



# WOKINGHAM STRATEGIC DEVELOPMENT LOCATIONS PUBLIC EXHIBITION BROCHURE

Prepared for Wokingham Borough Council by  
David Lock Associates

SEPTEMBER 2009



## Introduction

Welcome to the exhibition about the Wokingham Strategic Development Locations.

The submitted Wokingham Core Strategy allocates the South East Plan requirement for housing in:

- North Wokingham (1,500 dwellings).
- South Wokingham (2,500 dwellings).
- South of the M4 (2,500 dwellings).
- Arborfield Garrison (3,500 dwellings).

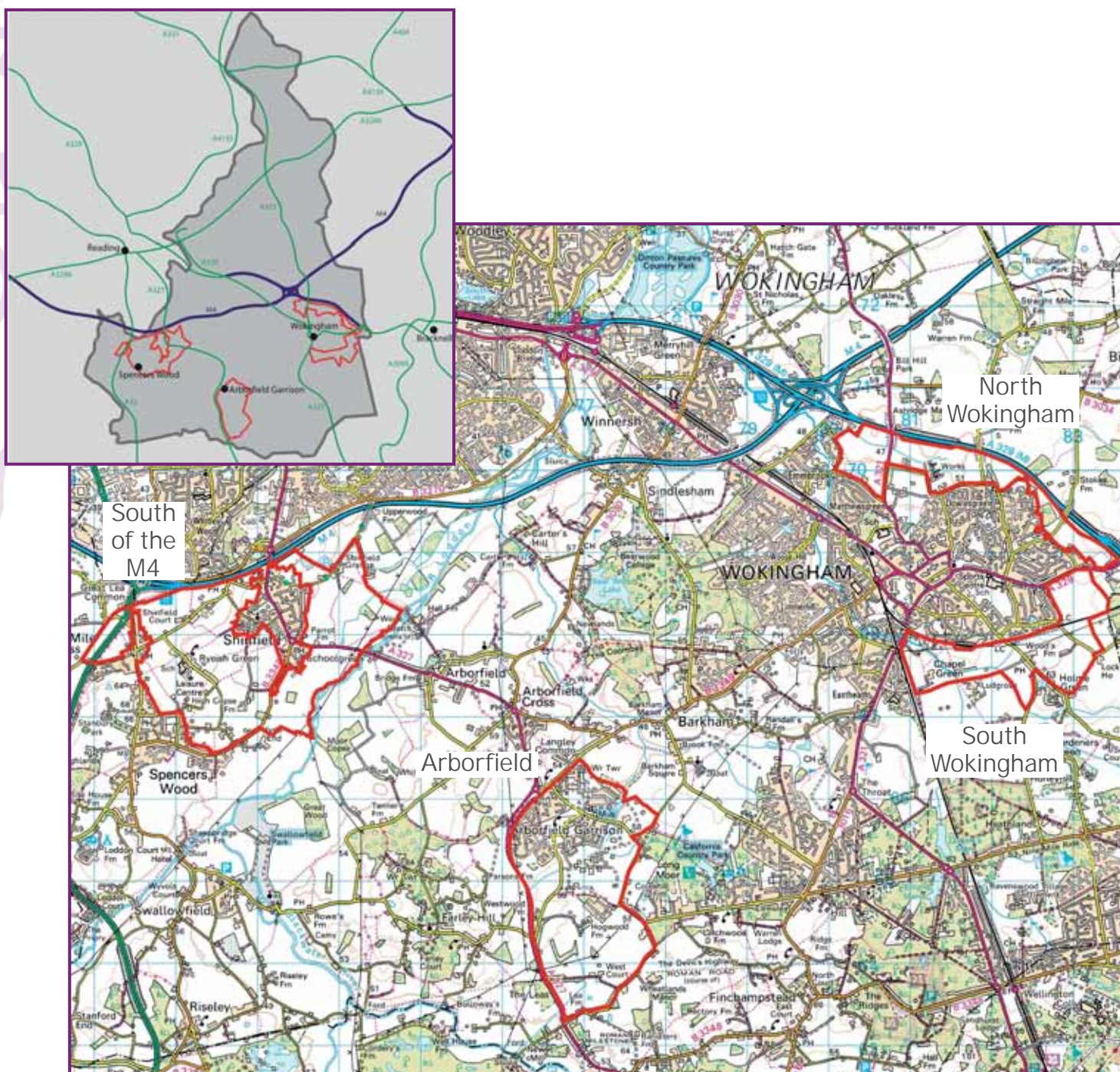
This exhibition follows a number of community workshops about these Strategic Development Locations and we would like to thank all who attended and have contributed.

## Purpose of exhibition

Wokingham Borough Council is preparing Master Plan guidance for each site (Supplementary Planning Documents). The purpose of this exhibition is to present options and to seek views which will inform the draft documents.

The options are not mutually exclusive and the final versions could involve a combination of the options. The options are also designed to meet the infrastructure requirements for each area, as set out in the submitted Core Strategy, by supporting comprehensive, rather than piecemeal development across the Borough.

Please take time to consider the options and complete the questionnaires about any or all of the sites.



Location of the 4 SDL sites

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## Introduction

The plan needs to:

- Create a series of well connected extensions to existing neighbourhoods;
- disperse traffic away from the town centre;
- provide good pedestrian/cycle links; and
- provide a network of greenspace.

### Key site issues

- A** Development east of Dowlesgreen is constrained by multiple land owners. This also constrains development of a full relief road through this area.
- B** The Sewage Treatment Works excludes residential development nearby due to odours.
- C** The A329 (M) is a source of noise pollution.
- D** The area directly around the existing water course is subject to flooding.
- E** There are other uses or proposed uses which need to be taken into account such as Cantley Recreational Area and Toutley Industrial Estate.

In all options, off-site improvements to the transport network will be required including improvements to capacity and accessibility by non-car modes along A321 and A329 and measures to improve access by non-car modes to Wokingham town centre.

## Option 1: Neighbourhood Focus

Development extends two existing residential neighbourhoods at Emmbrook and Norreys.

The Toutley employment area is expanded.

A link road is provided through the development as far as Dowlesgreen. Land is reserved for future connections eastwards.

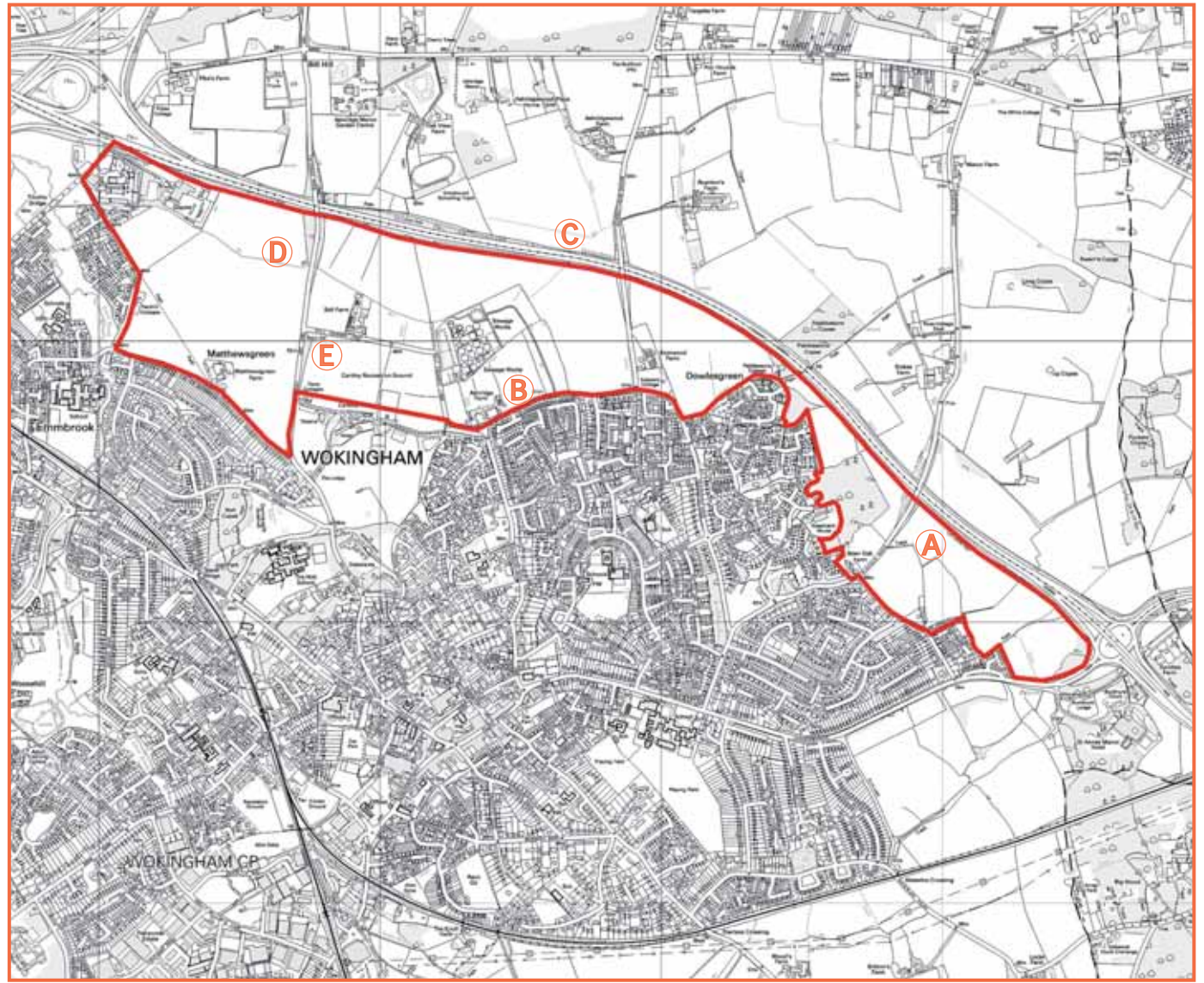
Cantley Recreation Ground is retained.

Existing local centre at Matthewsgreen is extended and enhanced.

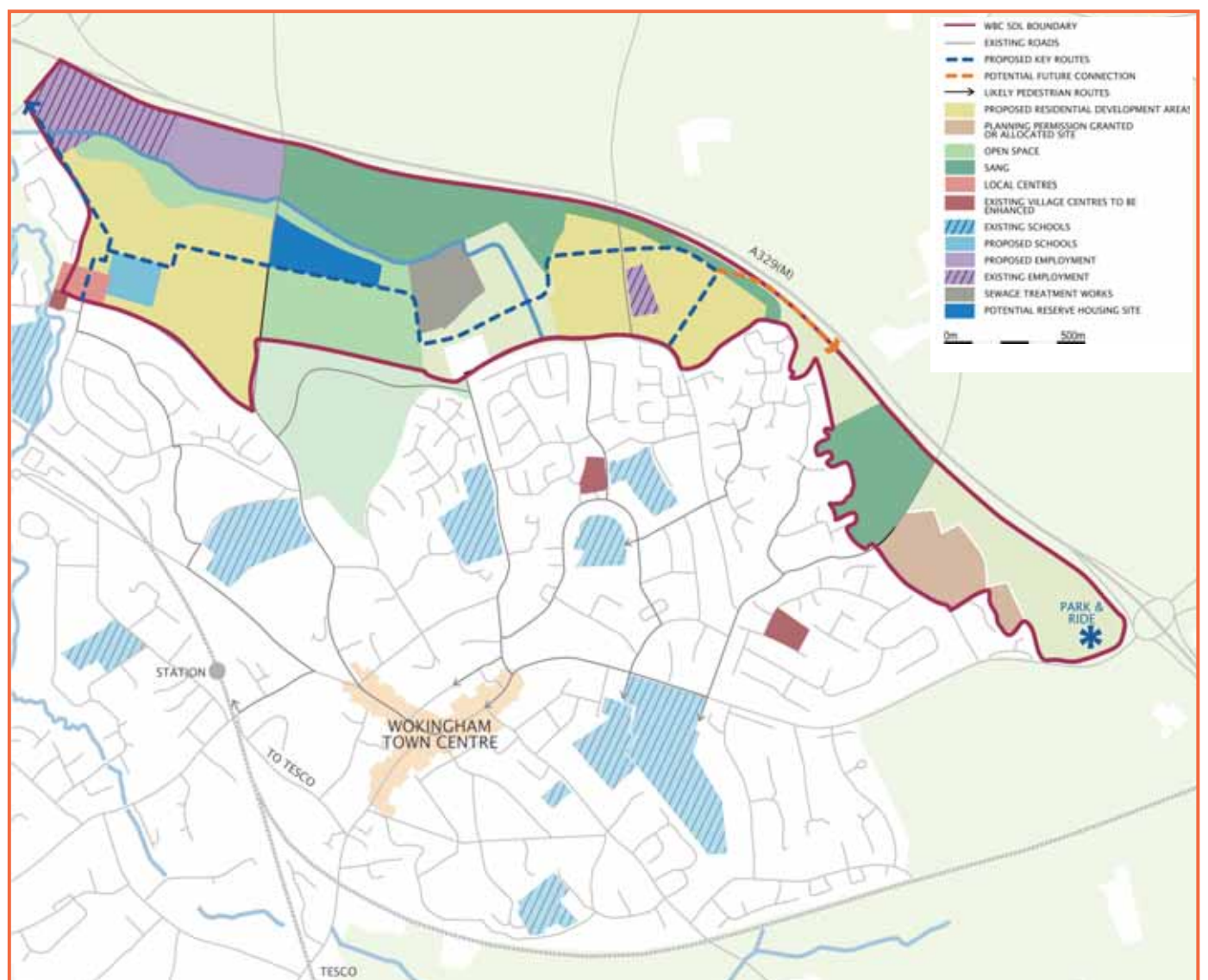
A new primary school is provided at Matthewsgreen.

Suitable Alternative Natural Greenspace (SANG) is positioned between development parcels along A239 (M).

An area of land is reserved for future development located between Cantley Recreation Ground and the watercourse.



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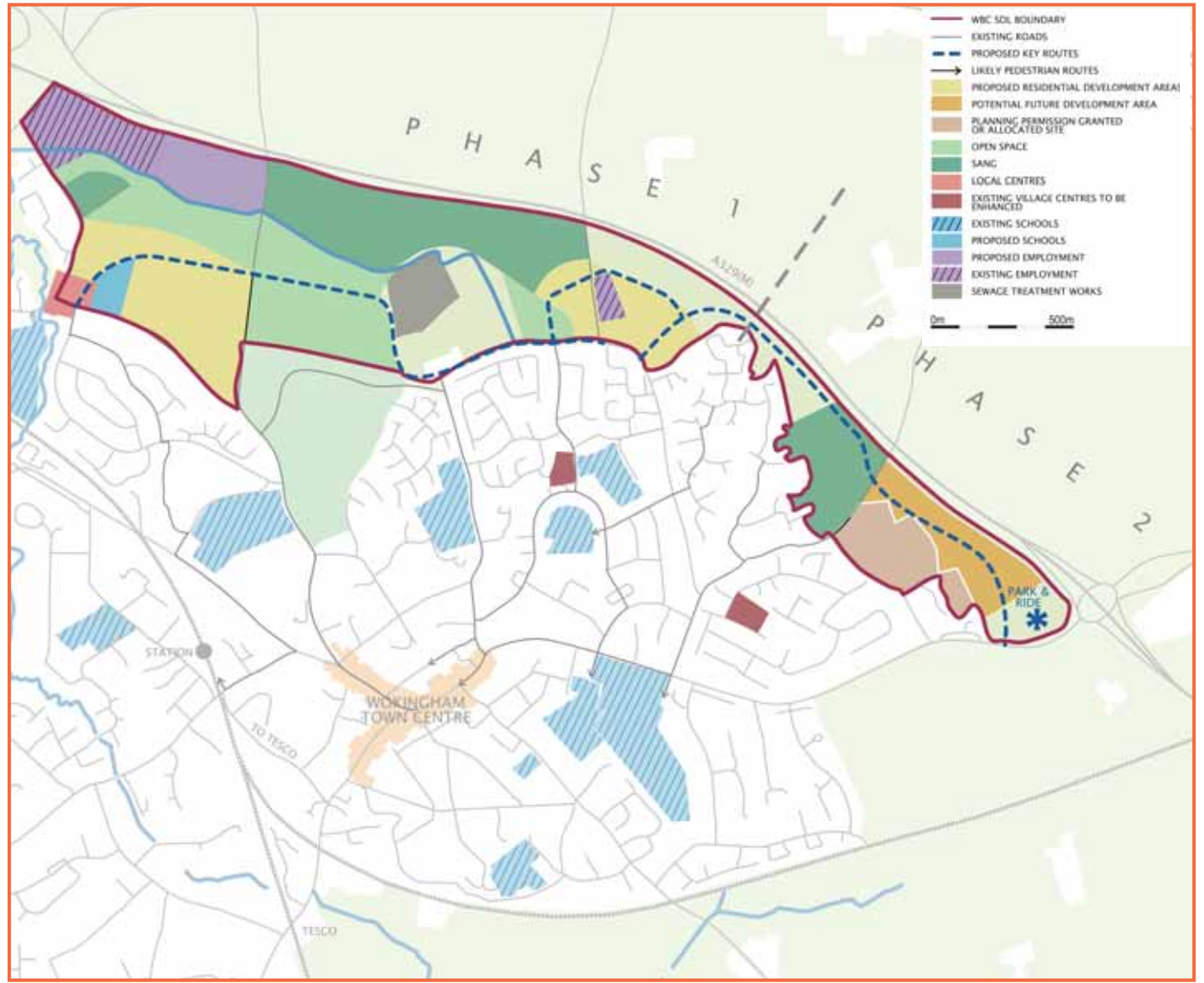


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## Option 2: Long Term View

This option seeks to demonstrate the potential for delivering a full road connection through North Wokingham, which is not essential for 1500 homes. However, the plan for the 1500 homes could be structured to allow this longer term plan to be delivered beyond 2026. It has been explored as a consequence of views expressed at the community workshops, and has the following implications beyond 2026:

- it could lead to additional houses east of Dowlesgreen;
- land ownership must be addressed;
- it may impact on the strategic gap with Bracknell;
- there may be noise and air pollution constraints due to proximity to the A329(m); and
- the cost of providing the road may be prohibitive.



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## Option 3: Ashridge Interchange: A new Gateway to Wokingham

This option is distinct from options 1 and 2 in the following ways:

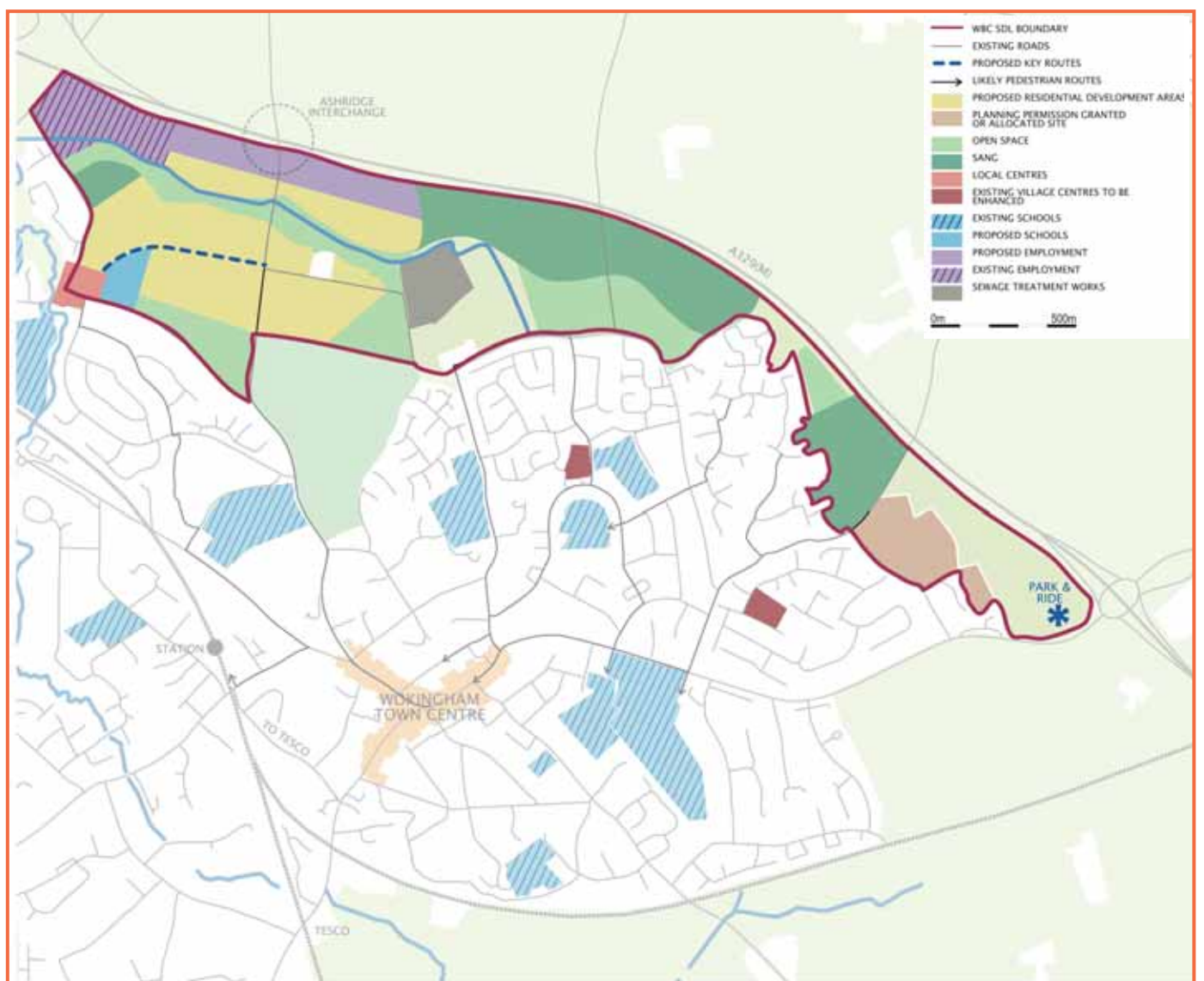
There is no link road instead access to the A329(m) will be provided to/from Bracknell and on Ashridge Interchange.

Development is focussed to the west near to the Ashridge Interchange.

An area of Cantley Recreation Ground is used for development meaning severance between open space and the SANG, but open space also provided at Dowlesgreen.

Further employment is concentrated on land adjoining the A329 (M).

A green buffer is provided between the new and existing development at Matthewsgreen.



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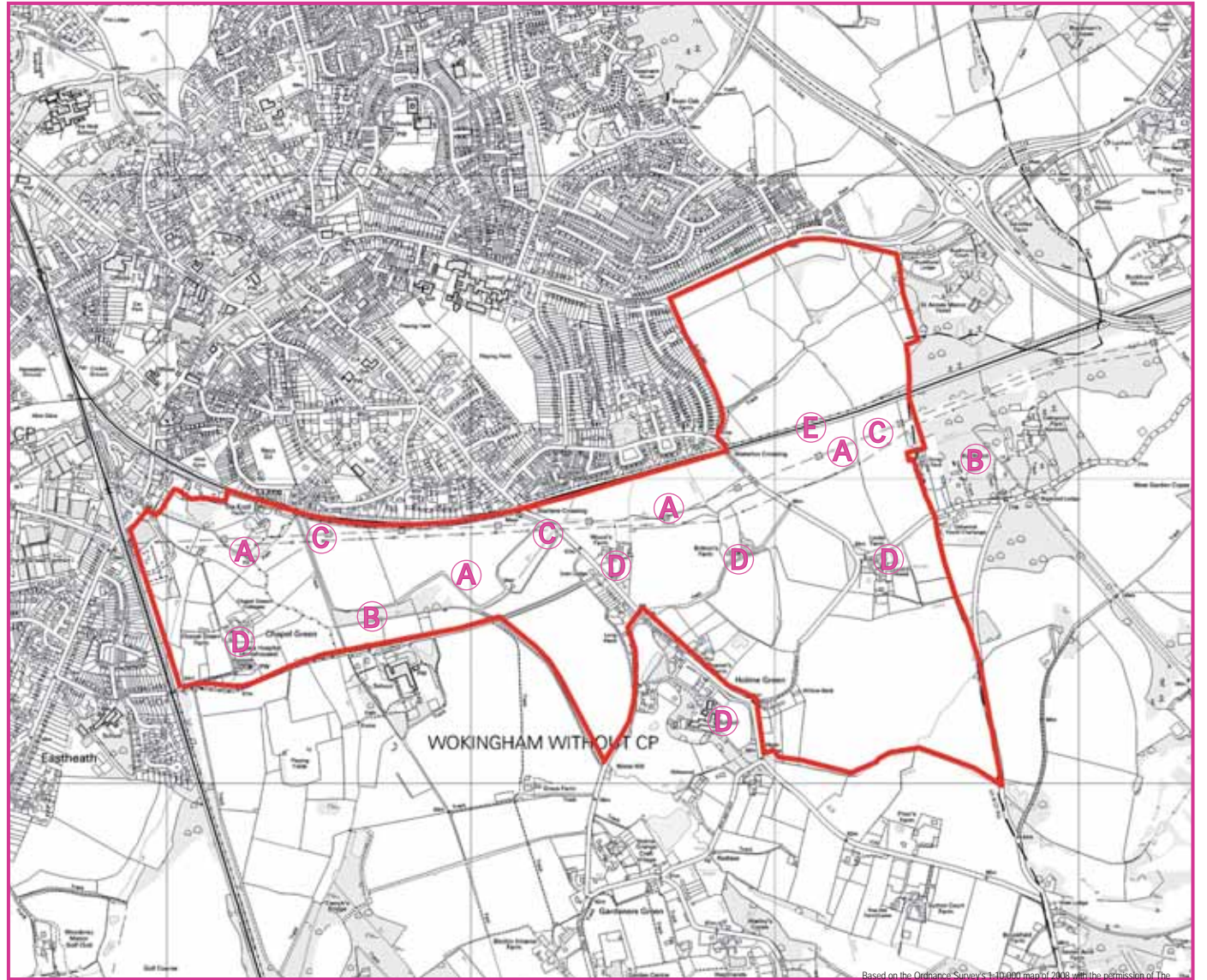
## Introduction

The South Wokingham Strategic Development Location is intended to provide 2,500 new dwellings as an urban extension to Wokingham town. The plan needs to manage the transition between town and country with landscaping and continuous access through the site between London Road and Finchampstead Road.

### Key issues

- A** Areas of flood risk along the Emm Brook.
- B** Mature woodland, trees and hedgerows.
- C** Power lines running through the site.
- D** A listed building, archaeological sites and other existing buildings.
- E** Access constraints, including severance caused by railway line, existing level crossings and railway bridges.

In all options off-site improvements to the transport network will be required including improvements to capacity and accessibility by non-car modes along A321 and A329 and measures to improve access by non-car modes to Wokingham town centre and the countryside.



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## Option 1: Compact development pattern with northern Suitable Alternative Natural Greenspace (SANG)

South of the railway, development is mostly concentrated south of the Southern Distributor Road through the site.

Suitable Alternative Natural Greenspace (SANG) follows the Emm Brook.

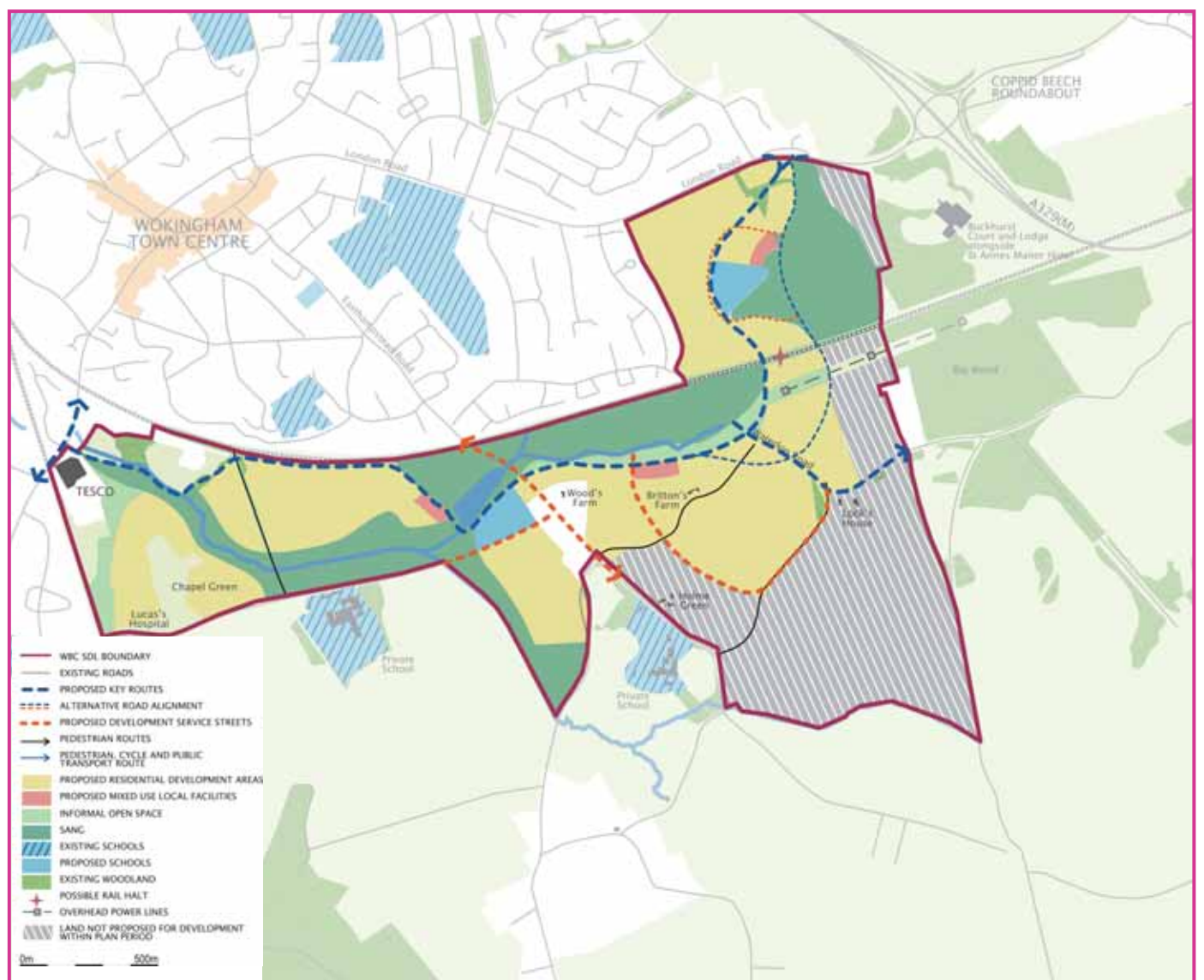
On land north of railway, SANG is to the east and the Southern Distributor Road (SDR) runs through the centre of the site; alongside a primary school and neighbourhood centre.

Principal access is off London Road, off Easthampstead Lane and at Tesco onto the A329.

Complete closure of Waterloo Road level crossing once bridge over railway built.

Potential future rail halt location shown at the bridge crossing point.

Areas of land in the north east and south east corners are excluded from development as they have not been promoted by developers.



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## Option 2: Compact development pattern with southern SANG

Option 2 differs from Option 1 in the following respects:

Development extends from Wokingham with green space at the urban edge.

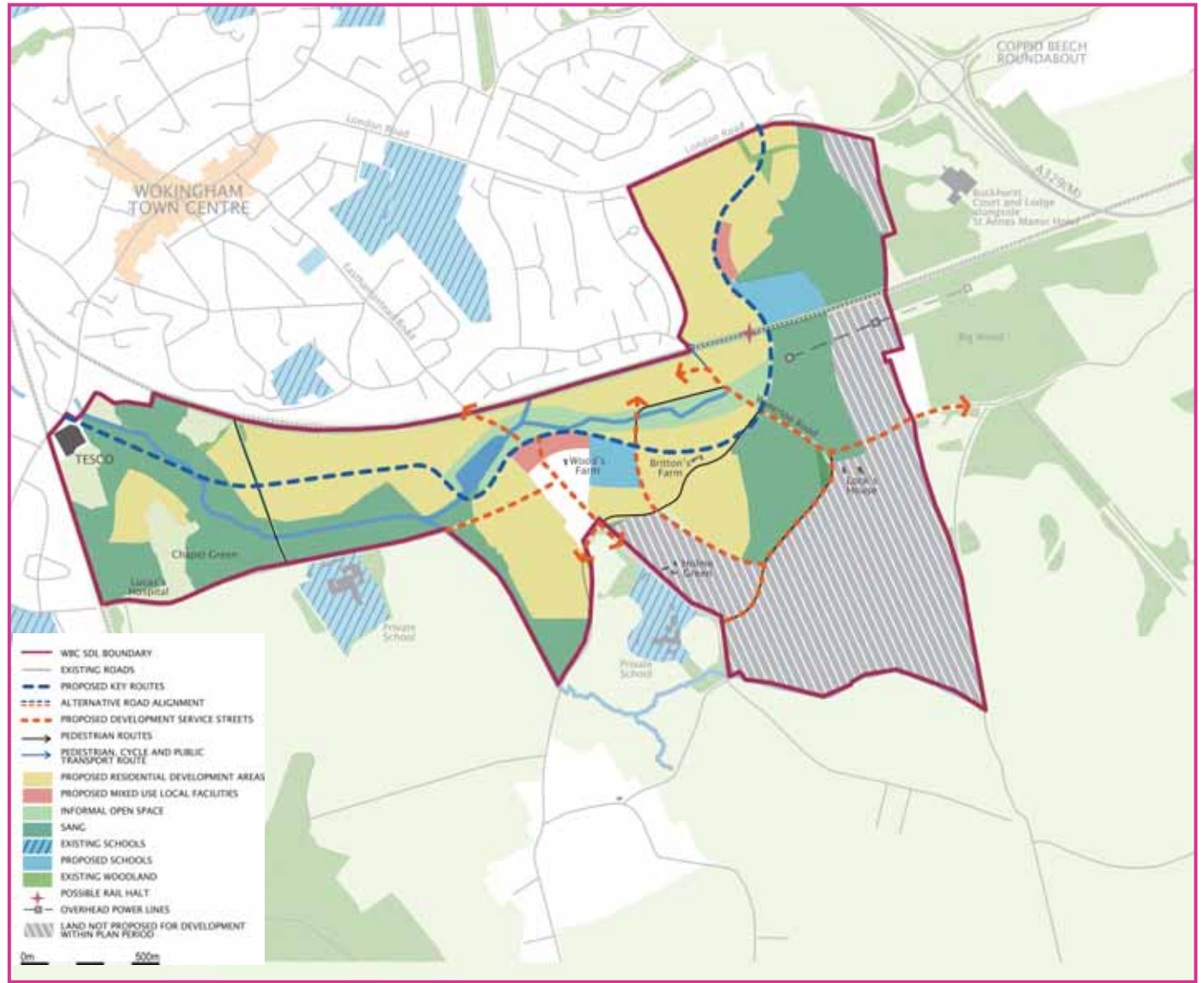
One large district centre is co-located with a new primary school at Wood's Farm.

North of railway, a primary school is located further south of neighbourhood centre.

A single junction to London Road is positioned opposite Keep Hatch Road.

Access along Waterloo Road to the east is downgraded to a secondary route.

Waterloo Road level crossing is retained for public transport and pedestrian and cycle connections.



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## Option 3: Comprehensive Approach

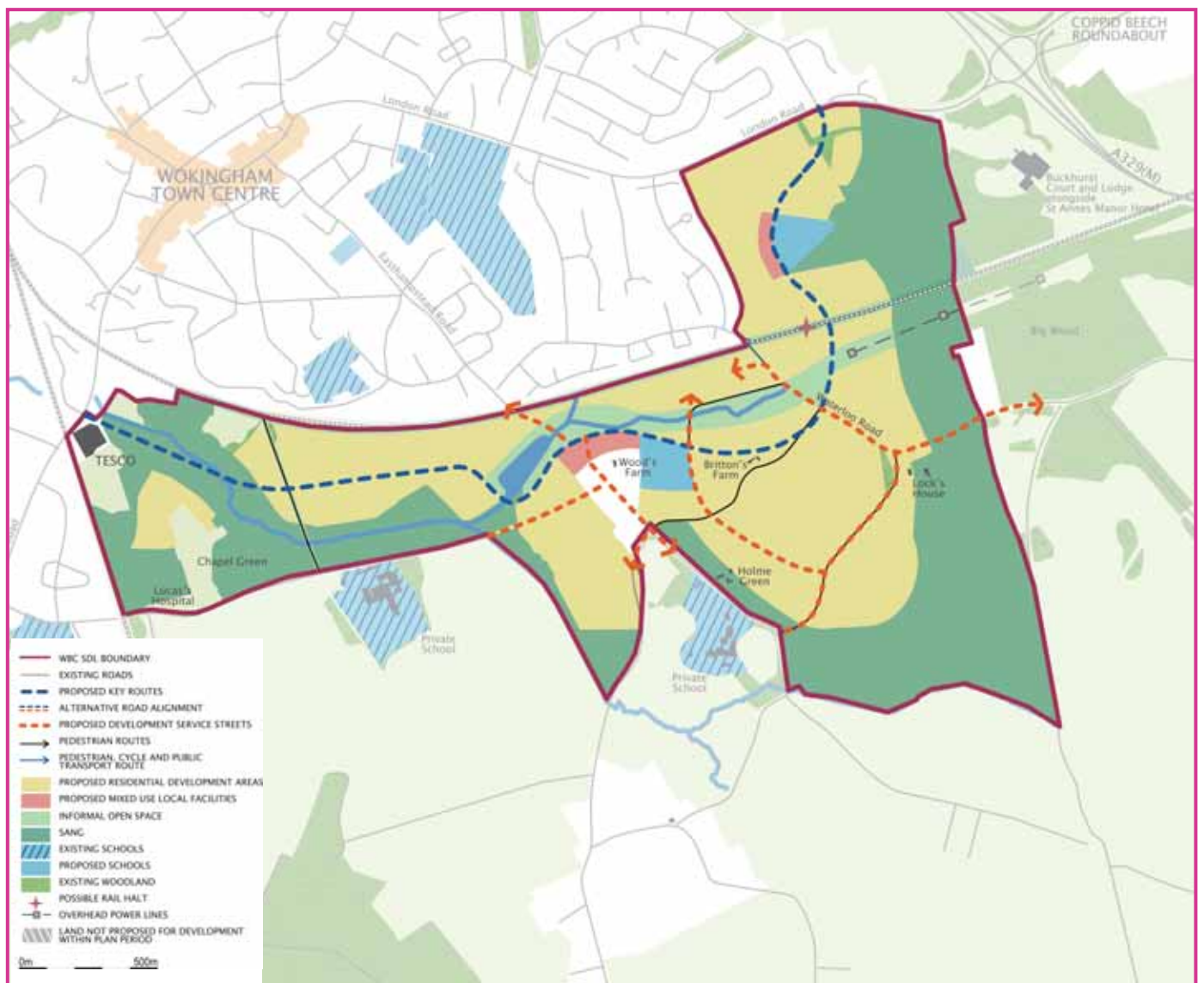
This option is distinct from Options 1 and 2 in the following ways:

There is a larger area of development to the south of the Southern Distributor Road.

The Neighbourhood centre and primary school to north of the railway are co-located either side of Southern Distributor Road in more central part of site.

There is potential for a future railway halt shown on the south western side of the bridge crossing.

Land in north east and south east corners not currently being promoted by developers has been included either as open space or residential development.



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## Introduction

The Arborfield Garrison Strategic Development Location is intended to provide 3,500 new dwellings in the form of a free standing, sustainable and well designed mixed use development. It should be a place that responds to the rural setting, integrates with existing development and provides new employment opportunities.

### Key issues

- A** There are a number of key buildings that should be retained alongside Listed Buildings and Scheduled Ancient Monuments. Development should also be sensitive to existing residential areas.
- B** There are small watercourses and a number of ponds which should be retained as well as pockets of mature woodland, trees and hedgerows to be incorporated into a landscape framework.
- C** Power lines running east west across the southern part of the site and Gas pipeline running through the site.
- D** Accessibility around the site must be improved.

In all options off-site improvements to the transport network will be required including improvements to capacity and accessibility by non-car modes along A327 (to both M3 and Reading), routes towards Bracknell and Wokingham, and on other secondary routes.

## Option 1: Southern Link Focus

Two primary routes connect north through the site and east-west as an extension from Nine Mile Ride to the A327 (the southern link).

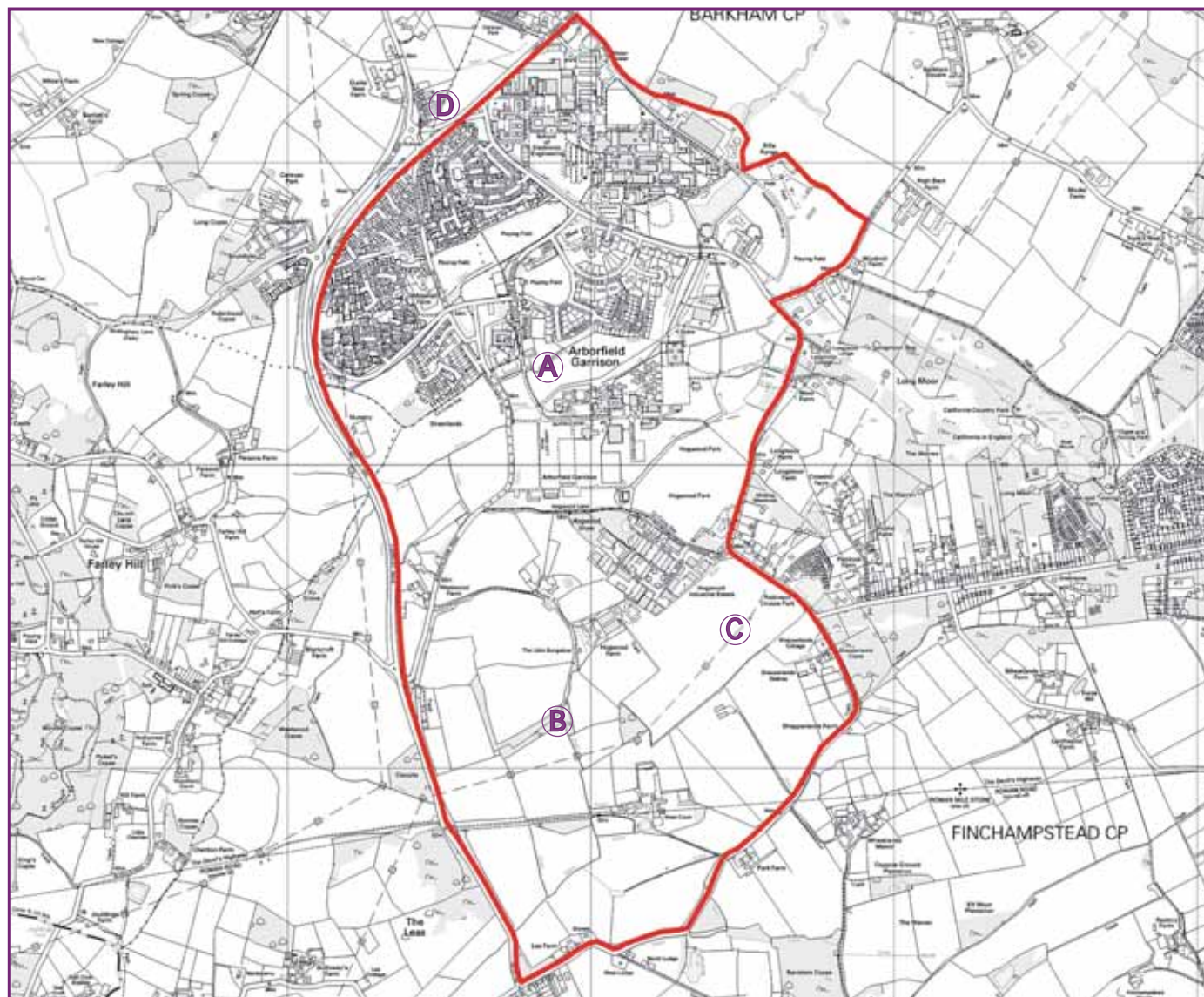
Suitable Alternative Natural Greenspace (SANG) located on the southern part of site.

A district centre and secondary school are located at the junction of southern link and northern route.

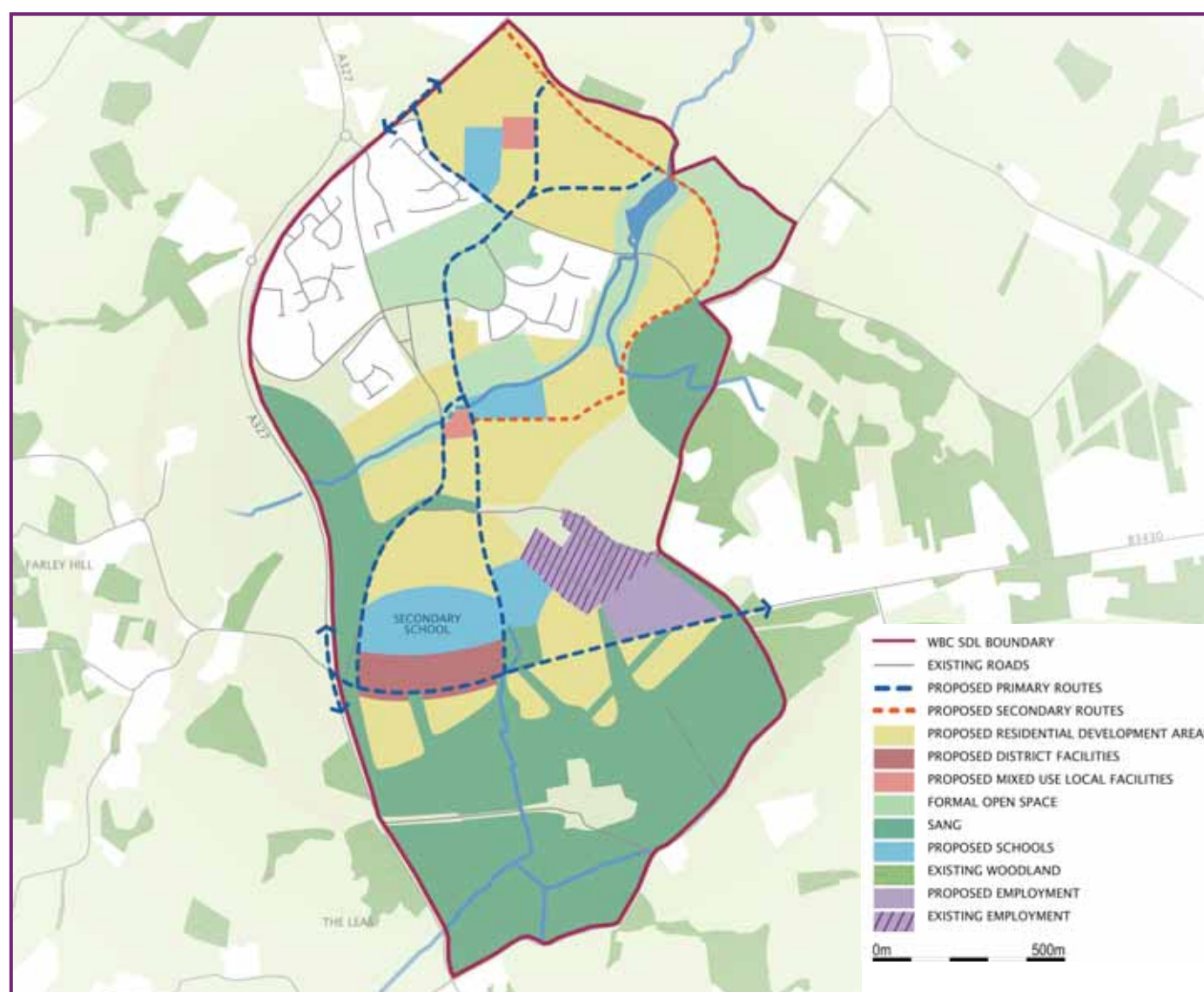
Further neighbourhood centres are co-located with primary school.

Key landscape features and playing fields are retained and incorporated into the development.

An extension of the existing employment area at Hogwood Industrial Estate.



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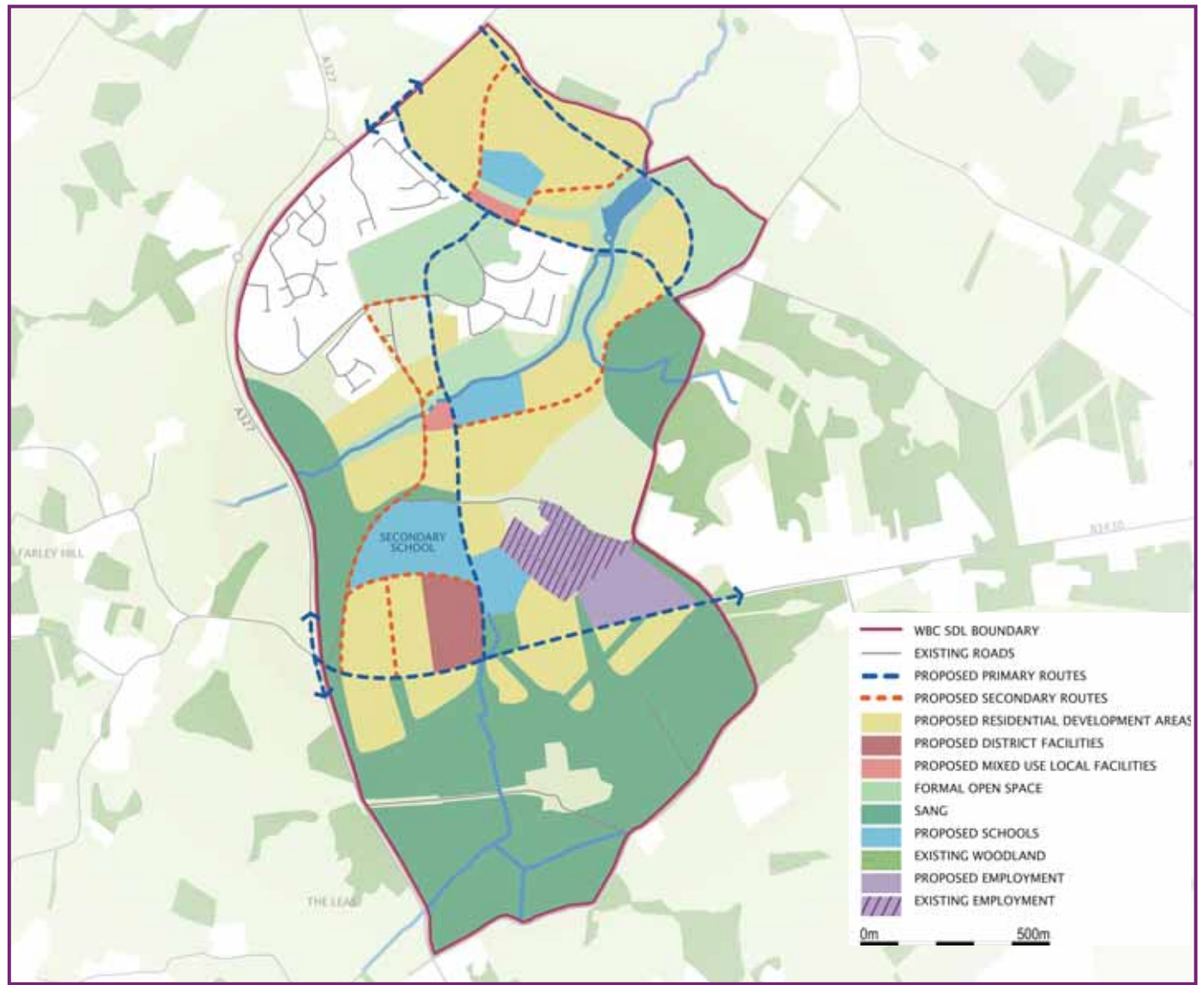
## Option 2: Central Spine Focus

Option 2 differs from Option 1 in the following respects:

The District Centre and Secondary School are located at the southern end of north/south spine route.

The north/south spine is identified as the primary route running through the Strategic Development Location.

The northern neighbourhood centre located close to Biggs Lane.



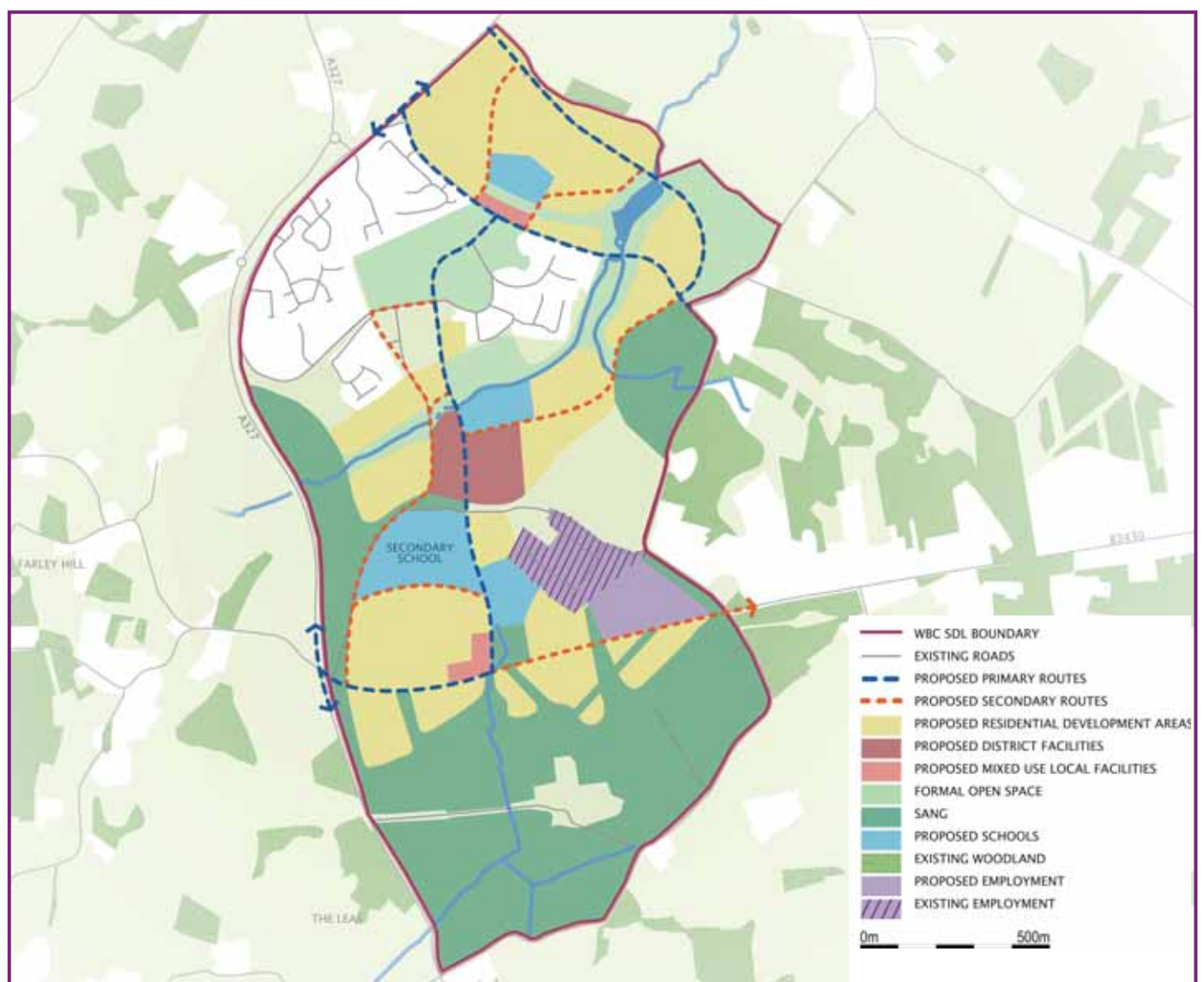
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## Option 3: Central Area Focus

Option 3 differs from Option 1 and 2 in the following respects:

The District Centre and Secondary School are located in the central part of site.

The Nine Mile Ride Extension is identified as a secondary route for local access.



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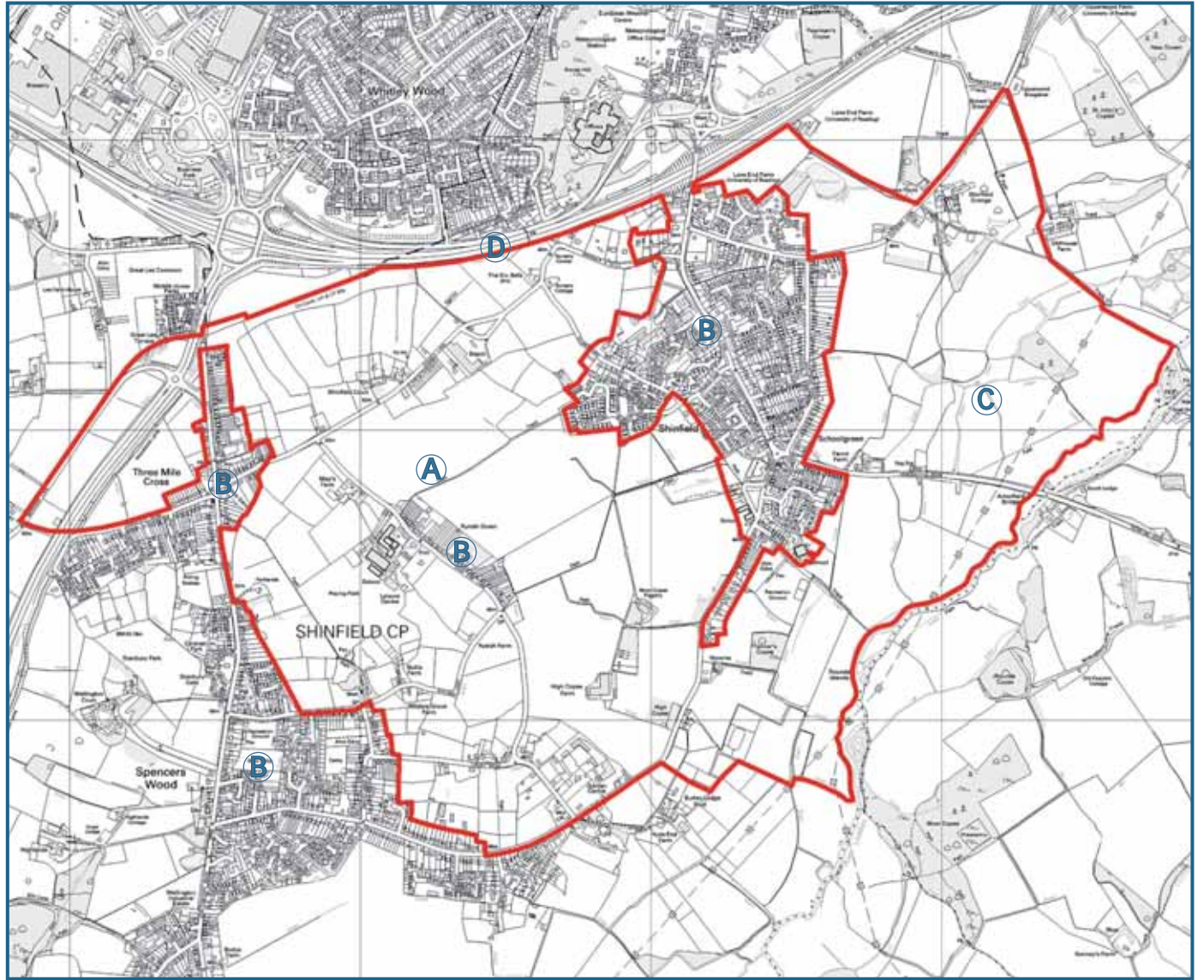
## Introduction

The South of the M4 Strategic Development Location is focused on the expansion of three distinct settlements: Shinfield, Three Mile Cross and Spencers Wood, all of which are situated at the western edge of the Borough, South of the M4 and between the A33 and the A327.

The concept rationale includes new growth focused on each settlement whilst maintaining distinctiveness and a separation between them with a new road to be included to the east of Shinfield and connecting over the M4.

### Key issues

- A** A ridgeline running southwest - northeast.
- B** The need for development to be sensitive to existing settlement character.
- C** The Loddon valley floor to the east of Shinfield is subject to flooding.
- D** The M4 separates the South of the M4 SDL from Reading, acts as a barrier to movement and causes traffic congestion in the area.



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## Option 1: Balance Growth of Three Settlements

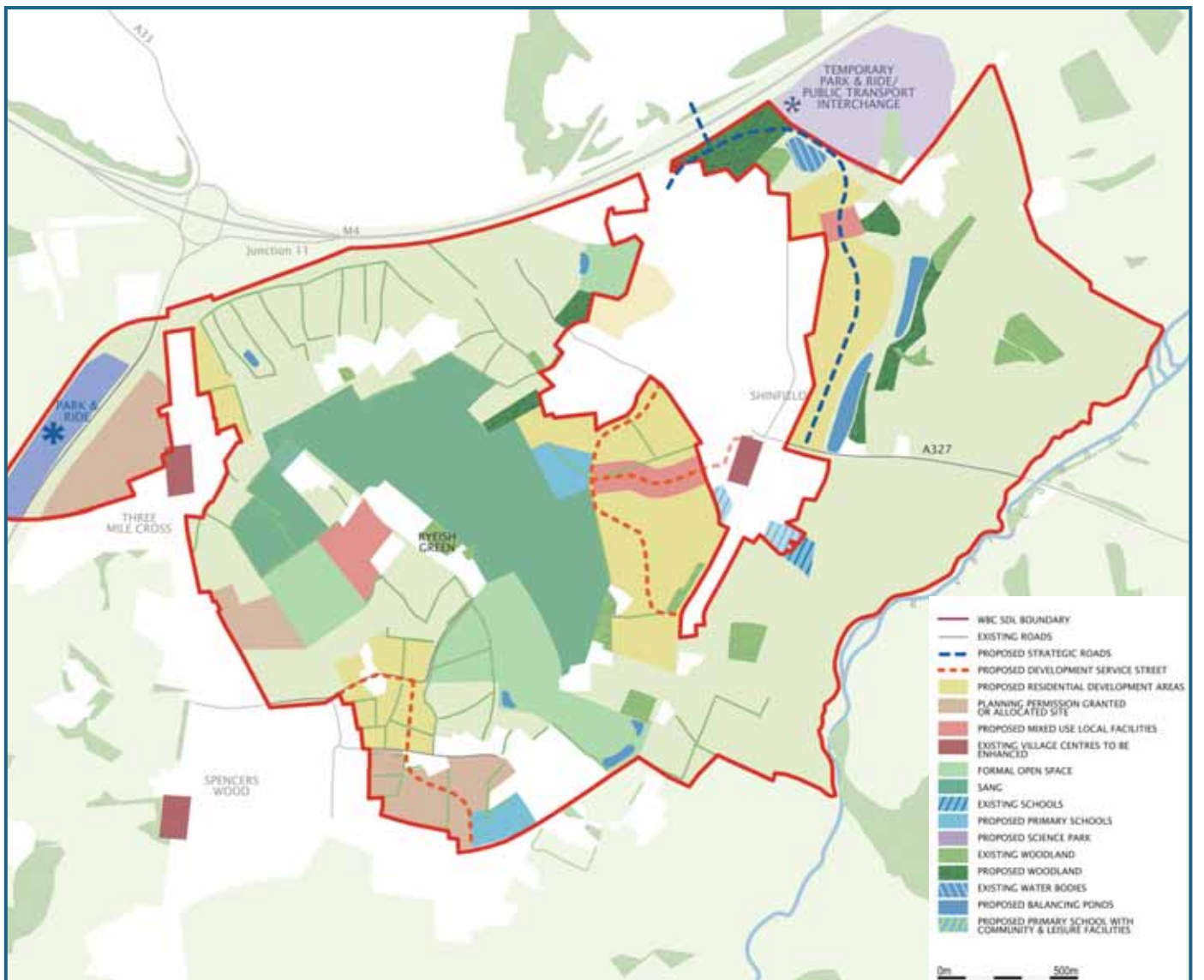
Some development at would occur each settlement.

A strategic gap between Ryeish Green and Shinfield is retained.

A new residential primary street is provided as part of the eastern extension of Shinfield. Connecting over the M4, the new street will also function as a main public transport corridor.

Existing buildings in Ryeish Green Secondary School site will be reused for community, recreational and leisure purposes.

Two primary schools are proposed, west at Shinfield and at Spencers Wood. A temporary park and ride and public transport interchange is shown on adjoining land at the proposed Science Park.



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## Option 2: West Shinfield Focus

Option 2 differs from Option 1 in the following respects:

A greater amount of development would occur west of Shinfield.

No development is proposed between Cutbush Lane and Arborfield Road, east of Shinfield.

A strategic gap is proposed between Ryeish Green and Shinfield.

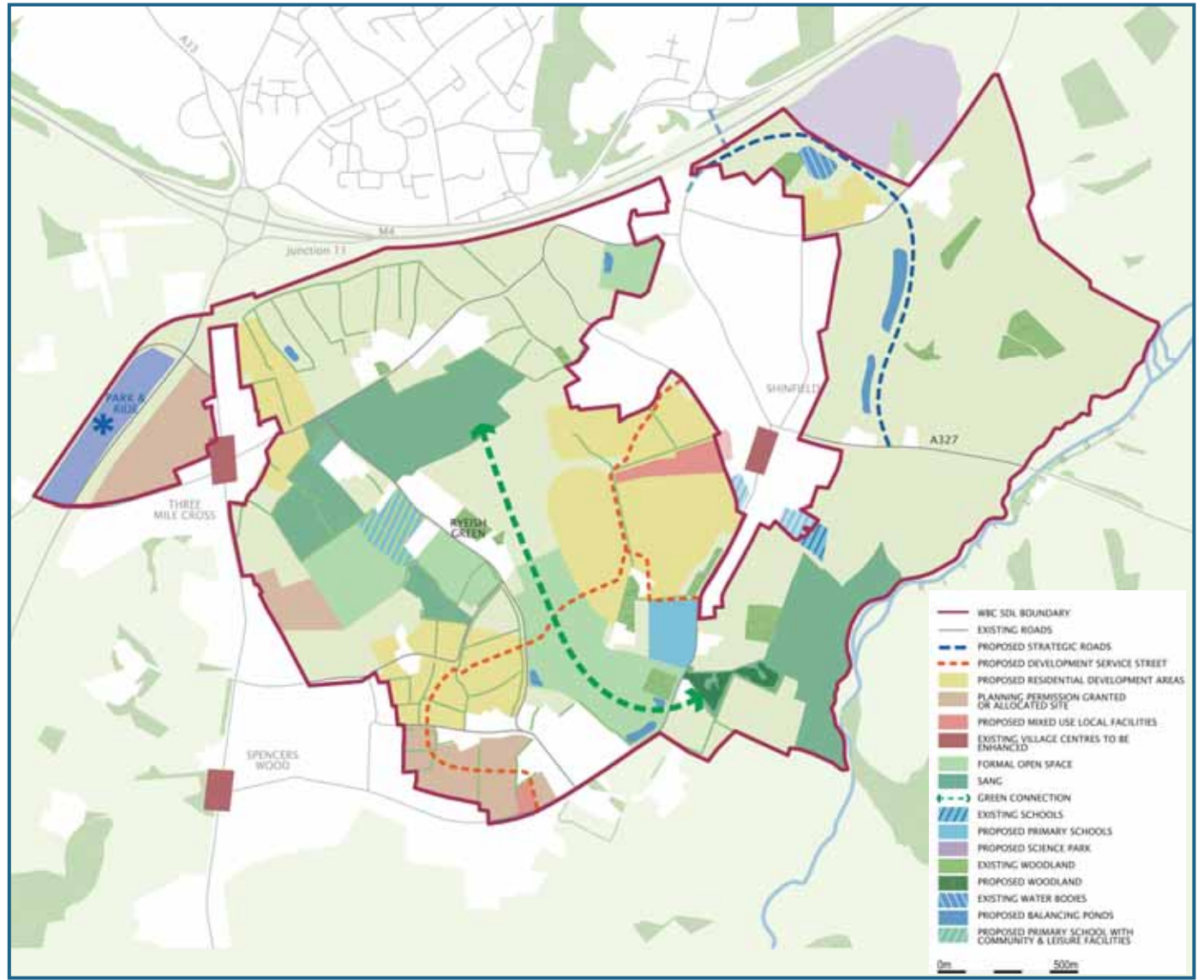
Connected areas of Suitable Alternative Natural Greenspace (SANG) are proposed immediately to the south of Church Lane, and along the Loddon valley.

The new A327 and M4 link is proposed as free standing, major highway infrastructure.

The link between the A33 and A327 will not be reserved.

The two major growth areas will be connected with a new public transport corridor.

Existing buildings in Ryeish Green Secondary School site will be reused as a new primary school, as well as for community, recreational and leisure purposes.



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## Option 3: Dispersed Growth and East West Link

Option 2 differs from Option 1 in the following respects:

A strategic gap is proposed between Ryeish Green and Shinfield.

A road link between the A33 and A327 is shown bisecting the strategic gap.

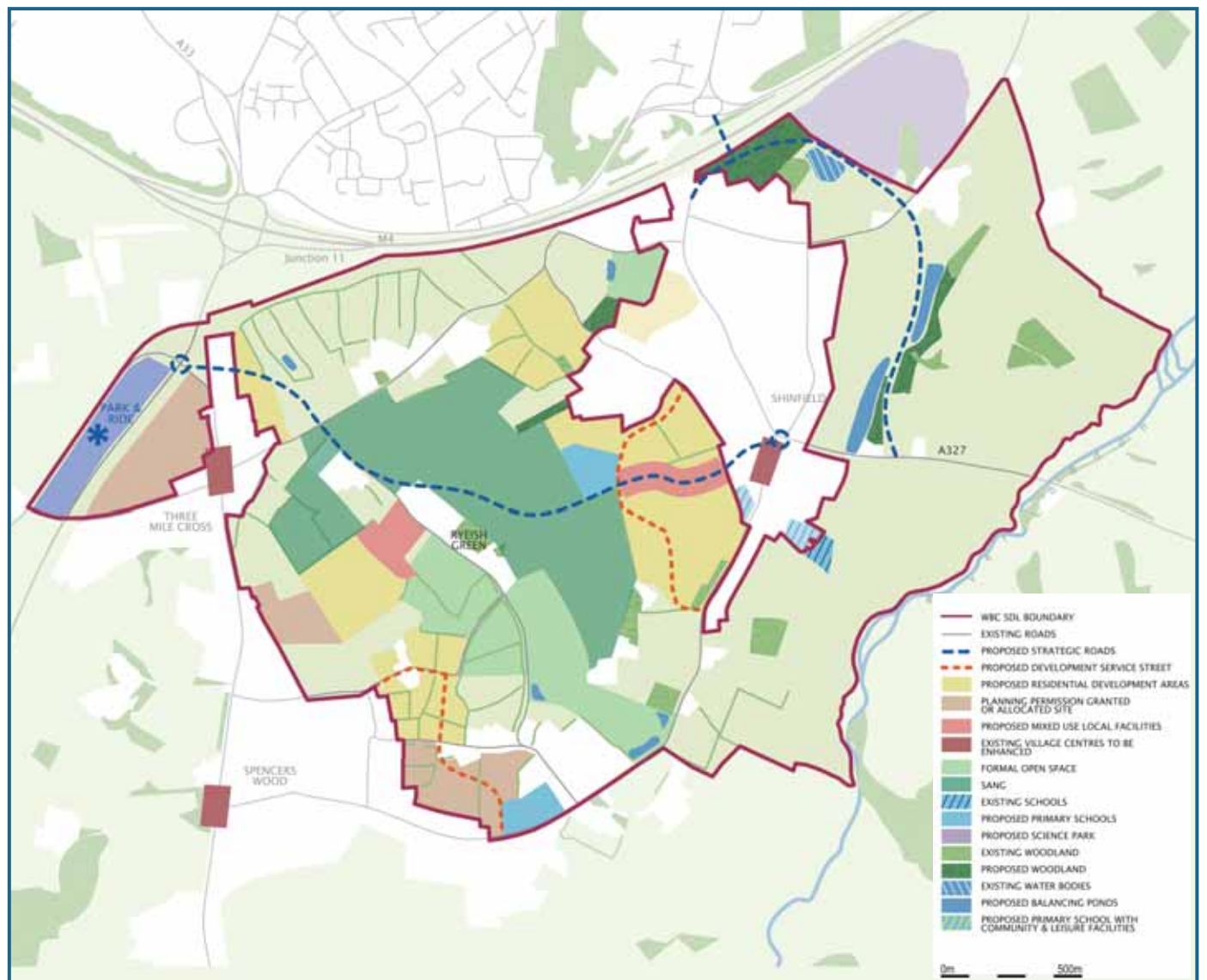
The new A327 and M4 link is proposed as a non residential, major highway infrastructure.

The growth of each settlement will be served from low key residential streets.

The public transport service will be enhanced along the existing public transport corridor.

Two primary schools are proposed at the same location as option 1.

Ryeish Green Secondary School site will be re-used for a variety of uses including residential.



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The results of this exhibition will be evaluated alongside the findings from public consultation undertaken through workshops in June and July this year; and the analysis of technical design and development issues.

Following publication of the Core Strategy Examination Report, expected in October 2009, draft Supplementary Planning Documents will be prepared.

A formal 6 week consultation will then take place during the winter; with a view to adopting each document by Spring 2010.

The adopted Core Strategy, the SPDs for each site, and infrastructure SPD, will provide the policy framework for the consideration of planning applications submitted for the Strategic Development Locations.

Thank you for taking the time to visit the exhibition.



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