham a new site forming part of a planning application may be required to have a workplace Travel Plan depending on the size of the new development. Travel Plans types are the same as those described in paragraphs 6.2.5 to 6.2.7 for residential Travel Plans.

6.3.6 When deciding on Travel Plan measures to be included in a workplace Travel Plan, it will be necessary to consider the number of spaces to be provided in a car park, who will use them and the estimated levels of parking demand. Importantly a breakdown of the type of parking should be established; for example:

- General car parking spaces;
- Disabled spaces;
- Motorcycle spaces;
- Cycle spaces; and
- Car sharing spaces.

6.3.7 Furthermore, it is important to consider where else staff and visitors may park. For example, are there any on-street parking restrictions in the vicinity of the workplace?

6.3.8 When examining potential Travel Plan interventions some measures have a more direct effect on car parking. Measures that may be especially beneficial in terms of reducing car parking demand are:

- Introducing car parking charges for on-site parking spaces;
- Introducing a permit system that might, for example, only allow staff to park 4 out of 5 days per week - requiring them to find a more sustainable travel alternative for at least one day;
- Providing car parking spaces exclusively for staff willing to car share;
- Reducing the overall number of car parking spaces and providing additional cycle parking spaces;
- Membership of a ‘car club’, providing access to a car for employees who may require one, but reducing the need to park vehicles on-site. This also reduces the need for a vehicle fleet;
- Encouraging Teleworking when employees are not required in the office; and
- Realigning working hours to reduce the number of commuting journeys such as nine day fortnights.

6.3.9 Workplaces will be encouraged to reduce the amount of parking available to staff to promote more sustainable travel patterns. This should be discussed with Wokingham Planning and Highway Development Control officers early in the planning process.

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## 7 Adoption Process

### 7.1 ADOPTION OF STANDARDS

7.1.1 In order for the parking standards document to have “weight” in the planning system it requires to be consulted on, and examined in public. To achieve this, WBC will include the parking standards and calculation approaches mentioned within this report within the Local Development Framework (LDF) document, Managing Development Delivery DPD.

7.1.2 In addition, WBC is currently preparing a Borough Design Guide SPD. In the preparation of this SPD the issues of parking and layout will also be addressed.

7.1.3 The council is also preparing a Highways Design Guidance document which provides developers with advice and standards which the Authority will expect in relation to the design of streets. This guidance will be based Manual for Streets 1 and 2 and will also include information on parking layouts.

7.1.4 It is suggested that contact is made with WBC officers on the timescales for these documents.

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## Appendices, Figures & Tables

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## Appendix A    Parking Survey Outputs

| Planning data extracted from Annual Monitoring Reports from WBC |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
|-----------------------------------------------------------------|-----------------|--------------------|-----------------|-----------------|------------------|--------------------------------------------|-----|-----|-----|----|--------------------------------------------|---------------|----------------------------------|-------------------------------------------------|----------------------------------|--|-----------------------------------------------------|--|
| Site Name                                                       | Parish Location | Application Number | Site Completion | Zone Number     | No. of Dwellings | No. of Bedrooms                            |     |     |     |    | Parking Planning                           | Total Parking | Garages on Site                  | Average Parking Spaces / Dwelling (inc garages) | Parking Spaces (ex. 50% garages) |  | Average Parking Spaces / Dwelling (ex. 50% garages) |  |
|                                                                 |                 |                    |                 |                 |                  | 1                                          | 2   | 3   | 4   | 5+ |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
| Land at Dowles Green (Linden)                                   | Wokingham       | 2003/0766/F        | 2005/06         | A               | 43               | 0                                          | 28  | 9   | 6   | 0  | 67                                         | 291           | 72                               | 1.72                                            | 255                              |  | 1.51                                                |  |
| Dowles Green Farm (Taylor Wimpey)                               | Wokingham       | 2005/6163/F        | 2006/07         |                 | 126              | 0                                          | 56  | 45  | 24  | 1  | 224                                        |               |                                  |                                                 |                                  |  |                                                     |  |
| Land at Marsh Farm (St James)                                   | Earley          | 2005/4390/F        | 2006/07         | B               | 149              | 12                                         | 52  | 40  | 34  | 11 | 231                                        | 231           | 85                               | 1.55                                            | 189                              |  | 1.27                                                |  |
| Land at rear of Chatsworth Avenue (Bovis)                       | Winnersh        | 2005/5504/F        | 2007/08         | C               | 209              | 16                                         | 74  | 63  | 38  | 18 | 386                                        | 386           | 107                              | 1.85                                            | 333                              |  | 1.59                                                |  |
| Land at Poperinghe Barracks                                     | Arborfield      | 2004/3319/RM       | 2006/07         | D               | 76               | 0                                          | 43  | 29  | 4   | 0  | 134                                        | 134           | 9                                | 1.76                                            | 130                              |  | 1.70                                                |  |
| Land at Hollow Lane (Phase 1)                                   | Shinfield       | 2002/6040/RM       | 2003/04         | E               | 59               | 0                                          | 29  | 26  | 4   | 0  | 106                                        | 228           | 88                               | 1.58                                            | 184                              |  | 1.28                                                |  |
| Land at Junc. Church Lane/Hollow Lane (P2)                      | Shinfield       | 2002/7688/RM       | 2005/06         |                 | 85               | 0                                          | 41  | 10  | 31  | 3  | 122                                        |               |                                  |                                                 |                                  |  |                                                     |  |
| Former ARS Site Shinfield Road                                  | Shinfield       | 2004/3674/F        | 2008/09         | F               | 75               | 8                                          | 31  | 14  | 22  | 0  | 121                                        | 121           | 53                               | 1.61                                            | 95                               |  | 1.26                                                |  |
| Land bwt Basingstoke and Beech Hill Roads                       | Shinfield       | 2004/0991/F        | 2007/08         | G               | 121              | 12                                         | 44  | 31  | 26  | 8  | 227                                        | 227           | 87                               | 1.88                                            | 184                              |  | 1.52                                                |  |
|                                                                 |                 |                    |                 |                 |                  | 48                                         | 398 | 267 | 189 | 41 |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
|                                                                 |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
|                                                                 |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
| Max Parking figures from Beat Surveys                           | ON STREET       | OFF STREET         | OBSCURE FOOTWAY | VERGE / L'SCAPE | NO PARKING       | COMBINED PARKING TOTAL RECORDED IN PERIODS |     |     |     |    | TOTAL PARKING AVAILABLE FROM PLANNING DATA |               | PARKING AVAILABLE EX 50% GARAGES |                                                 |                                  |  |                                                     |  |
| Land at Dowles Green (Linden)                                   | 42              | 141                | 19              | 1               | 13               | 183                                        |     |     |     |    | 291                                        |               | 255                              |                                                 |                                  |  |                                                     |  |
| Dowles Green Farm (Taylor Wimpey)                               |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
| Land at Marsh Farm (St James)                                   | 41              | 143                | 32              | 1               | 5                | 184                                        |     |     |     |    | 231                                        |               | 189                              |                                                 |                                  |  |                                                     |  |
| Land at rear of Chatsworth Avenue (Bovis)                       | 43              | 358                | 13              | 1               | 1                | 401                                        |     |     |     |    | 386                                        |               | 333                              |                                                 |                                  |  |                                                     |  |
| Land at Poperinghe Barracks                                     | 7               | 92                 | 4               | 0               | 0                | 99                                         |     |     |     |    | 134                                        |               | 130                              |                                                 |                                  |  |                                                     |  |
| Land at Hollow Lane (Phase 1)                                   | 38              | 132                | 29              | 1               | 0                | 170                                        |     |     |     |    | 228                                        |               | 184                              |                                                 |                                  |  |                                                     |  |
| Land at Junc. Church Lane/Hollow Lane (P2)                      |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |
| Former ARS Site Shinfield Road                                  | 10              | 72                 | 14              | 3               | 0                | 82                                         |     |     |     |    | 121                                        |               | 95                               |                                                 |                                  |  |                                                     |  |
| Land bwt Basingstoke and Beech Hill Roads                       | 38              | 126                | 18              | 5               | 1                | 164                                        |     |     |     |    | 227                                        |               | 184                              |                                                 |                                  |  |                                                     |  |
|                                                                 |                 |                    |                 |                 |                  |                                            |     |     |     |    |                                            |               |                                  |                                                 |                                  |  |                                                     |  |

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## Appendix B    Allocated/ unallocated parking demand calculations



# 1 Wokingham Borough Parking Study - Allocated/ Unallocated Parking

## 1.1 INTRODUCTION

1.1.1 This document was produced as part of the Wokingham Borough Parking Study to analyse the relationship between car ownership, dwelling type, dwelling size and dwelling tenure in Wokingham Borough. Using a combination of 2001 Census data, regional growth models, and regional mapping, the parking analysis was constructed in order to provide Wokingham Borough Council (WBC) with empirically based parking guidance that would provide a reliable indication of residential parking demand for the planning process.

1.1.2 The parking methodology used in this study is a modification of that included in the DCLG paper “Residential Car Parking Research” May 2007, focusing in detail on Census Output Areas (COAs) in Wokingham as well as the land use characteristics of both the urban and rural areas in Wokingham wards.

1.1.3 Since publication of the DCLG research paper, a number of local authorities have accepted the methodology for creating their own parking guidance and for developer parking proposals in residential developments. Although the 2001 Census data is now somewhat dated, a combination of applying growth factors taken from widely accepted programs such as TEMPRO assists in modernising and validating the data.

1.1.4 The guidance is based on average levels of car ownership extracted from 2001 census data and therefore some flexibility should be considered when deriving appropriate standards to reflect local, site specific conditions.

## 1.1 DATA COLLECTION

1.1.5 WSPD&T commissioned the Office of National Statistics (ONS) to produce a cross-tabulated data set from the 2001 Census. The data set showed number of cars owned against number of habitable rooms<sup>1</sup> for all households in Wokingham and was grouped into Lower Layer Super Output Areas (LLSOAs) (clusters of 5 or more COAs) and further grouped by household type (house or flat) and household tenure (owner occupied or shared/rented). Figure 1 below details the format of the Census data for all of Wokingham Unitary Authority.

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<sup>1</sup> The Census defines number of habitable rooms as follows:

The count of the number of habitable rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. If two rooms have been converted into one they are counted as one room. Rooms shared between households, for example a shared kitchen, are not counted.



**Figure 1 Wokingham UA Census data**

|                                      | Number of cars or vans |      |       |       |       |              |
|--------------------------------------|------------------------|------|-------|-------|-------|--------------|
|                                      | Total                  | None | One   | Two   | Three | Four or more |
| <b>HOUSES BY TENURE</b>              |                        |      |       |       |       |              |
| <b>Owner occupied</b>                | 45022                  | 2291 | 15530 | 20904 | 4757  | 1540         |
| 1 room                               | 23                     | 0    | 13    | 4     | 6     | 0            |
| 2 rooms                              | 156                    | 16   | 89    | 42    | 9     | 0            |
| 3 rooms                              | 858                    | 101  | 552   | 182   | 17    | 6            |
| 4 rooms                              | 3435                   | 491  | 1862  | 955   | 107   | 20           |
| 5 rooms                              | 9484                   | 834  | 4576  | 3371  | 551   | 152          |
| 6 rooms                              | 9828                   | 575  | 3952  | 4302  | 791   | 208          |
| 7 rooms                              | 8199                   | 169  | 2365  | 4393  | 986   | 286          |
| 8 or more rooms                      | 13039                  | 105  | 2121  | 7655  | 2290  | 868          |
| <b>Shared ownership &amp; Rented</b> | 6100                   | 1168 | 2750  | 1689  | 345   | 148          |
| 1 room                               | 19                     | 6    | 10    | 3     | 0     | 0            |
| 2 rooms                              | 115                    | 34   | 52    | 23    | 3     | 3            |
| 3 rooms                              | 542                    | 186  | 255   | 85    | 10    | 6            |
| 4 rooms                              | 1490                   | 356  | 736   | 360   | 33    | 5            |
| 5 rooms                              | 1916                   | 328  | 898   | 549   | 120   | 21           |
| 6 rooms                              | 1064                   | 182  | 472   | 290   | 87    | 33           |
| 7 rooms                              | 480                    | 48   | 186   | 182   | 32    | 32           |
| 8 or more rooms                      | 474                    | 28   | 141   | 197   | 60    | 48           |
| <b>FLATS BY TENURE</b>               |                        |      |       |       |       |              |
| <b>Owner occupied</b>                | 2275                   | 521  | 1338  | 359   | 43    | 14           |
| 1 room                               | 20                     | 7    | 13    | 0     | 0     | 0            |
| 2 rooms                              | 128                    | 25   | 79    | 24    | 0     | 0            |
| 3 rooms                              | 625                    | 167  | 380   | 70    | 3     | 5            |
| 4 rooms                              | 1247                   | 280  | 735   | 201   | 27    | 4            |
| 5 or more rooms                      | 255                    | 42   | 131   | 64    | 13    | 5            |
| <b>Shared ownership &amp; Rented</b> | 2708                   | 970  | 1314  | 361   | 49    | 14           |
| 1 room                               | 111                    | 51   | 55    | 5     | 0     | 0            |
| 2 rooms                              | 396                    | 220  | 150   | 22    | 4     | 0            |
| 3 rooms                              | 961                    | 390  | 456   | 101   | 14    | 0            |
| 4 rooms                              | 955                    | 235  | 528   | 164   | 22    | 6            |
| 5 or more rooms                      | 285                    | 74   | 125   | 69    | 9     | 8            |

1.1.1 Due to ONS having strict disclosure controls, the habitable room increments detailed above were the largest permissible. The relatively small number of dwellings in LLSOAs dictated the format of the table as ONS required a level of disclosure that would not allow individual properties to be identified from the data.

## 1.2 DEFRA CLASSIFICATION

1.2.1 To allowing grouping of similarly characterised LLSOAs for statistical analysis a classification needed to be derived. The Department for Environment, Food and Local Affairs (DEFRA) in partnership with ONS, classified every COA in England and Wales which can be used as a framework for statistical analyses, however each classification needs to be considered on a case by case basis. The classifications defined by DEFRA are as follows:

- Urban (population over 10,000)
- Town and Fringe
- Village, Hamlet and Isolated Dwellings

1.2.2 These categories are further split into sparse or less sparse to provide six regional classes, as follows:

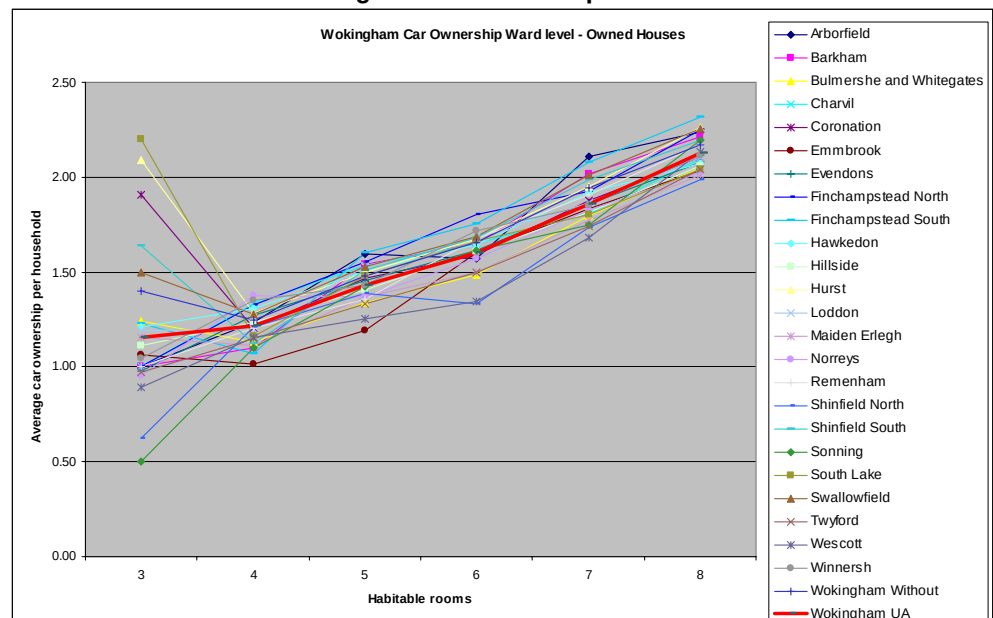
- Urban (Sparse)
- Town and Fringe (Sparse)
- Village, Hamlet and Isolated Dwellings (Sparse)
- Urban (Less Sparse)
- Town and Fringe (Less Sparse)
- Village, Hamlet and Isolated Dwellings (Less Sparse)

1.1.6 The LLSOAs in Wokingham all fall under Urban (less sparse), Town and Fringe (less sparse), and Village, Hamlet and Isolated Dwellings (less sparse), as shown in Figure 2.

## 1.2 ANALYSIS

1.2.1 At the commencement of this project, the overall car ownership/dwelling size relationship for owner occupied houses in Wokingham was analysed using the parking methodology detailed in **Section 1.1** and the ward level data sets for England and Wales used for the PPS3 addendum note, see Chart 1 below.

**Chart 1: Census 2001: Wokingham car ownership owned houses – ward level**



Generally for 4 to 8 habitable room owned houses car ownership levels increase as the number of habitable rooms increases and there is a difference of approximately 0.3-0.5 in car ownership across the Borough for each property size.



Chart 2 to 4 below show the variation in car ownership for each ownership and property type for each ward.

**Chart 2: Census 2001: Wokingham car ownership owned flats – ward level**

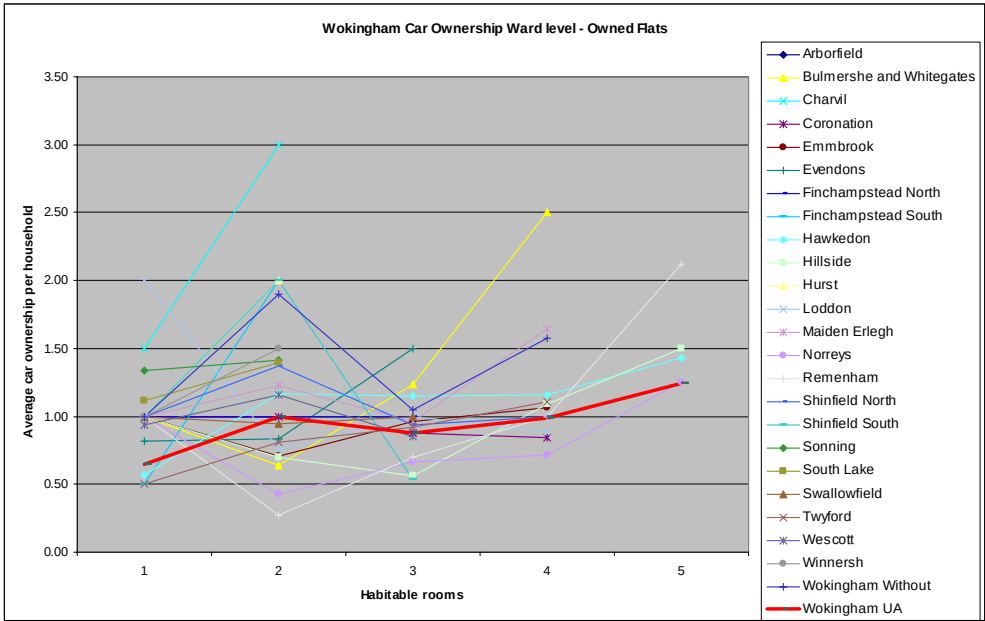


**Chart 3: Census 2001: Wokingham car ownership shared/rented houses – ward level**

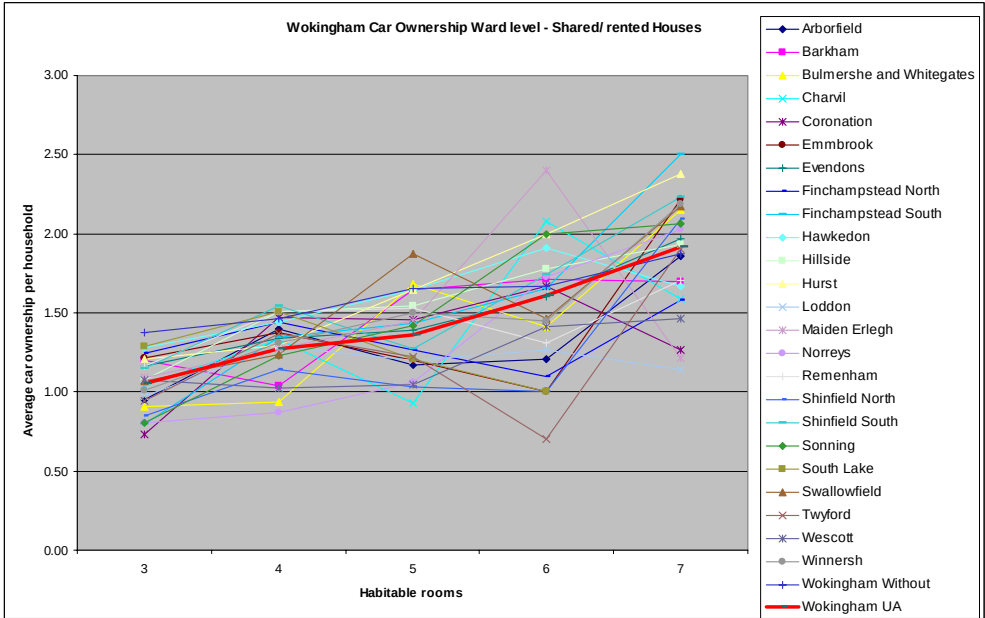
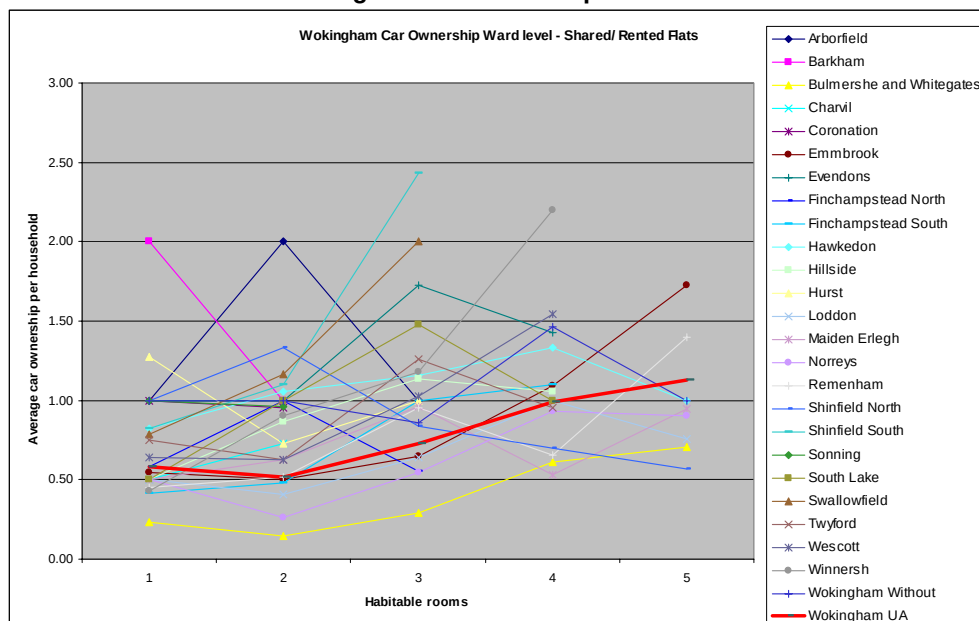


**Chart 4: Census 2001: Wokingham car ownership shared/ rented flats – ward level**



The above graphs show at ward level the car ownership for shared/ rented houses, owned flats and shared/rented flats vary quite significantly (0.5 to 2.00) depending on ward. A number of wards show anomalous high or low car ownership figures as a result of small data sets for each of these property types.

1.2.3 The results so far are consistent with previous parking research, with houses having a higher level of car ownership than flats and owner occupied properties owning more cars than shared/rented properties. The results show little variation across the wards for owner occupied houses, although there is variation for share/ rented houses, owned flats and shared/ rented flats, the sample sizes of these categories will be looked at more detail in section 1.4 below. It was decided that the DEFRA classification would be applied to each of the LLSOAs for all categories and the sample sizes analysed to assess if sufficient datasets are available.

### 1.3 TRAFFIC GROWTH

1.2.4 The car ownership data from the 2001 Census was growthed from 2001 to 2026 using regional growth factors from TEMPRO (percentage increase in cars per household). These factors were calculated by obtaining the number of cars and households both recorded in 2001 and forecast for 2026 from TEMPRO. This allowed for the cars per household to be calculated for both years and the growth factor was calculated by dividing the cars per household in 2026 by the cars per household in 2001. The growth factors for cars per household for Wokingham according to TEMPRO 6.1 figures is -2%, showing a potential decrease in cars per household, as the number of households increase more (25% overall increase) than the number of cars owned (23% overall increase) across the borough.

1.2.5 Additionally the TEMPRO growth can be applied to smaller areas defined by TEMPRO across the Borough, however the boundaries of these areas differ from the ward and LLSOA boundaries causing difficulties and inaccuracies in applying a suitable



growth factor. Therefore an average factor was applied to the borough as a whole rather than segregated specific areas.

1.2.6 According to TEMPRO the total number of households across the Borough will increase from 57350 to 71646 between 2001 and 2026, while the Wokingham Core Strategy states an increase of 57252 to 70033, which is taken from the forecast work undertaken for the Berkshire Joint Strategic Planning Unit by the Greater London Assembly. Using the housing figures from the Wokingham Core Strategy there's an increase of 0.5% car ownership per household across the Borough. It was decided that the housing figures taken from the Wokingham Core Strategy would most closely relate to future household growth and therefore a growth factor of 0.5% was applied to growth to 2026.

### 1.3 RE-CLASSIFICATION OF LLSOAS

1.3.1 Following the initial classification of LLSOAs using the DEFRA system detailed above, Wokingham Borough Council were consulted to ensure the class applied to each LLSOA reflected local conditions and the classification set out in the Wokingham Core Strategy.

1.3.2 As a result LLSOAs within wards of Wokingham Without, Finchampstead North, Barkham, Shinfield North, Sonning, Charvil, Twyford and Remenham, Wargrave and Ruscombe were reclassified, as shown in Figure 3.

### 1.4 HABITABLE ROOMS TO BEDROOMS

1.4.1 Dwelling size in the 2001 Census car ownership data is represented by habitable rooms (as it appears on the Census questionnaire), however, for planning and development purposes it is much easier to work by 'number of bedrooms.' Therefore in order to establish a conversion factor, studies for Kensington and Chelsea (Preferred option Core Strategy), and Dorset (Parking study) were reviewed.

1.4.2 The Kensington and Chelsea "Towards preferred options Core Strategy and the North Kensington Plan" simplifies the conversion from number of habitable rooms to number of bedrooms on the basis of:

- number of habitable rooms -1 = number of bedrooms

1.4.3 The Poole Parking Study used survey data from Greater Dorset The surveys revealed there to be no 2 habitable room houses or 7 and 8+ habitable room flats surveyed and due to the similarities between the habitable room-bedroom relationship for both houses and flats it is proposed that where data is missing, the alternative dwelling type habitable room-bedroom conversion is used. The survey data was used to formulate the following table conversion:



**Table 1: Habitable Room-Bedroom Conversions for Houses and Flats in Greater Dorset**

| Number of Habitable Rooms | Number of Bedrooms |
|---------------------------|--------------------|
| 2 or less                 | 1                  |
| 4                         | 2                  |
| 6                         | 3                  |
| 8 or more                 | 4                  |

1.4.4 The Dorset parking study conversion factor is based on actual observed survey data and therefore provides a more reliable conversion than the simplified Kensington and Chelsea factor described above, therefore the Dorset Parking study should be applied to all parking demand data.

## 1.5 INITIAL RESULTS

1.3.1 **Table 2 to 9** below detail the number of dwellings for each of the property type, DEFRA category, and per habitable room. The 2 or less habitable room category for owned houses has very few dwellings across Wokingham and has therefore been amalgamated with the 3 habitable room category.

### HOUSE OWNED

**Table 2 Census Data: House Owned Sample Size**

| Habitable rooms | Sample size |                 |         | Total |
|-----------------|-------------|-----------------|---------|-------|
|                 | Urban       | Town and Fringe | Village |       |
| 3 or less       | 1072        | 54              | 63      | 1189  |
| 4               | 2773        | 312             | 347     | 3432  |
| 5               | 7716        | 909             | 863     | 9488  |
| 6               | 7888        | 998             | 965     | 9851  |
| 7               | 6273        | 941             | 980     | 8194  |
| 8 or more       | 8440        | 2133            | 2463    | 13036 |
| Total           | 34305       | 5351            | 5705    | 45361 |



**Table 3 Census Data: House Owned Car Ownership – 2026**

| Habitable rooms | Car Ownership |                 |         |
|-----------------|---------------|-----------------|---------|
|                 | Urban         | Town and Fringe | Village |
| 3               | 1.1           | 1.1             | 1.2     |
| 4               | 1.2           | 1.2             | 1.3     |
| 5               | 1.4           | 1.6             | 1.5     |
| 6               | 1.6           | 1.7             | 1.7     |
| 7               | 1.8           | 2.0             | 1.9     |
| 8 or more       | 2.1           | 2.2             | 2.2     |

The above tables show:

- All DEFRA categories have large enough sample sizes for conclusions to be drawn,
- All categories follow the standard pattern of car ownership increasing with dwelling size.

#### FLAT OWNED

**Table 4 Census Data: Flat Owned Sample Size**

| Habitable rooms | Sample size |                 |         | Total |
|-----------------|-------------|-----------------|---------|-------|
|                 | Urban       | Town and Fringe | Village |       |
| 1               | 21          | 0               | 0       | 21    |
| 2               | 103         | 0               | 11      | 114   |
| 3               | 586         | 6               | 35      | 627   |
| 4               | 1161        | 12              | 75      | 1248  |
| 5               | 150         | 28              | 23      | 201   |
| 6               | 30          | 3               | 6       | 39    |
| 7               | 21          | 3               | 12      | 36    |
| 8 or more       | 12          | 0               | 9       | 21    |
| Total           | 1960        | 52              | 160     | 2172  |

**Table 5 Census Data: Flat Owned Car Ownership – 2026**

| Habitable rooms | Car Ownership |                 |         |
|-----------------|---------------|-----------------|---------|
|                 | Urban         | Town and Fringe | Village |
| 1               | 0.7           | 0.5             | N/A     |
| 2               | 1.0           | 0.5             | 0.3     |
| 3               | 0.9           | 0.7             | 0.6     |
| 4               | 1.0           | 1.1             | 1.1     |
| 5               | 1.2           | 1.1             | 1.5     |
| 6               | 0.8           | 1.3             | 2.5     |



1.5.1 The above tables show:

- Urban DEFRA category for owned flats has large enough sample sizes for conclusions to be drawn, with the exception of 6 habitable rooms
- Town and Fringe, and Village do not have sufficient sample sizes for conclusions to be drawn for most habitable room categories, this causes car ownership information of these categories to be either unavailable, or over exaggerate figures as in the instance of Village with 6 or more habitable rooms.
- Where information is available and sample size sufficient categories follow the standard pattern of car ownership increasing with dwelling size.

#### HOUSE SHARED/ RENTED

**Table 6 Census Data: Houses Shared/ Rented Sample Size**

| Habitable rooms | Sample size |                 |         | Total |
|-----------------|-------------|-----------------|---------|-------|
|                 | Urban       | Town and Fringe | Village |       |
| 3 or less       | 503         | 94              | 491     | 1088  |
| 4               | 938         | 301             | 915     | 2154  |
| 5               | 1342        | 247             | 343     | 1932  |
| 6               | 625         | 157             | 622     | 1404  |
| 7               | 273         | 108             | 273     | 654   |
| 8 or more       | 286         | 74              | 286     | 646   |
| Total           | 3967        | 981             | 2930    | 7878  |

**Table 7 Census Data: Houses Shared/ Rented Car Ownership – 2026**

| Habitable rooms | Car Ownership |                 |         |
|-----------------|---------------|-----------------|---------|
|                 | Urban         | Town and Fringe | Village |
| 3               | 0.9           | 1.1             | 0.9     |
| 4               | 1.1           | 1.2             | 1.0     |
| 5               | 1.2           | 1.4             | 1.4     |
| 6               | 1.3           | 1.4             | 1.3     |
| 7               | 1.6           | 1.7             | 1.6     |
| 8 or more       | 2.0           | 1.7             | 2.0     |

1.5.2 The above tables show:

- Urban and Town and Fringe DEFRA category for owned flats has large enough sample sizes for conclusions to be drawn.
- Village have sufficient sample sizes for conclusions to be drawn for all habitable room categories, although a smaller sample size for 5 habitable room category causes potentially over exaggerated car ownership figures.
- For urban shared/ rented category follows the standard pattern of car ownership increasing with dwelling size.



## FLATS SHARED/ RENTED

**Table 8 Census Data: Flat Shared/ Rented Sample Size**

| Habitable rooms | Sample size |                 |         | Total |
|-----------------|-------------|-----------------|---------|-------|
|                 | Urban       | Town and Fringe | Village |       |
| 1               | 81          | 3               | 12      | 96    |
| 2               | 335         | 18              | 42      | 395   |
| 3               | 745         | 81              | 121     | 947   |
| 4               | 770         | 40              | 159     | 969   |
| 5               | 169         | 3               | 9       | 181   |
| 6               | 51          | 6               | 9       | 66    |
| 7               | 12          | 0               | 3       | 15    |
| 8 or more       | 21          | 0               | 0       | 21    |
| Total           | 1768        | 130             | 301     | 2199  |

**Table 9 Census Data: Flat Shared/ Rented Car Ownership – 2026**

| Habitable rooms |       |                 |         |
|-----------------|-------|-----------------|---------|
|                 | Urban | Town and Fringe | Village |
| 1               | 0.5   | 1.0             | 0.8     |
| 2               | 0.5   | 0.6             | 0.6     |
| 3               | 0.7   | 0.7             | 0.9     |
| 4               | 1.1   | 0.6             | 1.0     |
| 5               | 1.0   | 1.0             | 1.0     |
| 6               | 1.2   | 2.0             | 1.0     |

1.5.3 The above tables show:

- Urban DEFRA category for shared/ rented flats has a large enough sample sizes for 2 to 4 habitable rooms for conclusions to be drawn.
- Town and Fringe, and Village do not have sufficient sample sizes for conclusions to be drawn for nearly all habitable room categories, this causes car ownership information for these categories to be either unavailable, or over/under exaggerate figures.
- Due to the limitations and variation in the sample size the data does not follow the standard pattern of car ownership increasing with dwelling size.



## 1.6 INITIAL FINDINGS SUMMARY

### 1.6.1 The above tables show:

- Urban DEFRA category for owned properties and rented houses has large enough sample sizes in most cases for conclusions to be drawn.
- Town and Fringe, and Village do not have sufficient sample sizes for conclusions to be drawn for most habitable room categories, this causes car ownership information of these categories to be either unavailable, or over exaggerate figures as in the instance of Town and Fringe with 8 or more habitable rooms.

1.6.2 Where information is available and sample size sufficient categories follow the standard pattern of car ownership increasing with dwelling size. The initial findings show that owned houses and urban category sample sizes are sufficient in most instances to produce reliable results. The remainder of categories do not have sufficient sample sizes and therefore the overall Wokingham averages should be used as a basis for these areas in the first instance.

## 1.7 UNALLOCATED DEMAND

2.1.1 The unallocated demand when allocated parking spaces are provided has been calculated using the spread of dwellings that own between 0 and 4+ vehicles in the base data. For instance in Table 10 below, a 3 habitable roomed owned house in urban Wokingham has a car ownership of 1.1 cars per dwelling. However, when that dwelling is allocated 1 parking space there is an overspill of 0.2 cars per dwelling. This overspill relates to the spread of car ownership in the census data, with some dwellings owning no cars, some 1 car and some 2 cars. Where dwellings own zero cars, an allocated parking space will be unused and the overspill represents the properties that have two cars (balancing the average at 1.1 car per dwelling), of which only one could be parked in the allocated parking space.

### HOUSE OWNED-LLSOA

**Table 10: LLSOA level unallocated parking demand by DEFRA category – house owned**

| Habitable rooms  | Unallocated demand |     |     |                 |     |     |         |     |     |
|------------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                  | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
|                  | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
| <b>3 or less</b> | 1.1                | 0.3 | 0.0 | 1.1             | 0.2 | 0.0 | 1.2     | 0.4 | 0.0 |
| <b>4</b>         | 1.2                | 0.4 | 0.0 | 1.2             | 0.4 | 0.0 | 1.3     | 0.4 | 0.1 |
| <b>5</b>         | 1.4                | 0.5 | 0.1 | 1.6             | 0.6 | 0.1 | 1.5     | 0.6 | 0.1 |
| <b>6</b>         | 1.6                | 0.7 | 0.1 | 1.7             | 0.8 | 0.1 | 1.7     | 0.8 | 0.2 |
| <b>7</b>         | 1.8                | 0.9 | 0.2 | 2.0             | 1.0 | 0.2 | 2.0     | 1.0 | 0.2 |
| <b>8 or more</b> | 2.1                | 1.1 | 0.3 | 2.2             | 1.2 | 0.3 | 2.2     | 1.3 | 0.4 |

## HOUSE RENTED/ SHARED- AVERAGE WOKINGHAM

**Table 11: LLSOA level unallocated parking demand by DEFRA category – house rented shared**

| Habitable rooms  | Unallocated demand |     |     |                 |     |     |         |     |     |
|------------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                  | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
|                  | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
| <b>3 or less</b> | 0.9                | 0.2 | 0.0 | 1.1             | 0.3 | 0.0 | 0.9     | 0.2 | 0.0 |
| <b>4</b>         | 1.1                | 0.3 | 0.0 | 1.2             | 0.4 | 0.1 | 1.0     | 0.3 | 0.0 |
| <b>5</b>         | 1.2                | 0.4 | 0.1 | 1.4             | 0.5 | 0.1 | N/A     | N/A | N/A |
| <b>6</b>         | 1.3                | 0.5 | 0.1 | 1.4             | 0.6 | 0.1 | 1.3     | 0.5 | 0.1 |
| <b>7</b>         | 1.6                | 0.7 | 0.2 | 1.7             | 0.8 | 0.2 | 1.6     | 0.7 | 0.2 |
| <b>8 or more</b> | 2.0                | 1.0 | 0.4 | 1.7             | 0.8 | 0.2 | 2.0     | 1.0 | 0.4 |

## FLAT OWNED-AVERAGE WOKINGHAM

**Table 12: LLSOA level unallocated parking demand by DEFRA category – Flat owned**

Flat Owned

| Habitable rooms  | Unallocated demand |     |     |                 |     |     |         |     |     |
|------------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                  | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
|                  | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
| <b>1</b>         | 0.7                | 0.0 | 0.0 | N/A             | N/A | N/A | N/A     | N/A | N/A |
| <b>2</b>         | 1.0                | 0.2 | 0.0 | N/A             | N/A | N/A | 0.3     | 0.0 | 0.0 |
| <b>3</b>         | 0.9                | 0.2 | 0.0 | 0.7             | 0.0 | 0.0 | 0.6     | 0.1 | 0.0 |
| <b>4</b>         | 1.0                | 0.2 | 0.0 | 1.1             | 0.3 | 0.0 | 1.1     | 0.3 | 0.0 |
| <b>5 or more</b> | 1.2                | 0.4 | 0.1 | N/A             | N/A | N/A | 1.5     | 0.5 | 0.0 |

## FLAT SHARE/RENTED AVERAGE WOKINGHAM

**Table 13: LLSOA level unallocated parking demand by DEFRA category – Flat rented/ shared**

| Habitable rooms  | Unallocated demand |     |     |                 |     |     |         |     |     |
|------------------|--------------------|-----|-----|-----------------|-----|-----|---------|-----|-----|
|                  | Urban              |     |     | Town and Fringe |     |     | Village |     |     |
|                  | 0                  | 1   | 2   | 0               | 1   | 2   | 0       | 1   | 2   |
| <b>1</b>         | 0.5                | 0.0 | 0.0 | N/A             | N/A | N/A | N/A     | N/A | N/A |
| <b>2</b>         | 0.5                | 0.1 | 0.0 | N/A             | N/A | N/A | 0.6     | 0.1 | 0.0 |
| <b>3</b>         | 0.7                | 0.1 | 0.0 | 0.7             | 0.2 | 0.0 | 0.9     | 0.2 | 0.0 |
| <b>4</b>         | 1.1                | 0.3 | 0.0 | N/A             | N/A | N/A | 1.0     | 0.3 | 0.1 |
| <b>5 or more</b> | 1.1                | 0.3 | 0.0 | N/A             | N/A | N/A | N/A     | N/A | N/A |



1.7.1 For those areas and property categories that had insufficient sample sizes to drawn sufficient conclusions (highlighted grey in tables 9 to 12 above), the overall Wokingham parking demand tables (13 to 15 should be used)

#### HOUSE OWNED-AVERAGE WOKINGHAM

**Table 14: Wokingham level unallocated parking demand by DEFRA category – House owned**

| Habitable rooms  | Unallocated demand |     |     |
|------------------|--------------------|-----|-----|
|                  | 0                  | 1   | 2   |
| <b>3 or less</b> | 1.1                | 0.2 | 0.0 |
| <b>4</b>         | 1.2                | 0.4 | 0.0 |
| <b>5</b>         | 1.4                | 0.5 | 0.1 |
| <b>6</b>         | 1.6                | 0.7 | 0.1 |
| <b>7</b>         | 1.9                | 0.9 | 0.2 |
| <b>8 or more</b> | 2.1                | 1.1 | 0.3 |

#### HOUSE RENTED/ SHARED- AVERAGE WOKINGHAM

**Table 15: Wokingham level unallocated parking demand by DEFRA category – House shared/ rented**

| Habitable rooms  | Unallocated demand |     |     |
|------------------|--------------------|-----|-----|
|                  | 0                  | 1   | 2   |
| <b>3 or less</b> | 0.9                | 0.2 | 0.0 |
| <b>4</b>         | 1.1                | 0.3 | 0.0 |
| <b>5</b>         | 1.3                | 0.5 | 0.1 |
| <b>6</b>         | 1.3                | 0.5 | 0.1 |
| <b>7</b>         | 1.6                | 0.7 | 0.2 |
| <b>8 or more</b> | 2.0                | 1.0 | 0.3 |

#### FLAT OWNED-AVERAGE WOKINGHAM

**Table 16: Wokingham level unallocated parking demand by DEFRA category – flat owned**

| Habitable rooms  | Unallocated demand |     |     |
|------------------|--------------------|-----|-----|
|                  | 0                  | 1   | 2   |
| <b>1</b>         | 0.7                | 0.0 | 0.0 |
| <b>2</b>         | 1.0                | 0.2 | 0.0 |
| <b>3</b>         | 0.9                | 0.2 | 0.0 |
| <b>4</b>         | 1.0                | 0.2 | 0.0 |
| <b>5 or more</b> | 1.2                | 0.4 | 0.1 |



## FLAT SHARE/RENTED AVERAGE WOKINGHAM

**Table 17: Wokingham level unallocated parking demand by DEFRA category – Flat rented/ shared**

| Habitable rooms  | Unallocated demand |     |     |
|------------------|--------------------|-----|-----|
|                  | 0                  | 1   | 2   |
| <b>1</b>         | 0.5                | 0.0 | 0.0 |
| <b>2</b>         | 0.5                | 0.1 | 0.0 |
| <b>3</b>         | 0.7                | 0.1 | 0.0 |
| <b>4</b>         | 1.0                | 0.3 | 0.0 |
| <b>5 or more</b> | 1.0                | 0.2 | 0.0 |

### 1.8 SUMMARY

1.8.1 This document was produced as part of the Wokingham Borough Parking Study to analyse the relationship between car ownership, dwelling type, dwelling size and dwelling tenure in Wokingham Borough. Using a combination of 2001 Census data, regional growth models, and regional mapping, the parking analysis was constructed in order to provide Wokingham Borough Council (WBC) with empirically based parking guidance that would provide a reliable indication of residential parking demand for the planning process.

1.8.2 The figures produced should be used as a basis for calculating parking demand although should be adjusted for specific areas to reflect local conditions.



KEY

2001 Census Wokingham Ward Boundaries

Census 2001 SOA Boundaries

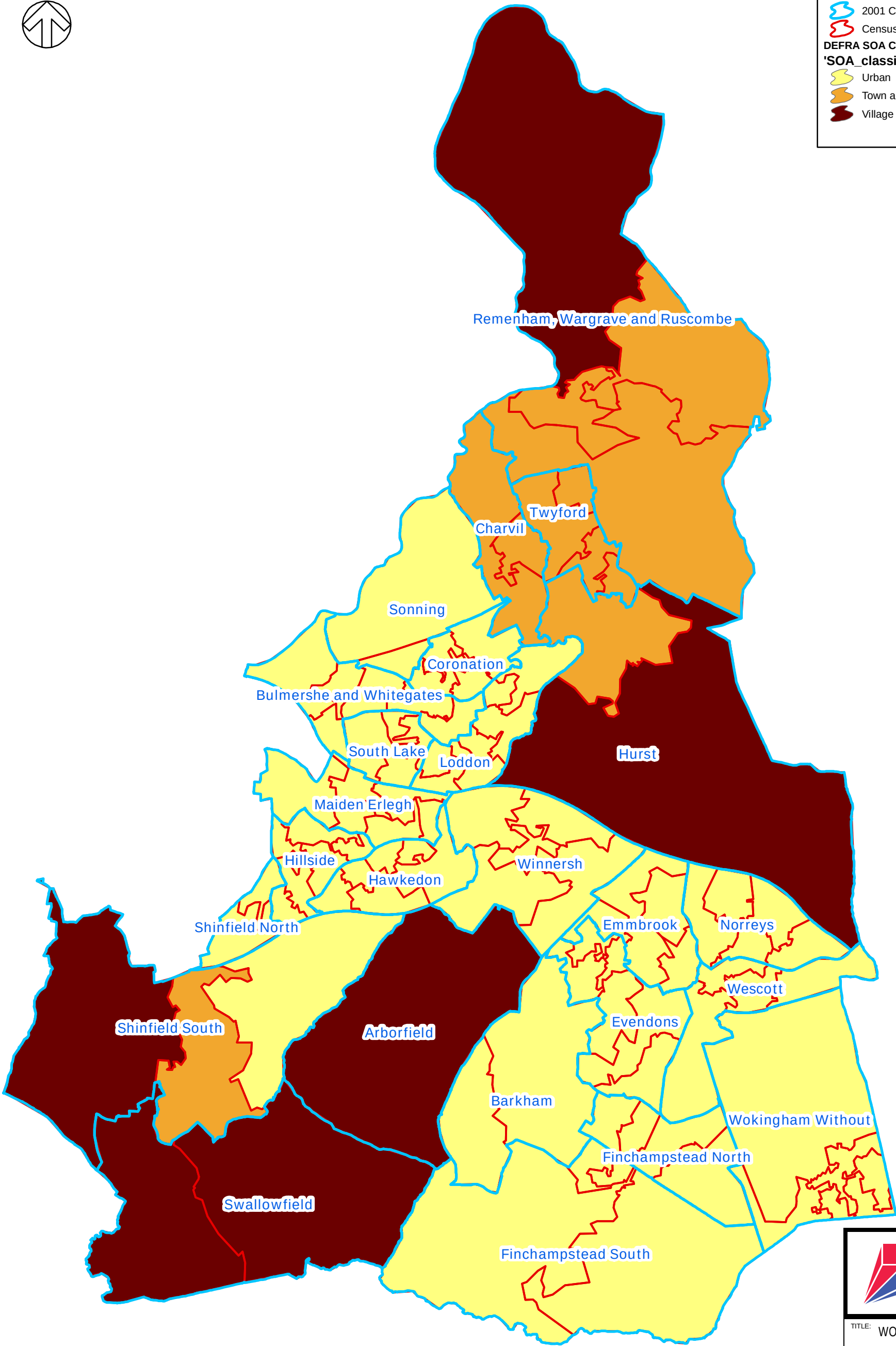
DEFRA SOA Classification

'SOA\_classification (2)\$.DEFRA\_no

Urban

Town and Fringe

Village



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TITLE: WOKINGHAM BOROUGH COUNCIL  
PARKING STRATEGY

DEFRA SUPER OUTPUT AREA  
CLASSIFICATION

FIGURE No:  
  
FIGURE 2



KEY

2001 Census Wokingham Ward Boundaries

Census 2001 SOA Boundaries

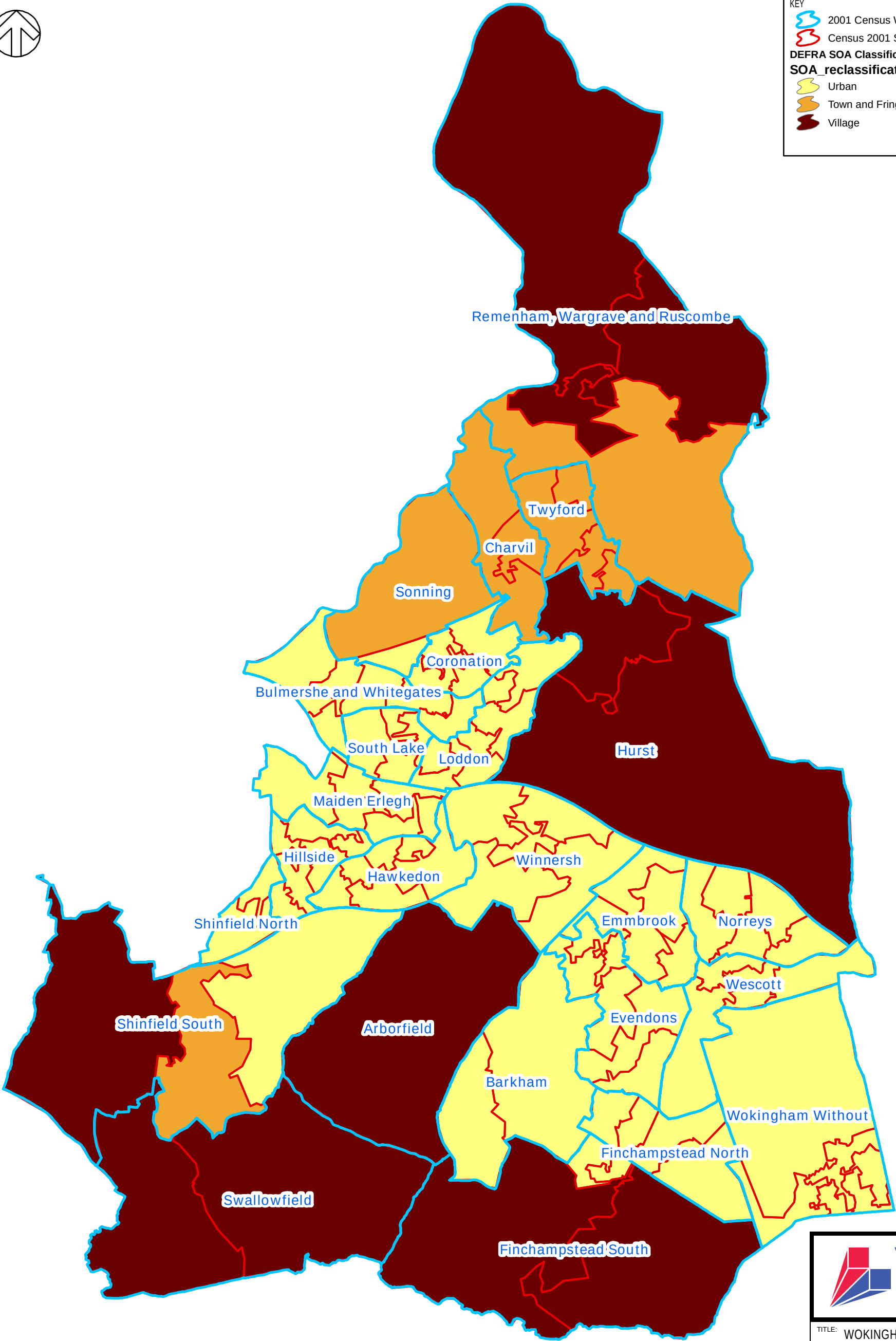
DEFRA SOA Classification

SOA\_reclassification\$.DEFRA\_no

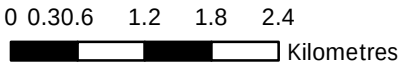
Urban

Town and Fringe

Village



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PARKING STRATEGY

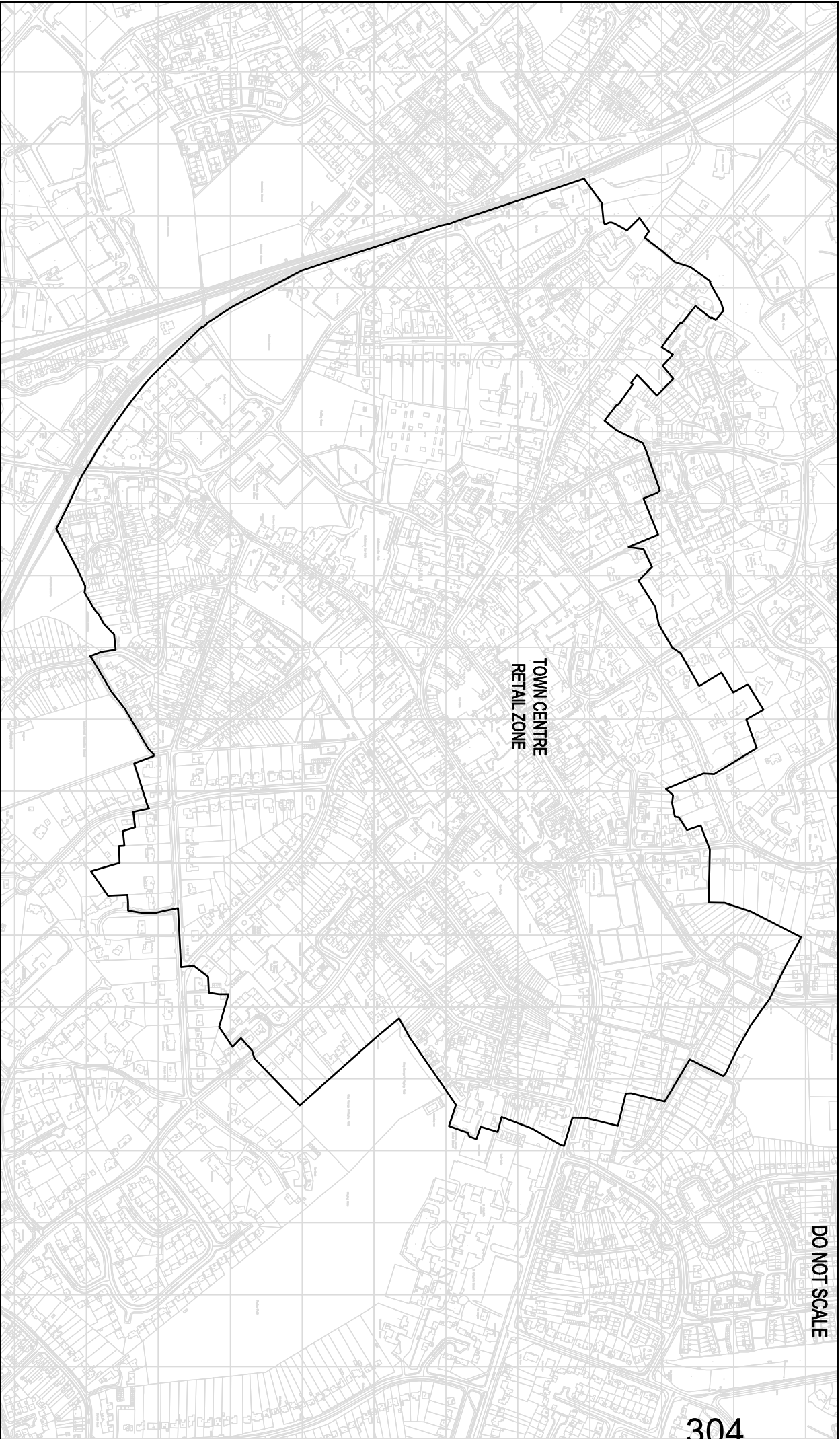
SUPER OUTPUT AREA  
RECLASSIFICATION

FIGURE No:

FIGURE 3

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## Appendix C    Parking Zonal Plans



DO NOT SCALE

|                 |            |                      |        |     |     |
|-----------------|------------|----------------------|--------|-----|-----|
| DRAWING STATUS: |            | FOR INFORMATION ONLY |        |     |     |
| REV             | DATE       | BY                   | ISSUED | CHK | APP |
| A               | NOT ISSUED | DAH                  | ISSUED |     |     |

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CLIENT:

WOKINGHAM BOROUGH COUNCIL

PROJECT:

WOKINGHAM PARKING STANDARDS STUDY

TITLE:

WOKINGHAM TOWN CENTRE RETAIL ZONE

SCALE @ A3:

1:5000

CHECKED:

DESIGNED/DRAWN:

NR

DATE:

AUG 2010

PROJECT No:

1039

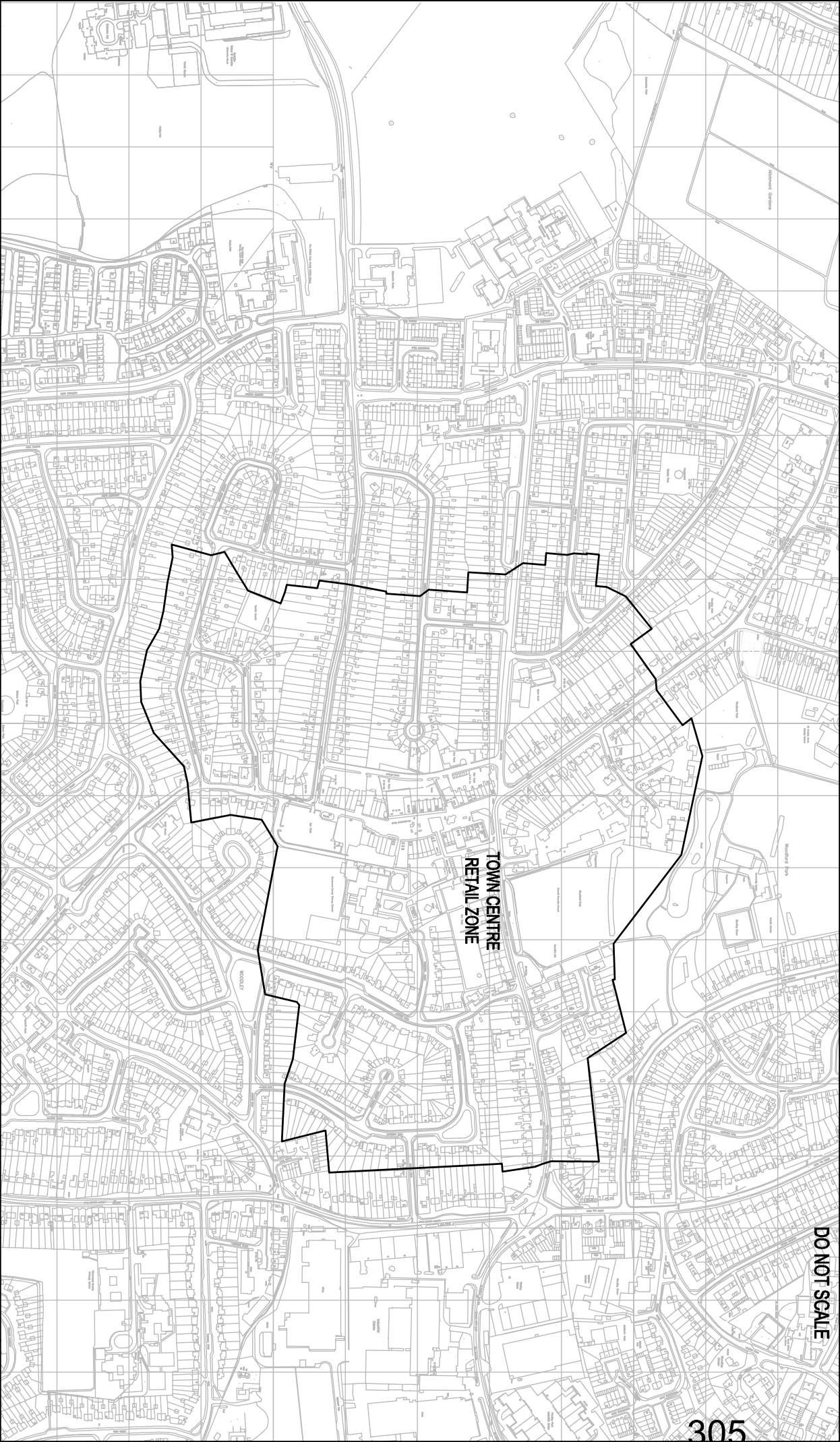
DRAWING No:

1039

REV:

A

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305

| REV | DATE       | BY  | ISSUED | DESCRIPTION | CHK | APP |
|-----|------------|-----|--------|-------------|-----|-----|
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|--------------------------------------|--|-----------------------------------------------|--|-----------------------|--|---------------------|--|-----------------------|--|
| CLIENT:<br>WOKINGHAM BOROUGH COUNCIL |  | PROJECT:<br>WOKINGHAM PARKING STANDARDS STUDY |  | SCALE @ A3:<br>1:5000 |  | CHECKED:<br>NR      |  | APPROVED:<br>AUG 2010 |  |
| ARCHITECT:<br>-                      |  | TITLE:<br>WOODLEY TOWN CENTRE RETAIL ZONE     |  | PROJECT No:<br>1039   |  | DRAWING No:<br>1039 |  | REV:<br>A             |  |
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