13 December 2016

# West of Berkshire Spatial Planning Framework

*Delivering sustainable new communities to 2036*

Thames Valley Berkshire

Bracknell Forest Council

Reading Borough Council
Working better with you

West Berkshire Council

WOKINGHAM BOROUGH COUNCIL

# West of Berkshire Spatial Planning Framework

***Delivering sustainable new communities to 2036.***

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**Joint Foreword - Western Berkshire Housing Market Area**
**Development of a Strategic Planning Framework**

The four authorities of Bracknell Forest, Reading Borough, West Berkshire, and Wokingham Borough, are undertaking cross boundary working to identify large scale opportunities to meet identified future development needs in the area. To maintain the competitive edge of the Thames Valley, acknowledged as a strong driver in the national economy, the area needs continuing investment to adapt, as a place as well as an economy, to maintain its existing position. A key element of this is ensuring that we are creating the places where our current and future residents want to live, work and where businesses can thrive.

Following the identification of the Western Housing Market area in the Berkshire Strategic Housing Market Assessment (SHMA), the four authorities have agreed to work collaboratively to consider how to meet the identified Objectively Assessed Housing Need for the market area. The councils will also be working collaboratively to identify how to meet future economic development and other development needs in the area.

The Western area of Berkshire comprising the areas of the four authorities has been highlighted in the Berkshire Strategic Housing Market Assessment (SHMA) as a distinct and functioning Housing Market Area (HMA). This identifies that, between 2013 and 2036, the area needs to deliver in the region of 65,665 new dwellings to deal with population growth, affordability, market factors, sustaining and improving economic growth and the impact of the continued growth of London. This means finding land for just under 3,000 homes per year. Taking account of proposals in existing local plans, which were intended to make provision up to 2026, it is anticipated that sufficient land needs to be identified to provide in the region of 20,000-25,000 homes on sites that are not currently identified. Additional land for new employment development also needs to be identified as part of new developments.

The authorities are closely examining various options for accommodating these levels of new development in the area. It is clear that, while efforts will be made to make use of development opportunities within existing developed areas and to make good use of previously developed land, a significant proportion of new development will have to be located on greenfield land in the area. The four authorities are working together to identify potential options (which could only be brought forward collaboratively) and to start to assess their feasibility. These include potential urban expansions but also potential opportunities for new garden villages and larger garden settlements.

It is intended to develop a collaborative model for the successful delivery of high quality new and expanded communities with appropriate, infrastructure rich provision that is of benefit to the existing and new residents of the area. New and expanded communities will be in locations which are less disruptive to the amenities and interests of our existing residents. They will provide a high standard of amenity and development which will give high priority to the natural environment. New transport infrastructure will be integrated and involve high levels of investment in modern public transport systems. The collaborative approach will also seek to attract ongoing funding from developers and match funding and investment from government agencies to enable the timely delivery of both development and the associated infrastructure.

The identification of the Housing Market Area has highlighted the very real need for the four authorities to work together, essentially the four council's need to plan proactively in a more collaborative way than has occurred in the recent past. This will help meet needs across the Western Berkshire HMA, helping to deliver housing for areas which can't meet all of their needs within their own boundaries. In particular it is already clear that Reading with its tight urban

boundaries will find it difficult to accommodate its Objectively Assessed Need (OAN) for housing identified in the SHMAA. This document sets out a framework agreed by each authority which acts as a non-statutory statement of intent to work on and support the investigation of a number of identified areas and infrastructure as a way of delivering a large part of the growth required to meet the Objectively Assessed Housing Need for the HMA. This will mean that these areas and infrastructure opportunities will be positively considered as spatial options in the development of the Local Plans of the authorities, which are all at the early stage of development.

**Planning status of the Framework:** This framework has been produced by the four Local Planning Authorities of Bracknell Forest, Reading, West Berkshire and Wokingham Councils. It has been agreed by each Council and demonstrates the strategic priorities and projects that the authorities will work on collaboratively. It does not allocate land for any purpose (this will be done through the individual Local Plans). It does however, demonstrate that the Councils will work collectively to try and meet the HMA's needs. The Framework is also endorsed by Thames Valley Berkshire Local Enterprise Partnership

# West of Berkshire Spatial Planning Framework

***Delivering sustainable new communities to 2036.***

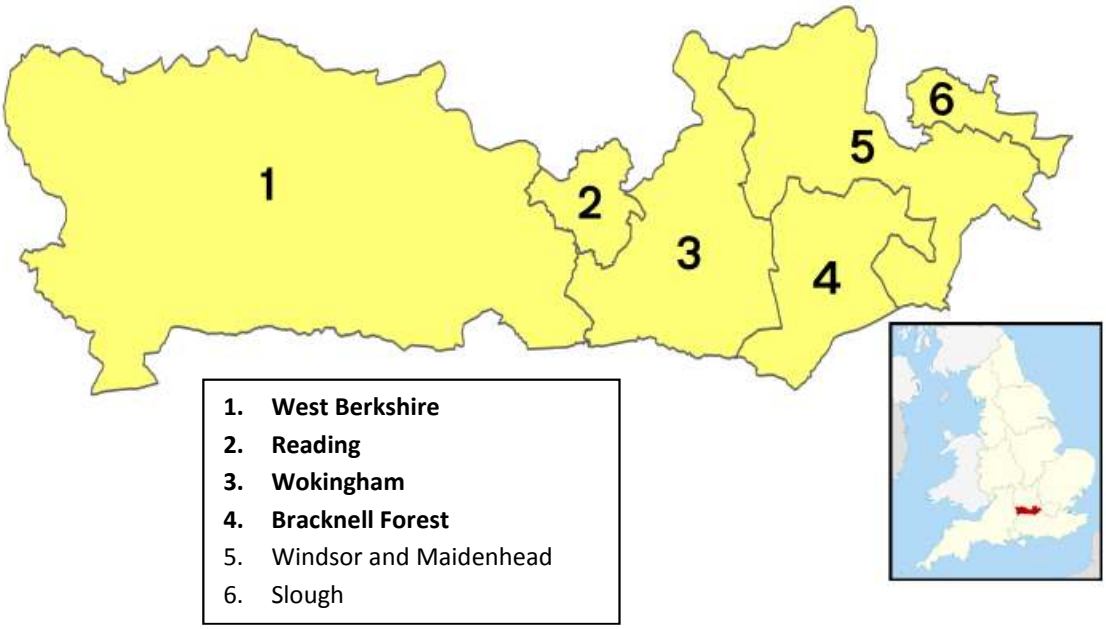
**Introduction and the opportunities**

1. The West of Berkshire (WoB) has been a focus for growth over a number of decades and at times this has resulted in development planned through appeal, often without adequate infrastructure investment.

2. The opportunities provided by the Community Infrastructure Levy (CIL) and the example of delivery on well planned large local strategic sites (an approach undertaken in all four authorities) provides a growth model which can be managed to capture development land value for the public interest. This managed growth model will enable Western Berkshire to continue to be the growth engine of the region and maintain the area as a great place to live, learn and do business.

3. This focused joint working enables a new way of collaborative working across administrative boundaries, sharing best practice where it has been found, in a way which may become a legacy model for civic governance, service delivery and planning and meeting the needs for community growth in the future. In particular the focus on possible development sites which span administrative boundaries is of key importance to help deliver housing which meets needs across the four authorities, 1-4 below (5 & 6 Comprise Eastern Berkshire).

**The 6 Berkshire Unitary Authorities (1-4 West and 5&6 East)**




4. Fundamental to the success of this new way of working will be the collective acceptance of the need to encourage the use of Garden Village Principles in pursuing the creation of new communities, this involves:
   - A strategic approach;
   - Land value capture for the benefit of the community;
   - Strong vision, leadership and community engagement;
   - The long-term stewardship of assets;
   - Mixed-tenure homes and housing types that are genuinely affordable;
   - A robust range of employment opportunities, with a variety of jobs within easy commuting distance of homes;
   - Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities;

- Development which enhances the natural environment;
- Strong local cultural, recreational and shopping facilities in walkable neighbourhoods; and
- Integrated and accessible transport systems.

**Drivers for a new way of working (Appendix A)**

5. The West of Berkshire has been highlighted in the Berkshire Strategic Housing Market Area (SHMA) as a distinct and functioning Housing Market Area (HMA). This identifies that up to 2036 the area needs to deliver in the region of 65,665 new dwellings to deal with population growth, affordability, market factors, sustaining and improving economic growth and the impact of the growth of London. This means finding land for just under 3,000 homes per year.

| Authority | OAN (Homes Per Annum) |
|---|---|
| **Bracknell Forest** | 635 |
| **Reading** | 699 |
| **West Berkshire** | 665 |
| **Wokingham** | 856 |
| **Western HMA** | **2,855** |

6. As part of the Duty to Co-operate the four Councils have worked together to prepare this document as a non-statutory spatial framework. The framework considers opportunities to accommodate this growth in a more strategic and planned way which seeks out opportunities which may exist across administrative boundaries. A memorandum of understanding (**Appendix A)** between all Berkshire Planning Authorities already exists to support this working arrangement.

   The benefit of such a spatial framework is to:
   - Identify large scale site opportunities which span administrative boundaries and offer the opportunity to create new and sustainable locations to live and work;
   - Develop a collaborative model for successful delivery of high quality, infrastructure rich new and expanded communities in the interests of residents;
   - Demonstrate active and real collaborative behaviours with a view to establishing a culture of co-operation in Western Berkshire;
   - Explore opportunities for establishing a collective resource or methods of working which share expertise in community engagement, the creation of new communities, design, funding/lobbying for funding, infrastructure planning and the implementation of environmental change on a large scale;
   - Grasp opportunities for locally planned development sites of a scale which optimise delivery strategically in locations which are less disruptive to the amenities and interests of our existing residents and bring with them additional benefits in terms of substantial, highly sustainable, integrated and 'boundary-less' infrastructure;
   - To ensure that Local Plans are aligned to bring forward suitable high quality, infrastructure rich strategic sites which may also span boundaries **(Appendix B)**;

- Focus on key infrastructure which would benefit existing and new residents and businesses in the whole of Western Berkshire and beyond; and
- Establish, maintain and improve governance and ways of working collaboratively which attract ongoing funding from developers and match funding and investment from government agencies to enable the timely delivery of development and infrastructure

7. Each Council has in place an existing plan or plans which will take them forward to 2026 which has substantial housing land allocated. This means that land in the region of 20,000-25,000 homes needs to be found on sites that are not currently identified and allocated for development. This level of growth would if realised generate in the region of 30,000-37,500FTE new construction related jobs and 50,200-62,750FTE indirect jobs (Total up to 100,250FTE jobs) based on the House Builder's Federation multiplier.

**Spatial Portrait of the West of Berkshire HMA**

8. The West of Berkshire area is characterised by its strong economic base coupled with excellent access to both the capital and key airports, as a well as a focus along the M4 corridor. It is a great place to live, learn and do business with a good quality of life. It is continually growing, evolving, and diversifying playing a key role in the country's economy. Whilst many of the Thames Valley Berkshire's economic metrics top the league when compared to the 38 other LEPs in England, we also have to look at the international context, where competition is fierce. To maintain our competitive edge we need to invest to adapt – as a place as well as an economy. A key element of this is ensuring that we are creating the places where our current and future workforces want to live, learn and businesses can thrive.

9. Reading sits centrally within the Western HMA and has the largest concentration of retail, commerce and further education. It is tightly bounded and has a number of more suburban housing areas spreading across the boundary into West Berkshire and Wokingham. Reading provides a key transport hub at Reading Station and cultural and sporting facilities which are of regional significance.

10. West Berkshire and Wokingham Borough both provide high quality, high value residential areas set in attractive countryside settings focused around historic towns and villages including Wokingham and Newbury. Development pressure in these areas is high due to good employment opportunities, great access and quality housing and education. These areas are well connected to London and the wider south east and the M4 motorway and in the case of Wokingham Borough will have improved access to Heathrow and Gatwick.

11. Bracknell Forest is set around the former New Town of Bracknell and is made up of a modern town, with a newly regenerating town centre, large areas of diverse employment land, and a mix of housing of all types and tenures. The forest hinterland provides access to large wooded areas including the Look Out a national destination for biking and large parts of the Thames Basin Heaths Special Protection Area. Bracknell Forest provides a key link between the M4 and M3 further aiding the connectively and accessibility of the housing market area.

12. Both Bracknell Forest and Wokingham Boroughs contain parts of the Metropolitan Green Belt which place a constraint on development. Similarly three quarters of West Berkshire is covered by the North Wessex Downs Area of Outstanding Natural Beauty. All four

administrative areas also have areas liable to flood and have other environmental or other constraints which restrict land for residential development.

**Role of the West of Berkshire HMA in supporting the economy of the region.**

13. Thames Valley Berkshire (TVB) is a high-performing economy worth over £34bn per annum. It makes a net contribution to UK plc and accounts for over 14% of the South East's GVA and 12% of its total jobs, despite comprising only 10% of the South East's population. Thames Valley Berkshire therefore contributes a disproportionately large proportion of economic value to the regional economy. (Source: Oxford Economics 2016 (based on ONS data))

14. It is intrinsically – and distinctively – an international economy. Global companies such as Oracle, Cisco, Microsoft, Adobe, Telefonica, Vodafone and Huawei all have a significant presence in the area.

15. The area has enjoyed the greatest overall growth in productivity (between 2013 and 2014) of all LEP areas (including London) - an increase in output of £2,137 per job filled (Source: ONS productivity data); and TVB is one of only four LEP areas to score highly on measures of both economic prosperity and social inclusion (Source: Joseph Rowntree Foundation, 2016).

16. Undoubtedly much of this is due to the market-led nature of our economy but also its connectivity. Enhancing that connectivity is a key priority for the LEP and is especially critical now that Brexit is a reality: Thames Valley Berkshire has the highest proportion of foreign-owned businesses (among 39 LEP areas) and investment in infrastructure such as housing will send a strong and positive message to those international companies with UK, European or Global HQs in TVB; their retention is more critical than ever, not only to secure the economic contribution they make but also to sustain the supply chain they share with other, smaller businesses.

17. Investment in strategic infrastructure to underpin the attractiveness of our area can only serve to secure more high value investments from overseas. In the EY Attractiveness Survey 2016, transport infrastructure is cited as the second highest priority when considering investment locations outside of London. In the same report, roads and London Airports are both highlighted by 40% of investors as being in their top three transport link considerations.

**Why prepare a Spatial Framework?**

18. Working together on a project of this importance and scale makes economic sense and the identification of needs of the Housing Market Area has confirmed the very real need for the four Councils to work together. With the prospect of Brexit the need to plan and work together with common objectives to stimulate economic activity in collaborative way will come to the fore. This will be partly through preparing Local Plans which provide certainty and enable stable growth conditions for the areas via complementary but distinct and locally focussed policy and proposals. The four authorities aim to meet their individual and collective Objectively Assessed Needs (OAN) for housing through this dialogue.

19. The WoBHMA project will also support significant job creation in the area in terms of new jobs directly in construction with further indirect employment in the area. As part of future development the four Councils will seek to develop a common Employment Skills Plan (ESP) for construction focussed on young people aged 16-24, long term unemployed adults and people who face barriers getting into work. An Employment Skills Plan (based on CITB

baselines) will generate a mix of apprenticeships, graduate and general employment opportunities. In addition, the ESP will aim to secure work experience and curriculum support activities to support young people into employment. These placements will provide individuals the support they need to ensure that the opportunities result in sustainable, long term employment opportunities.

20. The buoyant housing market in the area results in affordability pressures for local residents, particularly for younger households. The median and lower quartile costs of market housing in the area are many times the equivalent earnings of many households. The area experiences unprecedented and growing pressures for affordable housing. The SHMAA (2016) analysis of household formation also forecasts very high levels of need for affordable housing in West Berkshire HMA in the period up to 2036. The framework approach is intended to seek out opportunities to tackle this issue

21. This framework sets out the opportunities which exist that require the authorities to work together in a proactive way. In particular the framework seeks to deal with sites that cross boundaries, infrastructure that supports the Housing Market Area and beyond, the opportunities to sustain and enhance economic growth and the ability to address the needs of those in the Housing Market Area where constraints rule out the ability to deliver their full OAN.

22. The authorities have considered the opportunities which can only be realised by working together where there are cross boundary sites or infrastructure that serves a wider HMA purpose. As stated earlier this is not a statutory framework, it has been agreed by each authority as a statement of intent to work on and support the identified sites and infrastructure as a way of delivering a large part of the growth required to meet the OAN for the HMA. This will mean that these sites and infrastructure opportunities will be positively considered as spatial options in the development of the Local Plans of the authorities, which are all at the early stage of development.

**Strategic opportunities (See attached Plan 1)**

23. There are four main opportunity areas which this framework identifies and these are the following;
    - Major housing and mixed use development at Grazeley/Mortimer;
    - A focus on town centre/commuter hub development;
    - Infrastructure investment at Twyford Station to support Crossrail; and
    - Sites that span the Bracknell Forest and Wokingham boundary.

24. The following plan identifies in very broad terms the areas where there appears to be strategic opportunities which are worthy of future exploration.

**Grazeley (South of Reading)**

25. This broad site has the opportunity to provide employment land and in the region of 15,000 new homes in the plan period to 2036 and beyond. This brings opportunities to deliver housing in both Wokingham Borough (10,000) and West Berkshire (5000) over the plan period, but this must all be planned for under a single infrastructure delivery and masterplan. This possible option brings with it the opportunities to seek to provide large scale social environmental and economic infrastructure, including a rail station, new roads, schools, retail and employment opportunities, flood alleviation, strategic scale green

infrastructure and the ability to create a new highly sustainable community for western Berkshire. North-South and East-West connectivity via, rail, the A33 corridor, M4 and cycle networks etc. will need careful planning.

26. This broad area has a number of strategic constraints and issues which would need to be addressed, managed or overcome in order for development to be able to take place here, these include:
    - Overall consensus about adoption of Garden Village Principles going forward
    - Establishment of a Development Consortia: Land assembly and availability needs to be addressed to enable the development of a single conversation about masterplanning, infrastructure delivery planning and meaningful public engagement in particular around Garden Village Principles;
    - Harmonisation of policy and approach, in particular CIL
    - Governance and steering arrangements which enable and empower swift funding and spending decisions, decision making in the planning process across boundaries, with the developer and with the public.
    - Communication planning and real engagement to contain harmful antipathy and to explain and be accountable for our decision making.
    - Evidence base management and Infrastructure planning, costing and enabling resources.
    - Utilities engagement and management.
    - Nuclear Buffer Zone: The proximity of the site to Atomic Weapons Establishment (AWE) where currently increases in population in close proximity to the establishment are restricted;
    - Flooding Zone: Areas which are prone to flooding cover large areas of the site and alleviation and/or wider management measures would be required to deal with this;
    - Transport Assessment: Whilst close to Reading and junction 11 of the M4 the site will need careful assessment of the optimal approach to new infrastructure and public transport options. Key to this will be the consideration of enabling all modes of transport including planning to reduce the need for travel. Where these affect other areas such as Hampshire and Oxfordshire we will need to ensure effective and ongoing engagement.

27. An expression of interest to the Locally-Led Garden Villages, Towns and Cities Prospectus was lodged with CLG on 28 July 2016 to establish a dialogue with government in the event that this approach is selected as part of West Berkshire and Wokingham's Local Plan Updates. The document is now publically available at:

    http://www.wokingham.gov.uk/planning-and-building-control/planning-policy/local-plan-update/.

**Town Centre opportunities**

28. The four town centres identified are Bracknell, Newbury Reading and Wokingham, each brings with it different opportunities to focus housing and mixed use development around public transport hubs. The common theme in Bracknell and Reading is to use previously developed land, and seek to provide opportunities for higher density, taller high quality buildings and environments, infrastructure and services needed for town centre living. Wokingham and Newbury are smaller historic centres which are already undergoing regeneration and renewal, in these locations regeneration will continue at an appropriate scale reflecting the historic environments whilst enhancing shopping and leisure offers and increasing the number of homes within and close to the centres.

**Bracknell (Town Centre)**

29. The comprehensive regeneration of the retail centre at Bracknell is due for completion in 2017 which brings with it new retail, leisure and housing along with an enhanced public transport hub. This will transform the perception of Bracknell and is seen as the focus for further change. Opportunities exist for the conversion of existing high rise office buildings, which is already happening under prior approval arrangements. There are however, a number of sites close to the station and to the north east of the town centre which offer the opportunity for further residential led mixed use development. These sites will be considered as opportunities in the emerging Bracknell Forest Comprehensive Local Plan but offers the opportunity for in the region of 500 residential units in and around Bracknell Rail and Bus station. The opportunity for higher buildings here is already established and this will help in the continual revitalisation of this key economic hub.

**Reading (Town Centre)**

30. The Reading Central Area is being promoted and developed as a top-class location for business, retail, leisure, culture and learning. It is intended that it will continue to be the

focus for continued high quality mixed use development, building on its regional status. Major infrastructure provision to develop a nationally significant interchange between European, UK, regional and local services has taken place in recent years and to enable the centre to be accessed by a choice of transport options (train and bus and other alternative forms of transport). Several major residential developments have been implemented and planning permission exists to enable the implementation of further developments. Looking forward, the Reading Central Area will see further residential developments.

**Newbury (Town Centre)**

31. Newbury is experiencing a period of renewal, regeneration and enhancement which will result in a vibrant 21st century centre fulfilling its role as the administrative centre and primary centre within West Berkshire, whilst maintaining its historic heritage. Electrification will bring the opportunity for further residential led mixed use development but not at the expense of business development. These sites will be considered through the new West Berkshire Local Plan but the opportunity is possibly restricted to around 500 units.

**Wokingham (Town Centre)**

32. Wokingham Town Centre is an historic market town which has been the subject of retail and housing led, masterplanned, regeneration initiative since 2006 with a view to retaining its heritage, charm and character whilst bolstering its viability and support for its residents and businesses. The extensive public engagement and investment programme initiated by the Council resulted in acquisition and compulsory purchase culminating in agreement, planning permission and consents on most of the key regeneration schemes including the Station Link Road, Environmental Improvement Programme, Peach Place, Elms Field and Carnival Pool ahead of programme. Works are now in hand to progress the planned regeneration and it is not anticipated that further regeneration schemes or sites will come forward in the plan period.

**Twyford**

33. Crossrail is a key piece of government funded infrastructure which will increase rail capacity between Reading/Heathrow and Shenfield/Abbey Wood, including the new proposed development at Old Oak Common to the west of London Paddington - see route plan below. Twyford is one of the stations where Crossrail will stop and it is therefore important that the associated impacts are mitigated to alleviate pressures on the locality.

34. The settlement is constrained by the green belt to the east, its historic core, road and rail infrastructure and by flooding to the west. Opportunities to invest through development will therefore be limited unless either external funding is sourced or the plan process enables a self-funding approach.

35. The key constraint to development around Twyford is the fact that the majority of the land is affected by flooding or is in the Green Belt and as such is afforded a level of national protection.

**Wokingham and Bracknell Forest borders**

36. There are a number of areas along the border between Wokingham and Bracknell Forest that have been identified to both Councils through their 'Call for Sites' exercises, these cover areas between Wokingham, Crowthorne and Binfield. Although these sites will be considered as part of the Local Plan process, further work is required to consider whether any potential cross boundary sites could bring with them benefits of scale which could not be achieved through the individual plans

**Strategic Infrastructure (Appendix B)**

37. Delivery will require co-operation and forward-funding from Government and statutory bodies such as the HCA, Highways England, Network Rail and the Environment Agency to

enable the HMA to meet its growth requirements. Part of the benefit of this framework is the co-ordinated approach which enables the four authorities to approach government statutory bodies with a single voice.

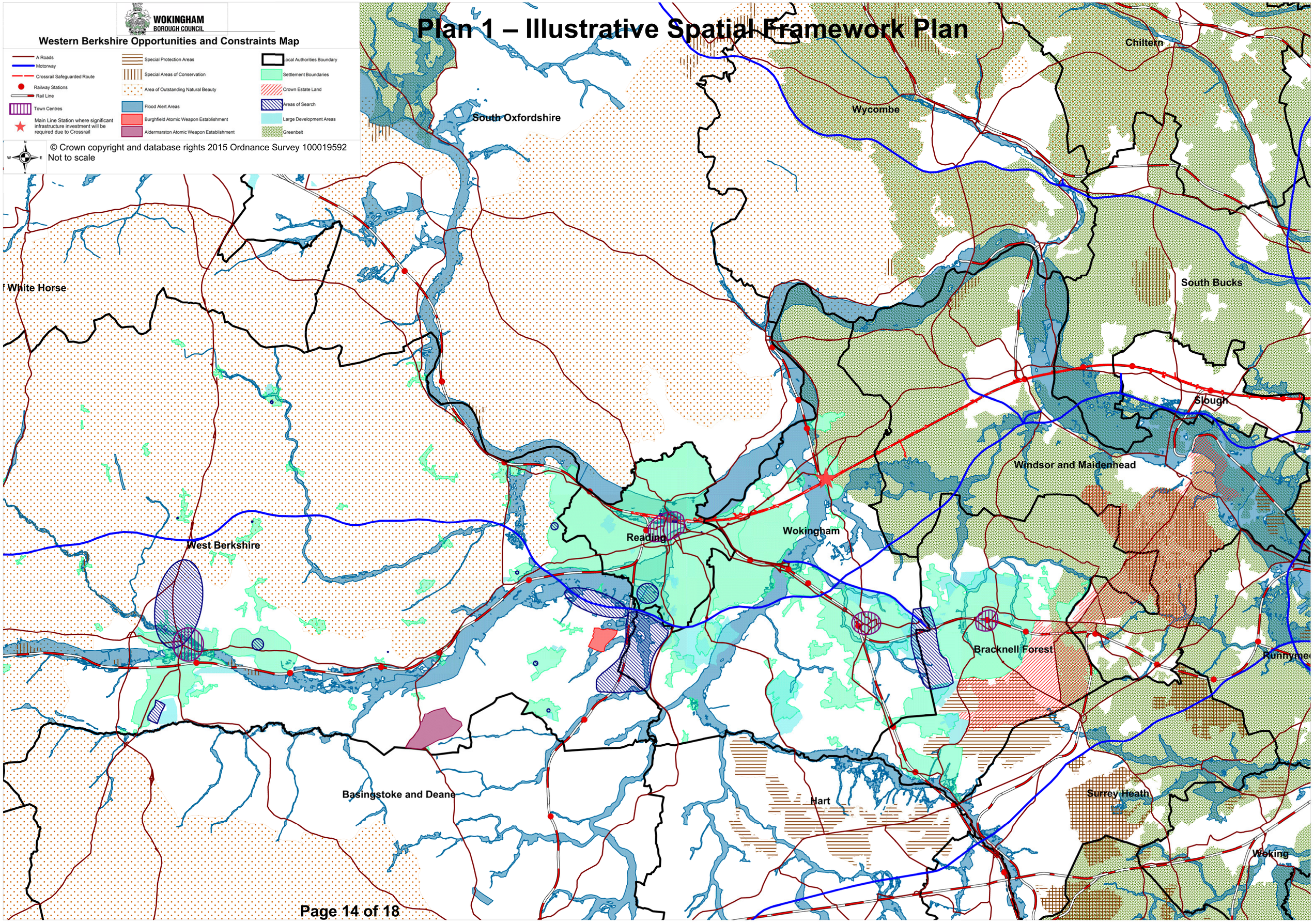
38. Managing growth of the WBHMA will bring with it the need for additional infrastructure and it is clear that the scale of historic and ongoing growth in the region will require careful planning of infrastructure matched with growth to ensure that the impact is mitigated at the appropriate time. As much as is practicable must be in advance of development to facilitate effective delivery.

39. Planning and delivery of this infrastructure will require careful modelling, planning and costing on the part of the districts to enable there to be a clear evidence base and narrative behind the requirements. We need to work together to capture land value from development to fully address this impact. Planning on this scale will however generate cash-flow issues if the impact mitigation is to be in place to soften the pain of change.

**Conclusion**

40. Although non statutory this framework identifies the strategic opportunities that exist to deliver a large element of the housing needed in Western Berkshire. By working collaboratively the intention is to meet the identified needs within the boundaries of the four authorities. This strategic approach will help shape the approach to early delivery of key infrastructure and help secure investment in the area, which will support both the local and national economy. The four Local plans currently being will prepared will explore and test the opportunities identified in this document.

# Plan 1 – Illustrative Spatial Framework Plan



# Appendix A - WoB HMA Memorandum of understanding

**Memorandum of Understanding between the Western Berkshire Housing Market Area authorities on Strategic Planning and the "Duty to Co-operate" on Planning Matters in Berkshire.**

As single tier authorities, Reading, Wokingham, Bracknell Forest and West Berkshire unitary authorities are both local and strategic planning authorities for their areas. These four Authorities form the Western Berkshire Housing Market Area (HMA) as defined by the Berkshire (including South Bucks) Strategic Housing Market Assessment (SHMA) 2016.

The Localism Act 2011 brings significant changes to strategic planning in England. Strategic planning remains an essential part of the planning system. The Act provides for a bottom up approach to strategic planning in a local area through the "duty to co-operate."

The Act sets out that a local planning authority has a duty to co-operate by:

*"engaging constructively, actively and on an on going basis in the preparation of development plan and other documents and in activities that can reasonably be considered to prepare the way for the preparation of such documents for strategic matters."*

The requirements of the Localism Act are complemented by the guidance in paragraphs 178-181 of the National Planning Policy Framework (NPPF), although these are additional to those within the Act. The NPPF includes reference to local authorities considering agreements on joint approaches to the undertaking of activities and to considering whether to agree to prepare joint local development documents. The duty involves a continuous process of engagement from initial thinking through to implementation. It should result in meeting development requirements, including unmet requirements from neighbouring authorities, where it is practical to do so. Authorities should also consider producing plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position.

The Duty to Co-operate has become the first matter that is tested at a local plan examination. Failure to co-operate will result in delay and increased costs in bringing forward up to date local plans thereby increasing the risks at planning appeals.

In the light of the duty the Western Berkshire HMA Authorities have formulated and agreed the following memorandum of understanding:

A. → **Agreeing Strategic/Cross Boundary Issues:** The authorities will endeavour to agree appropriate baseline positions on relevant strategic planning matters as a starting point for the potential development of strategic planning policies for the defined Western Berkshire HMA.

B. → **Joint Evidence Base:** The authorities will develop an evidence base that provides potential for sharing across authorities where it is prudent and appropriate to do so relating to strategic planning matters. This might include issues such as demographics, population projections, gypsy and traveller needs, retail and transport studies, infrastructure plans, strategic environmental and green infrastructure, decentralised energy infrastructure and other issues of cross boundary interest. This could include the joint commissioning by two or more of the Western Berkshire HMA authorities of studies into these matters.

C. → **Other Authorities Plans:** Where it will add weight, the authorities will consider, assess and make joint representations on the strategic aspects of local plans prepared by authorities in adjoining Housing Market Areas.

D. → **Joint Strategies:** The authorities will consider opportunities to develop joint strategies and deliver agreed or joint positions or policies in relation to specific topics or development needs where the evidence demonstrates that this is appropriate, (e.g. planning for the SPA or AWE.)

E. → **Statements of Common Ground:** The authorities will involve their neighbouring authorities and other partner organisations (e.g. the Thames Valley Berkshire LEP, Environment Agency, Highways Authority, etc.) to which the duty to co-operate applies in the identification of issues and options, in resolving objections and preparing statements of common ground in relation to the preparation of individual local plan documents and other planning policy documents.

The operation of this Memorandum of Understanding will be the responsibility of the Western Berkshire Housing Market Area Authorities, reporting to the Berkshire Heads of Planning (BHoP). In turn, BHoP will periodically (at least once a year) keep the SHMA Member Reference Group informed on how mechanisms for fulfilling the duty to co-operate are progressing and being taken forward.

This Memorandum of Understanding provides a framework for joint working between the Western Berkshire HMA authorities and it allows refined Agreements to be agreed between individual authorities on specific areas where they consider it appropriate.

Signed:

| | |
|---|---|
| Bracknell Forest Council | Reading Borough Council |
| West Berkshire Council | Wokingham Borough Council |

# Appendix B - High level Infrastructure Requirements

The objectives of the high level IDP will be to:

- Highlight infrastructure capacity issues and existing capacity where possible, through the review of existing information and consultation with stakeholders;
- Identify the infrastructure impacts of additional development in generic and location specific terms on an ongoing basis;
- Illustrate the net infrastructure impact of new development and highlight significant issues;
- Provide information on the indicative cost of infrastructure;
- Identify public funding mechanisms and responsibility for delivery;
- Inform any CIL review proposed; and
- Produce infrastructure delivery trajectories.
- To work together with government to seek funding for infrastructure.

| Category | Infrastructure Item |
|---|---|
| **Strategic Transport** | |
| Transport | Third Thames River Crossing. |
| Transport | A rail station (or linkage to one) at Grazeley. |
| Transport | Infrastructure and/or regeneration of rail station at Twyford. |
| Transport | New road/pedestrian/cycling infrastructure in key areas for development. |
| Transport | Improvements the M4, and M3 corridors and the key routes to these. |
| Transport | New / expanded park and ride facilities |
| Transport | Alternatives to private car – modal shift |
| **Strategic Flood Alleviation** | |
| Strategic Flood Alleviation | TBC (detailed flood modelling work required to determine interventions) |
| **Waste** | |
| Waste | Waste disposal |
| Waste | Recycling |
| **Utilities** | |
| Utilities | Water supply / waste water |
| Energy generation supply and distribution | Energy generation supply and distribution |
| **Education** | |
| Education | 1 x 1FE Primary School / 1000 dwellings (includes nursery provision) |
| Education | 1 x 6FE secondary school / 5,000 dwellings |
| Education | Further and Higher Education |
| Education | Lifelong learning (Courses are delivered from a variety of venues – college sites, libraries and community use centres) |

| | |
|---|---|
| Education | Special Education Needs Provision (Approximately 1% of the child population need education in a Special School and these serve discrete need groups. No strategic need.) |
| **SANG** | |
| SANG | 8ha required per 1,000 people (Schemes within 5km of the Thames Heath Basin Special Protection Area) |
| **Green Infrastructure** | |
| Green Infrastructure | Public Parks - 5.0ha/1000 population (as this is a high level IDP the assumption covers the provision of allotments, , pitches, play areas, LEAPS / NEAPS, Country Parks and natural green space etc. |
| **Community** | |
| Community facilities | 3000 sq.m required per 1000 dwellings (estimate based on provision on the Arborfield SDL -) |
| Indoor Leisure Facilities | 1 x 8 lane swimming pool / 40,000 people (Sports England) |
| Indoor Leisure Facilities | 1 sports hall / 13,000 people (Sports England) |
| Health Contribution | TBC |
| Thames Valley LEP | Growth Deal 3 list of schemes |
| | 1. South Reading Mass Rapid Transit Phases 3-6 |
| | 2. Newbury Railway Station and Interchange Improvement |
| | 3. East Reading Mass Rapid Transit Phase 2 |
| | 4. Winnersh Relief Road |
| | 5. A3095 Corridor Improvements |
| | 6. Reading, Bracknell & Newbury 'Smart City' |
| | 7. Winnersh Parkway |
| | 8. Coppid Beech Park and Ride |
| | 9. Bracknell STEM Solutions Lab |
| | 10. GWR: Twyford Interchange |
| | 11. Reading West Station Upgrade |
| | 12. Blue Mountain 'Village' |
| | 13. GWR: North Downs Line Upgrade |
| | 14. University of Reading - International Weather Centre of Excellence |

## Appendix C - Local Plan Programme

| Activity 2016 (Calendar year) | 2016 Q 1/4 | 2016Q 2/4 | 2016 Q 3/4 | 2016Q 4/4 | 2017 Q 1/4 | 2017 Q 2/4 | 2017 Q 3/4 | 2017 Q 4/4 | 2018 Q 1/4 | 2018 Q 2/4 | 2018 Q 3/4 | 2018Q 4/4 | 2019 Q 1/4 | 2019 Q 2/4 | 2019 Q 3/4 | 2019 Q 4/4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WoB Leader and CEx Governance Group PID/TOR and inception meeting | | | | | | | | | | | | | | | | |
| Western Berkshire Spatial Planning Framework | | | | | | | | | | | | | | | | |
| WoB HMA Communication Plan | | | | | | | | | | | | | | | | |
| Programme Governance model for delivery and implementation at District level | | | | | | | | | | | | | | | | |
| BFBC Comprehensive Local Plan | | | Issues and Options | | | | Preferred Options | | Proposed Submission | | Submission | Examination | Adoption | | | |
| RBC Local Plan | Issues and Options | | | | Preferred Options | | Proposed Submission | Submission | Examination | | Adoption | | | | | |
| WBBC New Local Plan | | | | Issues and Options | | | | | | | Preferred options | Proposed submission | Submission | Examination | | Adoption |
| WBC Local Plan update | | | Issues and Options | | | Preferred Options | | | | Proposed Submission | Submission | Examination | | Adoption | | |