



The Oakwood Centre, Headley Road, Woodley, Berkshire, RG5 4JZ
www.woodley.gov.uk

To: **Members of the Planning and Community Committee**

Councillors B. Soane (Chairman); D. Bragg; R. Horskins; L. Guttridge; C. Jewell; V. Lewis; J. Sartorel; P. Singh; J. Taylor

NOTICE IS HEREBY GIVEN that a meeting of the Planning and Community Committee will be held at the Oakwood Centre at 7:45 pm on Tuesday 14 November 2023, at which your attendance is requested.

The Town Council reserves the right to record and broadcast this meeting. Anybody attending the meeting will, by virtue, consent to having their image and audio recorded for this purpose.

Kevin Murray
Town Clerk

A G E N D A

1. **APOLOGIES**

2. **DECLARATIONS OF INTEREST**

To receive any declarations of interest from Members on agenda items.

3. **COMMITTEE MEMBERSHIP**

To note that Councillor Cheng has resigned from the Planning & Community Committee. A replacement is due to be appointed at the next meeting of Full Council, to be held on 5 December.

4. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 17 OCTOBER 2023**

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To approve the minutes of the Planning and Community Committee meeting held on 17 October 2023 and for the Chairman to sign them as a true record.

5. **ACTIONS / FOLLOW UPS**

To review the actions / follow ups arising from previous meetings of the committee. ***(Appendix 5)***

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6. **CURRENT PLANNING APPLICATIONS**

To consider current planning applications and agree comments to be forwarded to the planning authority. ***(Appendix 6)***

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7. **PLANNING DECISIONS**

To note information on decision notices received from the planning authority since the last meeting. (*Appendix 7*)

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8. **TREE PRESERVATION ORDERS**
Applications for works to trees

This type of application does not require consultation.

To note application 232572:

Location: SECTION 211 NOTIFICATION FOR WORKS IN A CONSERVATION AREA: Laylea, 28 Church Road, Woodley, Reading, Berkshire, RG5 4QJ.

Proposal: T1, Lime – Pollard.

To note application 232712:

Location: TPO 3/1951 AREA 1: Douglas Bader Court, Howth Drive, Woodley, Wokingham.

Proposal: 845, Rowan - Remove deadwood greater than 25mm in diameter.

848, Cherry - Crown lift to 2.5m from ground level.

849, Cherry - Reduce overall size of crown by 1.5m Crown lift to 2.5m from ground level.

850, Cherry - Reduce overall size of crown by 1.5m Crown lift to 2.5m from ground level.

851, Cherry - Reduce overall size of crown by 1.5m.

852, Cherry - Reduce laterals growing towards building by 1.5m.

854, Purple Plum - Crown lift to 2.5m from ground level. Remove deadwood greater than 25mm in diameter.

855, Cherry - Carefully fell to near ground level.

856, Beech - Crown lift to 2.5m from ground level.

858, Pine - Crown lift to 2.5m from ground level.

859, Alder - Crown lift to 3m from ground level.

860, Rowan - Carefully fell to near ground level.

861, Cherry - Crown lift to 2.5m from ground level.

864, Pine - Crown lift to 2.5m from ground level.

866, Pear - Crown lift to 2.5m from ground level.

870, Rowan - Carefully fell to near ground level.

9. **BUDGETARY CONTROL**

To note **Report No. PC 6/23**.

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10. **STREET TRADING CONSENT**

a) To note the following applications for street trading consent, received by Wokingham Borough Council:

Application: ST72

Applicant: Altan Demirkiran – Pizzatron Ltd

Trading Sites: Shinfield Spencers Wood Recreation Ground Car Park / Swallowfield Parish Hall Car Park / Winnersh Community Centre Car Park / Southlake Picnic Area

Trading Times: Swallowfield – Wednesday 1600 to 2030

Shinfield – Thursday 1600 to 2030

Winnersh – Saturday 1600 to 2030

Southlake – Sunday 1600 to 2030

Comments were required to be submitted for this application by 6 November. As this was prior to this meeting, details were circulated to Members via email. Comments were received from two Members, and the following collated response was submitted to Wokingham Borough Council on behalf of the Committee, as agreed by the Chairman:

Generally, there was support for this application from Members. However, one Member cited a concern about the location of the van, in light of the existing coffee wagon at the same location with permission to trade for 9 am - 5pm on a Sunday, meaning there would be an overlap. This member felt that having two vans in the picnic area might be intrusive and out of keeping with South Lake as a quiet recreational space. They also noted that the coffee wagon is currently seeking permission to relocate in wet weather, which would likely be an issue for any other trader in the area. Finally, there was also concern that the introduction of substantive cooking (i.e. wood fired oven) on the site and the hours of opening might have a negative impact on users' enjoyment of this space.

Application: ST26
Applicant: Mr Jan Ratip – Mo's Kebabs
Trading Site: Woodlands Avenue, Woodley (Opposite University site)
Trading Times: Sunday to Thursday 0700 to 0100 Hours, Friday and Saturday 0700 to 0300 Hours (One hour shut down at 3pm to prepare for evening food)

Comments were required to be submitted for this application by 31 October. As this was prior to this meeting, details were circulated to Members via email. No objections were received.

b) To note the following application for a variation of street trading consent, received by Wokingham Borough Council:

Application: ST71
Applicant: David & Caroline Fider – Roro's Conscious Coffee
Trading Site: Southlake Picnic Area (Moving to alternative nearby pitches in wet weather)
Trading Times: 0900 to 1700

Comments were required to be submitted for this application by 7 November. As this was prior to this meeting, details were circulated to Members via email. No objections were received.

11. **PAVEMENT LICENCE**

To note the following application for a pavement licence, received by Wokingham Borough Council:

Business: Bosco Lounge
Address: 55a-55b Crockhamwell Road, Woodley, RG5 3JP
Details: Application for land adjacent to the above for the operation of refreshment facilities
Times: Mondays to Sundays 0900 to 2300

Comments were required to be submitted for this application by 1 November. As this was prior to this meeting, details were circulated to Members via email. No objections were received.

12. **WOKINGHAM BOROUGH COUNCIL DRAFT LICENSING POLICY**
 To note that Wokingham Borough Council are updating their Statement of Licensing Policy. A consultation on the draft updated policy is running until 8 January 2024. Full details of the consultation can be found on the below link:
<https://engage.wokingham.gov.uk/en-GB/projects/licensing-policy>
 Members are asked to considering providing a response on behalf of the Council. The consultation questions are provided for reference at **Appendix 12.** Page 24
13. **WOKINGHAM BOROUGH COUNCIL LCWIP**
 To note that Wokingham Borough Council approved their Local Cycling & Walking Infrastructure Plan in March 2023.
 Infrastructure Improvement Plans specific to Woodley and the surrounding areas are provided at **Appendix 13** for Members information. Page 27
14. **READING TRANSPORT STRATEGY 2040**
 To note that Reading Borough Council are consulting on a draft Local Transport Plan, named the Reading Transport Strategy 2040. The full consultation document can be found on the below link:
<https://consult.reading.gov.uk/dens/reading-transport-strategy-2040-statutory-consulta/>
 The consultation deadline is 11 December 2023. Members are asked to consider providing a response to the consultation on behalf of the Council. A short summary of the consultation, provided by Wokingham Borough Council, is provided at **Appendix 14.** Page 32
15. **WOODLEY DESIGN STATEMENT**
 Following references in previous meetings to the existing of a Woodley town plan, Members are asked to note the applicable document, the Woodley Design Statement, provided at **Appendix 15.** Page 43
 The Design Statement is considered a Supplementary Planning Document by Wokingham Borough Council, and provides additional information to support policies contained in the Local Plan.
16. **TRANSPORTATION & HIGHWAYS**
- a) Cycling in Woodley**
 To consider the actions which need to be undertaken to achieve the Council’s Strategy for Cycling, as approved at the last Committee meeting held on 17 October 2023, including considering setting up a sub committee tasked with undertaking these actions.
 A report, provided by Cllr Taylor to assist these discussions, is provided at **Appendix 16a.** Page 69
- b) Community Speedwatch**
 To receive an update on the Council’s Community Speedwatch activities.
- c) Highways Issues**
 To highlight and discuss any highways issues noted by Members.

17. **COMMUNITY ISSUES**

To highlight and discuss any recent community issues noted by Members.

18. **PUBLICATIONS/INFORMATION**

To note receipt of the following:

- The Wokingham Volunteer Centre Newsletter – October 2023
- Me2 Club Newsletter – October 2023
- CCB eBulletin – November 2023

19. **FUTURE AGENDA ITEMS**

To consider suggestions for future agenda items.

20. **PUBLICITY/WEBSITE**

To consider suggestions for items to be publicised.

21. **ENFORCEMENT ISSUES**

a) To note the enforcement notifications listed in ***Appendix 21a.***

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b) To note the enforcement case closures listed in ***Appendix 21b.***

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Minutes of a Meeting of the Planning and Community Committee held at the Oakwood Centre on Tuesday 17 October 2023 at 7:45 pm

Present: *Councillors: B. Soane (Chairman); L. Guttridge; C. Jewell; V. Lewis; J. Sartortel; P. Singh; J. Taylor;*

Officers present: *K. Murray, Town Clerk; M. Filmore, Committee Officer;*

Also present: *Cllr D. Bragg (Virtual Attendance)
9 members of the public*

87. **APOLOGIES**

Apologies for absence were received from Councillors Bragg, Cheng and Horskins. Councillor Bragg indicated he would attend the meeting virtually.

88. **DECLARATIONS OF INTEREST**

Councillor Taylor advised that, as application 232483 related to a property adjacent to a friends house, she would not take part in the discussion regarding this application.

89. **MINUTES OF THE PLANNING AND COMMUNITY COMMITTEE MEETING HELD ON 19 SEPTEMBER 2023**

Members requested the addition of a Matters Arising document, collating actions from meetings, as a way of keeping track of tasks and follow ups. Officers agreed to action this.

RESOLVED:

- ◆ That the minutes of the Planning and Community Committee meeting held on 19 September 2023 be approved and be signed by the Chairman as a true and accurate record.

90. **CURRENT PLANNING APPLICATIONS**

RESOLVED:

- ◆ To forward comments to the planning authority as detailed in **Appendix A**.

91. **PLANNING DECISIONS**

RESOLVED:

- ◆ To note information on decision notices received from the planning authority since the last meeting, as given in the agenda.

92. **PLANNING APPEALS**

RESOLVED:

- ◆ To note the following appeal against refusal of planning permission has been lodged with the Planning Inspectorate:

Application: 231154
Location: 49 Quentin Road, Woodley, Wokingham, RG5 3NE
Proposal: Householder application for the proposed erection of a part two storey part first floor side extension, and single storey rear extension.
(Woodley Town Council had no objections to the proposal.)

93. **TREE PRESERVATION ORDERS**
Applications for works to trees

RESOLVED:

- ◆ To note the following applications for tree works:

Application: 232328
Location: SECTION 211 NOTIFICATION FOR WORKS IN A CONSERVATION AREA: St. John The Evangelist, Church Road, Woodley, RG5 4QN.
Proposal: T009, Pedunculate Oak - Fell to approx. 3m high stump retaining areas of decaying lower trunk for habitat value. T010, Purple Cherry Plum - Reduce height to approx. 5m in height and lateral spread to 3m radius; remove deadwood.
T017 Pedunculate Oak - Reduce height to approx. 0-12m in height and lateral spread to 4-5m radius. G022, Common Ash x4 - Sever ivy and inspect base and lower trunks; one of the ash is in decline, if base is satisfactory, reduce canopy by 2-3m back to healthy wood. T008, Pedunculate Oak - Selectively reduce elongated branches over neighbouring property by approx. 3m back to nearest suitable reduction points. T015, European Lime - Remove deadwood from crown; inspect previous topping point at 8-9 for evidence of decay; reduce canopy by 2m on church side. T016, European Lime - Remove deadwood from crown; inspect previous topping point at 8-9 for evidence of decay; cut back to create 2.5m canopy clearance to church. G028, Leyland Cypress x30 - Crown lift and cut back to clear offsite outbuilding by 2m; remove two low branches from one specimen - branches marked with paint. T029, Leyland Cypress - Remove two lower branches. T001, European Lime - Remove deadwood from crown; inspect cable bracing. T019, Laurel Cherry - Fell decayed stem to high stump. T025, Pedunculate Oak - Remove deadwood. T033, English Yew - Remove deadwood over churchyard. T035, English Yew - Selectively reduce canopy in north side by 1.5m to create reasonable clearance to the church. T036, European Lime - Remove deadwood from crown; remove lower branch over church path; reduce elongated branches on northern half of tree by 2m to clear canopy of yew and reduce exposure in high winds; inspect cable bracing if present. T037, European Lime - Inspect cable bracing if present. T038 European Lime - Remove deadwood from crown; inspect cable bracing. T027, Small Ash - Fell to ground level. T031, English Yew - Remove large deadwood over 1m in length and 30mm in diameter.

Application: 232329
Location: TPO 3/1951 WOODLAND 3: 11 Portrush Close, Woodley, Wokingham, RG5 3PB.
Proposal: T1, Silver Birch – Crown reduction by 3m.

Application: 232444
Location: TPO 109/1976: 1 Perth Close, Woodley, Wokingham, RG5 4TU.
Proposal: T1, Oak - Reduce back to previous template the eastern aspect, tapering into height, and the north and southern aspects, the extent of the reduction is to not exceed 1.5m to suitable growth points. Ensure statutory clearance of the highway is maintained by up to 5m targeting secondary growth points only.

T2, Oak – Remove moderate deadwood, ensure adequate clearance of 5m over highway.

T3, Oak - Reduce overextended laterals on the northern, eastern, and southern aspects by up to 1.5m, lift crown to 4m targeting secondary growth points, ensure adequate clearance of 5m over highway.

Application: 232482

Location: TPO 3/1951 WOODLAND 3: 2 Lynton Close, Woodley, Wokingham, RG5 3SF.

Proposal: T1, Silver Birch – Crown lift to approx. 5m above ground level and all-around crown reduction to appropriate pruning points, removing 2-3m in height, approximately 1.5m off North, West and South side and approximately 2.5m off East (neighbouring) side.

Application: 232489

Location: TPO 3/1951 WOODLAND 3: 3 Burgess Close, Woodley, Wokingham, RG5 3LJ.

Proposal: T1, Sycamore – Crown reduction by 1.5-2m in height, leaving final height no more than 14.5m, and by 0.5-1m in spread; remove all deadwood greater than 50mm in diameter.

94. **TRANSPORTATION & HIGHWAYS**

94.1 **Cycling in Woodley**

Members discussed whether to adopt the Strategy for Cycling, set out in the agenda.

It was suggested that it might be prudent to await further information on Wokingham Borough Council's cycling strategy, as the fund holders, before approving a Town Council strategy. However, it was commented that the Town Council's strategy was unlikely to include anything entirely contrary to anything agreed by Wokingham Borough Council, and that the Town Council should lead on representing local views on the matter. It was also noted that Wokingham's Local Cycling and Walking Infrastructure Plan (LCWIP) had been in the planning process for two to three years already but, after initial consultation, there had been a lack of any further discussions between Wokingham and the Town Council in the past two years.

Following further discussion it was proposed by Councillor Taylor, seconded by Councillor Jewell, and following a vote it was:

RESOLVED:

- ◆ To adopt the following statement as the Council's Strategy for Cycling:

"The Town Council's strategy is to increase the number of cycling journeys in Woodley, both to support our commitment to climate change, and to promote health and wellbeing in the town.

We will do this by a programme of communication, collaboration and education in the local community aimed at improving conditions for cyclists, facilitating access to cycles, and encouraging more people to get on bikes.

And we'll provide a forum for experienced, new, and Woodley cyclists to have their say on what's needed to improve cycling in Woodley.

- ◆ To consider the actions which need to be undertaken to achieve the Strategy for Cycling at the next Planning & Community Committee meeting, and to consider setting up a sub committee tasked with undertaking those actions.

Voting: For: 7 Against: 0 Abstain: 0 No Vote: 0

94.2 **Community Speedwatch**

Members noted the update on the Council's Community Speedwatch activities, which confirmed that the Council's Speedwatch equipment was now working, with equipment labelled and ready for collection by the Town Council's Speedwatch coordinator.

It was also noted that a draft Community Speedwatch webpage and online Speedwatch Site Nomination Form had been developed, and were ready to be published once the Speedwatch Coordinator confirms the group is ready to go live.

94.3 **Highways Issues**

Members noted there had been complaints made by residents about parents of children at Rivermead Primary School parking on double yellow lines in Addington Gardens at school drop off / pick up times. Councillor Soane advised he was intending on raising this at the Wokingham Borough Council meeting on Thursday 19 October.

95. **WBC STREET CLEANING & GROUNDS MAINTENANCE CONSULTATION**

Members considered Wokingham Borough Council's street cleaning and grounds maintenance consultation.

Members were not in favour of the suggestion from Wokingham Borough Council that Town and Parish Council's might contribute £80k to maintain the existing level of litter bins, but it was noted this the email from Wokingham was not a formal request to consider this, and merely a suggestion. Members also noted that they would need to see the output of Wokingham's consultation on the matter before being able to consider this.

Councillor Soane advised that the position on this matter had changed at Wokingham, and so recommended the Committee wait to understand how the proposals might change before considering a response.

96. **FINCHAMPSTEAD NEIGHBOURHOOD PLAN**

RESOLVED:

- ◆ To note that Wokingham Borough Council formally adopted the Finchampstead Neighbourhood Plan on 21 September 2023.

97. **COMMUNITY ISSUES**

There were no community issues raised by Members.

98. **PUBLICATIONS/INFORMATION**

RESOLVED:

- ◆ To note receipt of the following:
 - Me2 Club Newsletter – September 2023
 - Connecting Communities in Berkshire eBulletin – October 2023

99. **FUTURE AGENDA ITEMS**

It was noted that Wokingham Borough Council had indicated they would be consulting on their final proposal for the Local Plan in late Autumn. Members requested more information on the process to date.

100. **PUBLICITY/WEBSITE**

It was suggested that the Council should publicise the Great British Insulation Scheme, which had been publicised in the recent Berkshire Association of Local Councils newsletter.

101. **ENFORCEMENT ISSUES**

RESOLVED:

- ◆ To note the information on enforcement issues received from the planning authority, as given in the agenda.

The meeting closed at 9:29 pm

DRAFT

Observations on the following Planning Applications made at the Planning & Community Committee meeting held on 17 October 2023

Application No. & Address	Proposal
231793 246 Kingfisher Drive, Woodley, RG5 3LH	Full application for the erection of a hydraulic car ramp at the rear of 246 Kingfisher Drive. (Retrospective)
<p>Observations: The Planning & Community Committee have considered this application, including the representations presented on the WBC planning portal via residents, and from the applicant.</p> <p>The Committee have been advised by the applicant that the ramp is being used for him to renovate an old vehicle as a hobby. In light of this, the Committee had no objections to the application, on the grounds that the ramp is purely for domestic use and is not to be used as part of a commercial operation.</p>	
231828 24 Rothwell Gardens, Woodley, RG5 4TJ	Householder application for the proposed erection of a single storey front extension with a canopy roof and a first floor side and two storey rear extension with 1 no. Juliet balcony following demolition of the existing rear conservatory, the existing garage and side/rear extension, plus changes to fenestration.
<p>We have received revised/additional plans for the above application. The revised details show: Revised plans moving the Juliet balcony to the southwest side elevation and to add a fixed shut and obscure glazed window to rear elevation.</p> <p>Observations: The Planning & Community Committee have reviewed these revised plans.</p> <p>Whilst the Committee were satisfied that steps had been taken to resolve their original concern regarding overlooking caused by the previously proposed position of the Juliet balcony, the Committee still wished to object on the grounds that the distance between the property and 7 Tippings Lane will be reduced to below the minimum 22m distance specific in the Borough's Design Guide.</p>	
231977 4 Coppice Road, Woodley, RG5 3QX	Application to vary conditions 2 and 5 of planning consent 222632 for the proposed erection of a part single and part double storey front, side and rear extensions to existing dwelling following loft conversion works and demolition of the existing garage. Condition 2 refers to approved details and condition 5 refers to Restriction of Permitted Development Rights, and the variation is to allow the changes to fenestration (part retrospective).

Observations:

The Planning & Community Committee have considered both application 231977 and 231979 together as they believe them to be intrinsically linked.

A number of residents attended the meeting to express their objections to these applications. The Committee wish to object to the proposal on the following grounds:

- The proposal have not been built in accordance with the approved plans (222632)
- The proposal is overbearing (height / massing)) on neighbouring properties
- The size of the property is out of character with the street scene
- There is a lack of suitable onsite / off street parking for a property of this size

The Committee also noted, from residents' comments, that the ground floor is believed to have been split into two bedrooms - not shown on the submitted plans. Were this to be the case, and there were 9 bedrooms, this would further exacerbate the lack of parking.

The Committee were also informed the property was being used as an HMO. If this is the case, the Committee were concerned that appropriate planning permission had not been granted for this, and the required building regulations for HMOs may not be being followed.

A request will be made to the relevant Borough Councillor to list this application, and concerns will be raised with WBC regarding the potential that the property is currently being used as an HMO, to ensure the safety of residents if it is.

231979

4 Coppice Road,
Woodley,
Wokingham, RG5
3QX

Householder application for the proposed engineering works to rear of the dwelling to create a lower patio and yard with a boiler housing, pergola cover, and steps with retaining wall to support upper garden level. (Part retrospective)

Observations:

The Planning & Community Committee have considered both application 231977 and 231979 together as they believe them to be intrinsically linked.

A number of residents attended the meeting to express their objections to these applications. The Committee wish to object to the proposal on the following grounds:

- The proposal have not been built in accordance with the approved plans (222632)
- The proposal is overbearing (height / massing)) on neighbouring properties
- The size of the property is out of character with the street scene
- There is a lack of suitable onsite / off street parking for a property of this size

The Committee also noted, from residents' comments, that the ground floor is believed to have been split into two bedrooms - not shown on the submitted plans. Were this to be the case, and there were 9 bedrooms, this would further exacerbate the lack of parking.

The Committee were also informed the property was being used as an HMO. If this is the case, the Committee were concerned that appropriate planning permission had not been granted for this, and the required building regulations for HMOs may not be being followed.

A request will be made to the relevant Borough Councillor to list this application, and concerns will be raised with WBC regarding the potential that the property is currently being used as an HMO, to ensure the safety of residents if it is.

232223

35 Vauxhall Drive,
Woodley, RG5 4EB

Householder application for the proposed erection of single storey rear extension, plus ramp at front entrance for disabled access, 1no. rooflight, and raising of rear patio.

Observations:

No objections.

232235 84 Redwood Avenue, Woodley, RG5 4DR	Householder application for the proposed erection of single storey front extension.
Observations: No objections.	
232296 1 Crediton Close, Woodley, RG5 4DQ	Householder application for the proposed relocation of existing fence.
Observations: No objections.	
232313 138 Antrim Road, Woodley, RG5 3NZ	Householder application for the proposed erection of a single storey rear extension.
Observations: No objections.	
232343 134 Butts Hill Road, Woodley, RG5 4NR	Householder application for the proposed erection of single storey front, side, and rear extensions.
Observations: No objections.	
232388 2 Woodley Green, Woodley, RG5 4QP	Householder application for the proposed erection of part single part two storey rear and side extensions, plus single storey front extension, following the demolition of existing garage.
Observations: No objections.	
232454 8 The Orangery, Earley, RG6 1FH	Householder application for the proposed erection of a single storey rear extension.
Observations: The Planning & Community Committee have considered this application and wish to submit objections on the grounds that the extension will be unneighbourly by virtue of the fact it will be overbearing (height) and will lead to loss of light to the rear of the neighbouring property, due to the narrowness of the site.	
232483 26 Duffield Road, Woodley, RG5 4RN	Householder application for the proposed single storey front side extension plus changes to fenestration.
Observations: No objections.	

ACTIONS & FOLLOW UPS FROM PREVIOUS MEETINGS

Meeting Date: 23 May 2023			
Minute	Action	Progress Update	Last Updated
12	Chase an update from WBC following Committee Officers email (15 May) regarding the outcome of the latest inspection of Early station footbridge.	COMPLETE On 6 November 2023, WBC confirmed last inspection carried out in October and bridge is determined still to be safe.	09/11/23

Meeting Date: 25 July 2023			
Minute	Action	Progress Update	Last Updated
44	Write to WBC in July 2024, requesting data on the last 2 years' car park usage in Woodley to compare usage pre- and post car park charge increases.	Not due for completion until July 2024	09/11/23

Meeting Date: 29 August 2023			
Minute	Action	Progress Update	Last Updated
55	To publicise the need for residents to obtain planning permission for certain types of outbuilding, and to direct them to the relevant resources for guidance.	COMPLETE Published on WTC website and social media – 5 September 2023	09/11/23
61	Write to WBC to request 4 additional areas considered for nomination as local green spaces in local plan update.	COMPLETE 5 locations (Rivermead added following email from Cllr Jewell) sent to WBC on 1 September 2023. WBC responded that, as they need sufficient time to consider comments from landowners and finalise proposals, they are not able to consider additional	09/11/23

Meeting Date: 29 August 2023			
Minute	Action	Progress Update	Last Updated
		nominated areas as the next stage of the Local Plan Update is anticipated later this year.	
62	Write to WBC to confirm support for introduction of double yellow lines on Colemansmoor Road, but to suggest these should extend further, to the junction with Loddon Bridge Road	COMPLETE Email sent to WBC on 30 August 2023.	09/11/23

Meeting Date: 19 September 2023			
Minute	Action	Progress Update	Last Updated
76	Write to WBC with comments relating to telecommunications mast installation application at Loddon Vale Practice	COMPLETE Comments posted on 20 September 2023.	09/11/23
78	Review the Council's Vision 2020 document.	COMPLETE Determined that the applicable town planning document is the Woodley Design Statement, not the Vision 2020 document. Design Statement circulated as part of 14 November 2023 agenda.	09/11/23
79	Respond to WBC's Statement of Community Engagement consultation	COMPLETE Comments sent to WBC on 20 September 2023.	09/11/23
85	Publicise Council's Strategy for Cycling once approved.	COMPLETE Strategy approved at P&C on 17 October 2023. News item due to be published on website / social media w/c 6 November 2023. Will be included in next issue of the Herald.	09/11/23

Meeting Date: 17 October 2023			
Minute	Action	Progress Update	Last Updated
89	Introduce 'Actions / Follow Ups' item on agendas, captured from minutes.	COMPLETE Document produced and added to all Full Council / Standing Committee agendas.	09/11/23
94.1	Committee to consider actions which need to be undertaken to achieve the Strategy for Cycling at the next meeting, and to consider setting up a sub committee tasked with undertaking those actions.	Item included in P&C agenda for 14/11/2023	09/11/23
94.2	Council's Speedwatch equipment ready to be collected by Speedwatch coordinator.	No update.	09/11/23
94.2	Speedwatch page / form to nominate sites to be published when Speedwatch group 'go live'.	Awaiting 'go live' of group	09/11/23
94.3	Councillor Soane to raise issue of parents of children at Rivermead Primary School parking on double yellow lines in Addington Gardens at Wokingham Borough Council meeting.		
95	Committee to await revised WBC street cleaning and grounds maintenance plan before considering a response.	WBC have confirmed they will not proceed with plans to remove 150 public litter bins following consultation feedback. Other cost-saving measures will go ahead, including changes in the frequency of street sweeping, cleaning around bottle banks and weed spraying, estimated to save £600,000 over three years. They also plan to save £100,000 a year by reducing grass cutting in public areas from six annual cuts to four, excluding play parks and amenity areas.	09/11/23

Meeting Date: 17 October 2023			
Minute	Action	Progress Update	Last Updated
99	Members requested information on previous Committee discussions regarding WBC's Local Plan update.	COMPLETE Details of Planning / P&C meetings at which the Local Plan update has been included as an item circulated to Members of the committee on 19/10/23	09/11/23

Once reported as complete, actions / follow ups will be removed from future reports.

Woodley Town Council

PLANNING APPLICATIONS

Application No. & Address	Proposal
232386 Tennis 33m From 32 Silver Fox Crescent 49m From Silver Fox Crescent, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230874 for the Full planning application for the proposed erection of 1 no. self- build four bedroom detached dwelling with detached garage and parking. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232390 Tennis 33m From 32 Silver Fox Crescent 49m From Silver Fox Crescent, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230875 for the Full planning application for the proposed erection of 1 no. self- build four bedroom detached dwelling with detached garage and parking. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232400 Tennis 33m From 32 Silver Fox Crescent 49m From Silver Fox Crescent, Silver Fox Crescent, Woodley, RG5 3JA	Application to vary condition 2, 11, 12, and 14 of planning consent 230861 for the Full planning application for the proposed erection of 1 no. self- build four bedroom detached dwelling with detached garage and parking. Condition 2 Approved details, 11 Construction method statement, 12 Archaeology Investigation statement and 14 Drainage statement. The variation is to add phasing of the build to the application and condition wording.
232533 29a Western Avenue, Woodley, RG5 3BJ	Full application for the erection of a single storey front extension to the existing workshop. (Retrospective)
232539 12 Grays Crescent, Woodley, RG5 3EN	Householder application for the erection of a single storey rear extension. (Retrospective)
232548 61 Quentin Road, Woodley, RG5 3NE	Householder application for the proposed erection of first floor side extension.
232557 19 Blanchard Close, Woodley, RG5 4XQ	Householder application for the proposed erection of single storey rear extension, following conversion of existing garage to create habitable space.
232620 The Point, London Road, Woodley, Wokingham	Full application for the proposed erection of a café and drive-thru with associated parking, landscaping and access, following demolition of 2 no. existing dwellings and changes to the existing parking layout.
232627 31 Arundel Road, Woodley, RG5 4JP	Householder application for the proposed single storey rear extension, single storey front extension to create porch, conversion of garage to create habitable accommodation along with first floor extension above the existing garage and changes to fenestration.
232644 16 Butts Hill Road, Woodley, RG5 4NH	Householder application for the proposed erection of block wall and entrance gates to accompany existing piers.

<p>232686 85 Western Avenue, Woodley, RG5 3BL</p>	<p>Householder application for the proposed single storey side extension and 2 storey rear extension with Juliet balcony along with changes to fenestration, conversion of the garage to Store and workshop, also an Air source heat pump installed to the rear of the dwelling and Solar panels to the main roof elevation.</p>
<p>232688 22 Tiger Close, Woodley, RG5 4UY</p>	<p>Householder application for the proposed erection of first floor side and rear extensions, single storey front extension, plus single storey outbuilding. Changes to landscaping, following conversion of existing garage to form habitable space.</p>

Woodley Town Council

PLANNING DECISIONS

WITHDRAWN – NO DETERMINATION MADE BY WOKINGHAM BOROUGH COUNCIL

Reference / Address	Proposal
NONE	

REFUSED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
NONE	

REFUSED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
NONE	

APPROVED – CONTRARY TO TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
231285 113 Loddon Bridge Road, Woodley, RG5 4AE	Householder application for the proposed erection of a single storey front and side extension, raising of the roof to create first floor habitable accommodation including the erection of a first floor rear extension, plus changes to fenestration.
231828 24 Rothwell Gardens, Woodley, RG5 4TJ	Householder application for the proposed erection of a single storey front extension with a canopy roof and a first floor side and two storey rear extension with 1 no. Juliet balcony following demolition of the existing rear conservatory, the existing garage and side/rear extension, plus changes to fenestration.
232023 83 Bruce Road, Woodley, RG5 3DY	Householder application for the proposed single-storey, detached outbuilding in rear garden (Retrospective).

APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION

Reference / Address	Proposal
231953 7 Delamere Road, Earley, RG6 1AP	Householder application for the proposed erection of part two storey side part single storey rear extension, including fenestration to match existing, and alteration of hipped roof to form gable.
231961 12 Martinet Road, Woodley, RG5 4TQ	Householder application for the proposed conversion of garage to form habitable space, alterations to fenestration to match existing and the laying of driveway hardstanding.
232081 Loddon Vale Practice, Headley Road East, Reading, RG5 4UX	Prior approval submission for the erection of a 20 metre high slimline monopole supporting 12no. antenna apertures and 2no. 600mm dishes along with 6no. equipment cabinets and associated development ancillary.
232089 27 Anthian Close, Woodley, RG5 4XA	Householder application for the proposed erection of a single storey rear extension following conversion of existing garage to create habitable accommodation plus changes to fenestration.

APPROVED – ENDORSING TOWN COUNCIL RECOMMENDATION cont...

232172 6 Woodlands Avenue, Woodley, RG5 3HJ	Householder application for proposed insertion of 1 no. front dormer and 1 no. side dormer.
232231 124 Kingfisher Drive, Woodley, RG5 3LQ	Householder application for the proposed erection of a single storey rear extension, and changes to fenestration.

PLANNING AND COMMUNITY COMMITTEE

BUDGETARY CONTROL

2023/2024

Expenditure		Budget 2023/24	Actual Exp as at 31/10/2022	Actual Exp as at 31/10/2023	Actual Exp as % of Budget	
Code	Description					
4660	First Days Children's Charity	5100	4000	5100	100.00%	All grants paid in full
4661	Readibus Grant	17325	16500	17325	100.00%	
4662	Wokingham Volunteer Centre	500	300	500	100.00%	
4663	CAB Grant	7000	7000	7000	100.00%	
4665	Keep Mobile Grant	2100	1000	2100	100.00%	
4666	Link Visiting Scheme Grant	1500	1000	1500	100.00%	
4667	Arc Grant	5000	5000	5000	100.00%	
Total		38,525	34,800	38,525	100.00%	

WOKINGHAM BOROUGH COUNCIL – LICENSING POLICY CONSULTATION
October 2023 – January 2024

The policy introduces a pool of model licensing conditions, which will provide a level of consistency to the attachment of conditions to a premises licence or club premises certificate.

The model conditions will assist an applicant to draft their operating schedule - a document that shows what measures the applicant will put in place to address the four licensing objectives, and which can ultimately become conditions on the licence.

The model conditions will also assist Responsible Authorities when making representations against applications and Members of the Licensing Sub-Committee when deciding what, if any, conditions should be added to a licence if granted.

However, it has to be emphasised that these are not standardised conditions and a Licensing Sub-Committee may make any conditions, where deemed appropriate to do so, in order to promote the Licensing Objectives and reflect the circumstances of each case.

Question 2. Do you agree with the statement that the inclusion of a model pool of licence conditions will support residents, businesses and councillors in identifying appropriate measures for bespoke licence applications to support the licensing objectives?

Yes

No

Do you have any comments about this?:

The Licensing Service will provide a cost efficient pre-application service to support business. This service is available at low cost and guides applicants through the licensing process, making suitable use of the model conditions within the revised policy, including template public notices, and template newspaper advert.

Question 3. Do you agree with the statement that the introduction of a pre-application service will help promote responsible business and make Wokingham thrive?

Yes

No

Do you have any comments about this?:

The policy makes reference to the Ask for Angela campaign and bystander intervention training for licensed premises to support a safer night-time environment for women.

Question 4. Do you think that Wokingham's Statement of Licensing Policy should include best practice to support women's safety in the night time economy?

Yes

No

Do you have any comments about this?:

Best Bar None (BBN) is an accreditation and awards program, promoting the responsible management and operation of liquor-licensed premises.

The program aims to reduce alcohol-related harms by raising the standards of licensed premises and building positive relationships among all stakeholders – operators of licensed premises, industry partners, law enforcement and concerned community groups.

In addition, BBN rewards licensees who go above and beyond to raise the responsible service standards and make their establishments safer.

Accreditation criteria cover a wide range of issues that well-managed premises should be aware of and address.

As part of the accreditation process, all premises are assessed to ensure they meet the specific standards related to safe operations and responsible management.

Accredited premises receive a plaque to display within their establishment and signage for their entrances. They are also permitted to display the BBN brand in promotional materials.

All accredited establishments who go above and beyond in meeting the responsible management and safe operations standards will be considered for an award by a judging panel.

Bars apply and then use the criteria checklist to ensure that their premises meets the criteria required for accreditation.

The criteria checklist identifies a wide range of operational, service and customer safety criteria that well-managed premises should be aware of and address.

The checklist has two sections: Mandatory and Bonus. To be accredited, all Mandatory criteria must be met. Additional points can be earned by meeting Bonus criteria, which will increase your eligibility for award consideration.

A trained assessor will contact the licensee to arrange an appointment to visit the establishment and review the criteria checklist.

The assessment is not a compliance inspection but is an opportunity to go through the checklist and offer feedback and advice. If all the mandatory criteria are met, the premises will receive BBN accreditation.

Licensees who meet all the mandatory criteria and additional Bonus criteria will be considered for an award by a judging panel. Winners and runners-up are chosen for each category.

Question 5. Do you agree with the statement that the Best Bar None accreditation and awards program will promote responsible management of liquor-licensed premises?

Yes

No

Do you have any comments about this?

Question 6. Does this new policy adequately inform elected members of the Licensing Committee of the powers attributed to them by the Act and to highlight the boundaries within which to make decisions?

Yes

No

Do you have any comments about this?

Question 7. Have you got any experiences locally, good or bad, that might help us when we are thinking about future licensing activity such as policy or service development?

Question 8. Have you got any other comments you'd like to add?

APPENDIX 13



A4 Bath Road

- Reduce speed limit to 30mph
- Narrow the carriageway on the roundabout and its approaches
- Build out southern footway and continue two-way cycle facility
- Add a signalised pedestrian/cycle crossing across Pound Lane
- Remove vegetation on northeastern arm to widen and separate the existing footpath into a footway and cycleway

Old Bath Rd Industrial

- Reduce traffic speeds to 20mph
- Increase street lighting provision alongside width and surface improvements
- Provide crossing facility equipped with tactile paving and dropped kerbs where footway stops
- Remove guardrail

Old Bath Rd

- Reduce traffic speeds to 20mph
- Remove footway obstructions alongside width and surface improvements
- Improve maintenance of vegetation

A4 Bath Rd

- Provide a continuous shared use path linking with cycle route towards Wargrave

Old Bath Road

- Ensure northern connection back to A4 Bath Road is wide and good quality

Old Bath Rd

- Provide tactile paving at Old Mill Court junction and Polehampton Close junction
- Increase crossing island width at Silk Lane junction

Old Bath Road / Holmemoor Drive

- Improve connection to/from A4 at the southern end by widening existing facility and splitting shared facility up
- Review speeds on Old Bath Road and add cycle-friendly traffic calming if necessary

Old Bath Rd

- Reduce traffic speeds to 20mph
- Widen footway to 2m using grass verge where possible
- Resurface and provide tactile paving where required
- Improve maintenance of vegetation

Pitts Lane/ A4 London Road

- Reduce carriageway width at junction arm to lower entry/exit speeds

Bath Rd Roundabout

- Consider signalisation of roundabout to improve pedestrian crossing facilities
- Provide dropped kerbs and tactile paving

Culver Lane & Pitts Lane

- Reduce speed to 20mph
- Double yellow lines to remove footway parking
- Investigate potential to reallocate carriageway/footway/grass verge space to create cycle lanes

New Bath Road to Garde Road

- Reduce speed limit to 30mph
- Create a two-way kerb segregated cycleway on south side of carriageway by reallocating road space and grass verges.

Old Bath Road / Warren Road

- Simplify junction layout to create a safer, more comfortable route for cyclists and pedestrians



A4 Bath Road (South side of Gyratory and Railway Bridge)

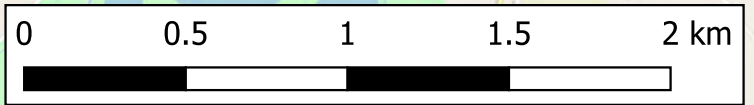
- Reduce speed limit
- Add a two-way segregated cycleway to run south of gyratory
- Pass cycleway behind bus stop with bus stop bypass

Culver Lane roundabout

- Redesign roundabout to improve safety for cyclists and pedestrians.
- Reduce to single lane approaches on all approaches
- Improve crossing facilities on all arms

Key

	Major junction improvement		Minor junction/crossing improvement
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Culver Lane roundabout

- Review the roundabout layout to slow down vehicles
- Reduce to single lane approaches on all approaches
- Improve crossing facilities on all arms

Culver Lane roundabout to Woodlands Avenue

- Consider converting grass verges to footways and investigate using this extra space to provide a segregated cycle track
- This will depend on the available width and other constraints
- Reduce speed limit to 20mph and consider use of traffic calming

Oldfield Close / Palmerstone Road / Eastcourt Avenue / High Tree Drive side roads

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Church Road junction

- Improve the junction so cyclists are protected from turning vehicles
- Add tactile paving where it is missing

Anderson Avenue

- Replace existing modal filter with bollards or build a cycle track across the footway to allow cycles to easily enter Anderson Avenue from Church Road

Woodlands Avenue

- A separate scheme is being developed for this area as part of the Active Travel Fund

Woodlands Avenue to Palmerstone Road

- Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)

Church Road bridges (over A3290 and rail line)

- Reduce speed limit to 20mph, with consideration given to traffic calming
- Introduce a dropped kerb and remove guardrailling at Mays Lane
- Investigate whether a shared use footway between cyclists and pedestrians can be introduced here
- Widen footways to a minimum of 1.5m
- Introduce lighting over the bridge
- Cut back and maintain vegetation

Palmerstone Road to Anderson Avenue

- Consider converting grass verges to footways and investigate using this extra space to provide a segregated cycle track
- This will depend on the available width and other constraints
- Reduce speed limit to 20mph and consider use of traffic calming

St Peters Road and Heath Road (side roads)

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles
- Remove guard railing by Heath Road

St Peters Road to Wokingham Road

- Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)
- Widen footways to a minimum of 1.5m
- Remove guardrailling
- Cut back and maintain vegetation

Wokingham Road / Wilderness Road junction

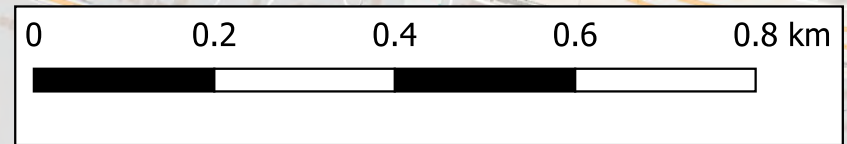
- Redesign of this junction to provide safe and convenient crossings for cyclists and pedestrians between all arms
- This would require taking some roadspace away from the carriageway

Wilderness Road between Wokingham Road and Whiteknights Road

- Remove bollards by the Co-op, replace with planters
- Widen footways to a minimum of 1.5m, reallocating space from the general carriageway where necessary
- Improve drainage near signalised crossing
- Introduce double yellow lines to deter footway parking

Key

	Major junction improvement		Minor junction/crossing improvement
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Campbell Road to Crockhamwell Road
 -Introduce segregated cycle tracks in both directions through claiming the grass verge, removing parking, narrowing the carriageway and limited narrowing of the footway
 -Reduce speed limit to 20mph
 -Provide tactile paving where missing

Fairwater Drive to Crockhamwell Road
 -Introduce segregated cycle tracks in both directions by reclaiming grass verge
 -Reduce speed limit to 20mph

School Drive to Nightingale Road
 -Build out kerbs to reduce crossing distances and slow turning vehicles
 -Introduce parallel crossing on Nightingale Road

Pondshead Lane to Clivedale Road
 -Allow cycling in subway
 -Remove barriers and redesign southern subway entrance, this will require reallocation of roadspace, excavation of a section of Henley Wood Road and re-profiling the route to make it more accessible to non-standard cycles.
 -Re-profile the path on the northern subway entrance using existing grass verges.

Meadow Road / Pond Heads Lane Connection over A329
 -Replace pedestrian island with signalised crossing to allow cyclists to cross Wokingham Road
 -Build out footways to reduce crossing distance and slow turning vehicles

Side Roads
 -Build out kerbs to reduce crossing distances and slow turning vehicles

Nightingale Road / Crockhamwell Road Rounabout
 -Replace mini roundabout with priority T-junction
 -Build out kerbs to reduce crossing distances and slow turning vehicles
 -Provide parallel crossing to allow cyclists to cross Crockhamwell Road

Nightingale Road
 -Replace mini roundabouts with priority T-junctions

Nightingale Road to Fairwater Drive
 -Replace shared footways with segregated cycle tracks in both directions
 -Use Dutch entrance kerbs to keep cycleway level over driveways
 -Remove pavement parking
 -Reduce speed limit to 20mph

Clivedale Road to School Drive
 -Remove barriers to make route accessible to non-standard cycles
 -Widen path where possible
 -Resurface where needed

Key

	Major junction improvement		Minor junction/crossing improvement
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Twyford Crossroads
 -Add advanced stop lines with early release

Station to Church Street
 -Reduce speed limit to 20mph
 -Widen footway to 1.5m min
 -Resurfacing where necessary
 -Remove/relocate parking outside station to create pedestrian area/parklet

Waltham Road
 -Cut back vegetation
 -Widen footway to 1.5m minimum
 -Add dropped kerbs and tactile paving where they are missing
 -Remove guardrailling

Park Ln/The Hawthorns
 -Redesign with a more compact roundabout layout
 -Remove hatching
 -Build out footways

Off-road paths
 -Introduce a hard, smooth, level, durable, permeable and all-weather surface.
 -Review potential to provide lighting
 -Two walking/cycling bridges required

Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles

Stanlake Lane
 -Introduce footway on at least one side of the road using grass verges, allowing a safe walking route for pedestrians.

Old Bath Rd/Park Ln
 -Built out footways
 -Consider reinstating a priority T-junction

Gas Lane
 -Provide lighting under the railway bridge on Gas Lane
 -Investigate a safe route from the new off road path to the station entrance

A321 Broadwater Ln/Hurst Rd
 -Reduce speed limit to 30mph and 20mph in places
 -Remove hatching and claim grass verges and carriageway to create space for cycling
 -Provide footways of adequate width on both sides of the carriageway
 -Introduce crossing on Hurst Rd at the intersection with brideway Hurst No.4 and byway No.9 (Hogmoor Ln)

Park Ln (Waingels Rd - Old Bath Rd)
 -Reduce speed limit to 20mph
 -Provide footways on both sides of the carriageway and widen where possible using grass verges



Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles

Park Ln (Landsend Ln - Waingels Rd)
 -Reduce speed limit to 30mph
 -Investigate potential to provide shared footways by claiming grass verges
 -Review potential to provide street lighting
 -Add walking/cycling bridge over the river

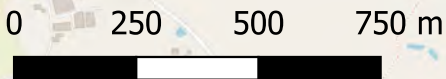
Lodge Rd (Whistley Grn - A321 Broadwater Ln)
 -Reduce speed limit to 20mph
 -Investigate potential to widen footways and provide cycle infrastructure using grass verges
 -Where the carriageway narrows consider the removal of centre lines and on-street parking
 -Install safe crossing point between Broadwater Lane and Lodge Road

Davis St/Lodge Rd
 -Reduce speed limit to 30mph
 -Investigate potential to provide cycle infrastructure using grass verges
 -Review potential to provide street lighting

Key

	Major junction improvement		Minor junction improvement
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Side Roads
 Build out kerbs to reduce crossing distances and slow turning vehicles



Key

-  Major junction improvement
-  Minor junction/crossing improvement

Minor Junction Improvements

- Building out kerbs/footways to reduce crossing distance and slow turning vehicles
- Add dropped kerbs / tactile paving where missing
- Crossing improvements

Denmark Ave/Tippings Ln (Waingels Rd - Duffield Rd)

- Between Denmark Ave and Tippings Ln consider a segregated two-way cycle track through Ashenbury Park
- Between Tippings Ln and Duffield Rd reduce speed limit to 20mph and use grass verges to widen existing footways

Waingels Rd (Blackberries - Denmark Ave)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting
- Consider introducing a school street

Waingels Rd (Park Ln - Blackberries)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting

Beggars Hill Road and Landsend Lane

- Reduce speed limit to 30mph
- Cycle wayfinding signage

Footpath/bridge behind Heron on the Ford (Landsend Lane to Whistley Mill Lane)

- Add cycle bridge at the ford
- Reduce speed limit to 30mph
- Improve street lighting

Ashenbury Park

- Resurface path
- Provide lighting on the route
- Cut back vegetation

Footpath (Beggar's Hill Road)

- Where possible, widen the path to at least 3m
- Include signage and logos to increase visibility of cyclists
- Review lighting and add environmentally sensitive lighting where needed
- Cut back vegetation
- Add cycle connection to new development (to either Forest Road or Hawthorn Crescent)

Reading Road to Western Avenue

- Cut back vegetation and resurface where needed
- Explore claiming grass verge to increase footway width
- Provide tactile paving and dropped kerbs where absent
- Increase footway width at bus shelters

Church Rd (Duffield Rd - Butts Hill Rd)

- Reduce speed limit to 20mph
- Consider introducing physical traffic calming measures
- Widen footways by claiming grass verges

Headley Rd E to Ashenbury Park

- Widen existing footway
- Explore realigning carriageway to introduce footway on other sides.
- Provide crossing facilities at Headley Cl to allow for safe access to footway provision

Mohawk Way

- Remove guardrailling at Beggar's Hill Road footpath and replace with bollards 1.2m apart. Add dropped kerb
- Replace uncontrolled crossings with zebra crossings to remove pinch points
- Consider removing the hatching and narrowing the carriageway
- Consider a modal filter near Blanchard Close to reduce through traffic
- Reduce speed limit to 20mph

Butts Hill Rd (Church Rd - Headley Rd)

- Reduce speed limit to 20mph
- Remove central hatching, narrow carriageway and investigate claiming grass verges to create space for segregated cycle tracks

Hurricane Way

- Reduce speed limit to 20mph
- Remove hatching and right turn pockets, narrow the carriageway and introduce other cycle-friendly traffic calming
- Consider the possibility of adding more connections for cyclists (e.g. paths to Victor Way, Lysander Close, and a route through Sandford Park)

Headley Road and Spitfire Way roundabouts

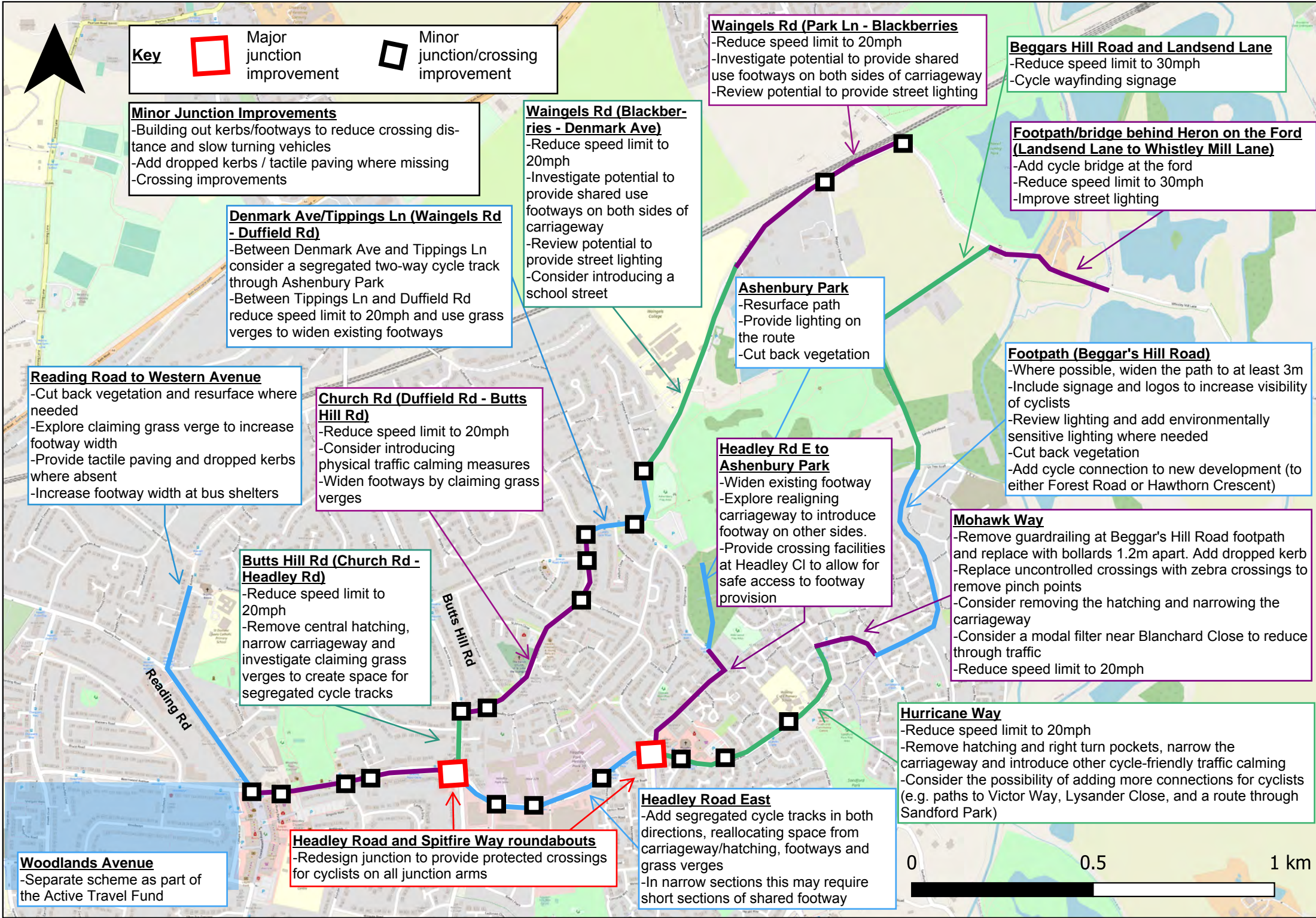
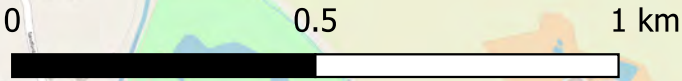
- Redesign junction to provide protected crossings for cyclists on all junction arms

Headley Road East

- Add segregated cycle tracks in both directions, reallocating space from carriageway/hatching, footways and grass verges
- In narrow sections this may require short sections of shared footway

Woodlands Avenue

- Separate scheme as part of the Active Travel Fund



Reading Transport Strategy 2040 - Statutory Consultation

Background

Reading Borough Council have recently started [consultation](#) on the draft of their [new Local Transport Plan \(named The Reading Transport Strategy 2040\)](#). The consultation is open until Monday 11th December 2023 and, as a neighbouring Local Authority, Wokingham Borough Council has been invited to comment upon the plan.

The strategy is a statutory document that sets out Reading's plans for developing their transport network to 2040 and beyond. Although it focuses primarily on improvements within Reading Borough it also includes cross-boundary schemes which includes schemes within, or impacting upon, the Wokingham area. As a neighbouring local authority Wokingham Borough Council is also listed as a key delivery partner in the Reading Transport Strategy 2040.

Overview

Vision

The strategy is developed around the following transport vision:

"Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."

Objectives

This vision is underpinned by five objectives which are as follows:

- **Creating a Clean and Green Reading** – Provide transport options to deliver modal shift, enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.
- **Supporting Healthy Lifestyles** – Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety.
- **Enabling Sustainable and Inclusive Growth** – Enable sustainable growth and connect communities so that everyone can benefit from Reading's success.
- **Connecting People and Places** – Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient.
- **Embracing Smart Solutions** – Use technology to manage the network efficiently and allow informed travel choices, whilst enabling Reading to become a smart, connected town of the future.

Schemes

As part of their Transport Strategy Reading Borough Council have included a wide range of proposed schemes and initiatives, which includes strategic cross-boundary schemes which may impact upon Wokingham Borough. These schemes have been categorised as the following typologies:

- **Multi-Modal schemes** – this category includes major transport corridors, cross-Thames travel, connecting neighbourhoods and enhancements to the Inner Distribution Road (IDR). This will also include investigating demand management schemes.

- **Public transport schemes** – this category includes upgrades and enhancements to railway stations, bus rapid transit corridors, Park and Rides, Superbus network, community transport, concessionary travel, Mobility as a Service and demand responsive transport.
- **Network management schemes** – this category includes neighbourhood and highway management, parking schemes and management, road safety schemes, intelligent transport systems, electric vehicle charging, car clubs and smart city initiatives.
- **Communication and engagement schemes** – this category includes marketing, travel information, training, school travel accreditation programme, progress reporting and public engagement.

Schemes with direct involvement of, or impact on, Wokingham Borough

There are a number of schemes and initiatives proposed as part of the Reading Transport Strategy 2040 which will either involve Wokingham Borough Council as a “delivery partner” and be cross-boundary or have direct impact due to proximity to the borough boundary.

Multi-Modal Schemes

Transport Corridor Multi-Modal Enhancements [\(Page 98\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Multi-modal enhancements to major transport corridors, which could include:

- *Reallocation of road space to walking, cycling and public transport*
- *Improved pedestrian and cycle provision, including wider, more accessible routes and upgraded /new crossings*
- *Improved public transport provision, including bus priority infrastructure, travel information and stop facilities*
- *Increase in capacity at active travel and public transport pinch points*
- *Traffic signal upgrades*
- *Safety enhancements*
- *Removal of excessive street furniture*
- *Increased landscaping and vegetation*
- *Introduction of pedestrian and cyclist rest areas*
- *Delivery of digital roads, to enable improved management and maintenance*

The following map, Figure 1, is also included in the document. This indicates the following routes of note in Wokingham Borough:

- A33
- A327 / Shinfield Road
- A329 / Wokingham Road
- A4 / London Road

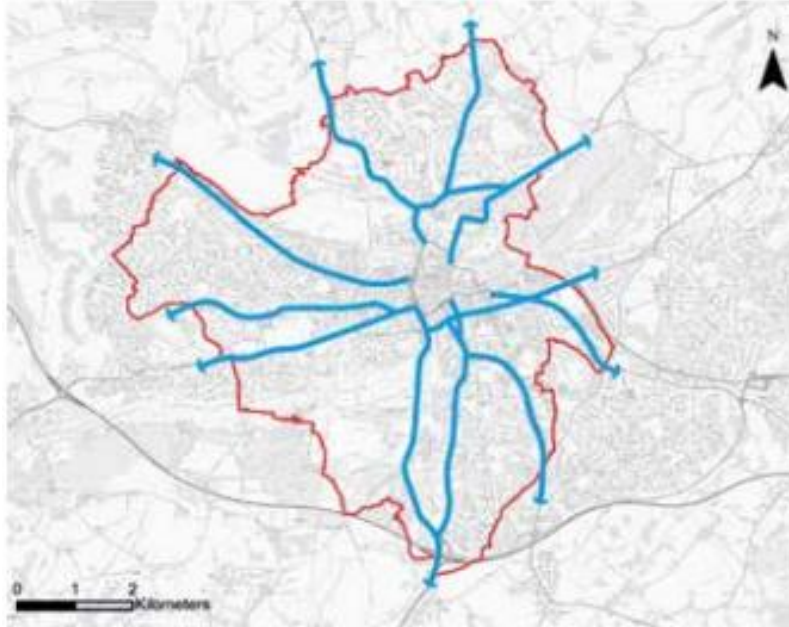


Figure 1 – Map of Transport Corridor Multi-Modal Enhancements
 Source: Reading Transport Strategy 2040, Draft for Consultation - June 2023

Cross-Thames Travel ([Page 101 / 102](#))

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

A fundamental review of travel options across the River Thames to enhance sustainable choices and help reduce the negative impacts of traffic congestion in residential areas of Reading, South Oxfordshire and Wokingham.

The focus of the scheme will be on promoting sustainable travel and addressing the issues resulting from the limited existing river crossings in Caversham, Sonning and Henley which cause significant congestion during peak times. This results in poor air quality, carbon emissions and travel delays for these local communities.

The scheme will include enhancing existing public transport, walking and cycle routes across the river, alongside fundamentally reviewing new options including the need for an additional river crossing and associated orbital route around the north of Caversham to link a new crossing with the A4074. Due to the scale of the scheme, it is likely to be delivered in phases, reflective of funding and land availability.

Connecting Neighbourhoods ([Page 103](#))

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

The main objective of this scheme is to better connect neighbourhoods in the Reading urban area to enable direct trips between areas which do not need to enter central Reading.

Improvements in infrastructure and services for walking, cycling and public transport, linking key mobility hubs, residential areas and employment areas.

These improvements would reduce the need for people to travel into the town centre when they do not have an origin or destination within the centre, reducing the number of vehicles making through trips on the IDR. They will also enable around-town travel by public transport without needing to change services in the town centre.

Demand Management [\(Page 104 / 105\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Demand for travelling in low occupancy vehicles will need to be managed in order to achieve the overall vision of this strategy, alongside providing better alternatives to travel by sustainable modes.

Managing demand will contribute towards overcoming key challenges including the declared climate emergency, high levels of through-traffic, vehicle emissions causing poor air quality and the forecast levels of housing and economic development.

Continuing with a high dependency on carbon intensive transport is not a sustainable option. Therefore, alongside providing sustainable alternatives we must manage demand on the network to help to achieve the overall vision for Reading. This will involve delivering some or all of the schemes set out in this section mindful of equity.

The introduction of demand management measures will provide revenue to enable investment in sustainable transport options to provide attractive alternatives to the private car, increasing options for sustainable travel around the town.

Public Transport Schemes

Superbus Network [\(Page 106\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

A network of high-quality, high-frequency branded bus routes and infrastructure (bus shelters, real-time information, accessible buses and bus stops, Wi-Fi and USB charging on buses etc.), with reduced fares.

Bus priority (potentially involving the reallocation of road space) should be further delivered to enable the bus services to avoid the impacts of congestion.

Additionally, the expansion of the red route scheme along high frequency routes to improve traffic flow.

Cyclists, motorcyclists and taxis will generally be permitted to use bus priority infrastructure provided to support our Superbus network.

Additional scheme information is included in the Bus Service Improvement Plan.

Concessionary and Discounted Travel [\(Page 107\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

We provide statutory concessions in accordance with national legislation, which allow older and disabled people to travel on buses for free during off-peak times. Additionally, we also provide concessionary travel for disabled people and their carers during peak times, and travel at all times on dial-a-ride services for eligible pass holders.

We will investigate the potential to provide further concessions for other sustainable trips within Reading. Potential options for this could include discounted or free travel for:

- *Different population sectors (for example people aged under 18 or people living in low-income households)*
- *Different trip types (for example travel to school or trips in certain parts of Reading)*
- *Different trip times (for example off-peak travel for more users or peak travel for older people.)*

We will also work with operators to introduce a ‘touch in, touch out’ system with a daily capped fare, and a simpler fare structure.

South Reading Bus Rapid Transit (BRT) Corridor [\(Page 110\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Delivery of a BRT route along the A33, providing direct, frequent and reliable bus travel between Mere oak Park and Ride, south Reading business parks, Green Park Station, Kennet Island, Madejski Stadium and Reading town centre.

Initial phases of this scheme have been delivered as funding is secured, however there still remains significant sections along the A33, particularly northbound towards the town centre, where the BRT should be delivered to provide a continuous bus priority facility between Mere oak Park and Ride and Reading town centre.

The scheme will be developed to enable sustainable development on this key growth corridor in Reading, which includes a number of potential future development sites.

Bus Rapid Transit (BRT) Corridors [\(Page 111\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

There are high levels of congestion during peak periods and poor air quality along key corridors in Reading, which have a significant impact on the health and wellbeing of local residents. Therefore, the provision of high-quality Bus Rapid Transit (BRT) corridors will help to address these issues by providing a realistic alternative to the private car.

The BRT network will be designed to meet a set of standards above and beyond our Superbus Network, and will be futureproofed for future public transport modes other than bus. BRT will deliver dedicated public transport lanes and routes, allowing for segregation of public transport and general traffic.

Reallocation of road space for the BRT will be considered, where land is constrained, in order to achieve traffic reductions and air quality improvements.

Provision of BRT along key corridors in Reading would provide a sustainable travel option, reducing congestion and improving air quality to deliver benefits to local residents.

Mere oak Park and Ride Mobility Hub Expansion [\(Page 112\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Mere oak Park and Ride opened in 2015 with 570 spaces and is extensively used by people travelling from south of Reading, and the M4. It is served by Greenwave buses to Reading town centre, Madejski Stadium, Green Park and the Royal Berkshire Hospital. Mere oak is also the coach stop for Reading for National Express coach services.

There is potential for the Park and Ride to become a major transport interchange hub, encouraging further use of the Park and Ride, with the provision of additional facilities and car parking at the site.

We will deliver increased parking provision, new electric vehicle charging points, and a facilities hub (which could include toilets, a waiting room and café, for example).

This scheme would support proposed development on the A33 corridor, as well as within Reading town centre.

Winnersh Triangle Park and Ride Mobility Hub Enhancements [\(Page 113\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Winnersh Triangle Park and Ride provides a key link for those travelling from the south and east of Reading. Further enhancements are proposed to increase parking capacity and improve for the Park and Ride services.

The improvements delivered will need to cater for the growth of future technologies including the provision of more electric charger points.

Wokingham Borough Council are extending parking provision by decking the car park that will allow an increase in the parking spaces. This will cater for the demand with an increase in provision of electric charging points for both cars and buses to adapt to changing technologies. Waiting facilities and associated amenities will also be upgraded to enhance user experience.

East Reading BRT would improve the journey times and reliability of the supporting bus services.

Park and Ride Mobility Hubs [\(Page 114 / 115\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

The provision of a comprehensive Park and Ride network for Reading serving the town centre. These facilities will increase demand for public transport services, therefore enabling more viable services with greater frequency.

The provision of Park and Ride facilities alone will provide benefits. However, the benefits of this scheme will be maximised through the delivery of BRT corridors and the Superbus Network, which will introduce public transport priority and service frequency enhancements, alongside other supporting schemes.

We are committed to working with our delivery partners to deliver improved public transport services to Reading, for the benefit of their residents.

We will also work with landowners to consider the potential for utilising existing car parks to accommodate Park and Ride Mobility Hubs, where appropriate.

Mobility as a Service (MaaS) ([Pages 119 to 121](#))

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, multi-modal journeys may travel between Wokingham and Reading. The summary in the draft for this scheme is as follows:

Establish a sustainable MaaS scheme allowing residents, commuters and visitors to simply plan, pay for and undertake multi-modal journeys through an easy-to-use app linked to a single payment platform. MaaS can be set up as a pay as you go or as a monthly subscription for services.

This would link various modes and operators such as bus services, rail services, cycle hire, e-scooters, taxis, car share and car hire.

Active Travel Schemes

Strategic Pedestrian Routes ([Page 123](#))

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will provide improvements that follow the Healthy Streets principles. This will encourage walking and improve options for multi-modal interchange on key walking routes which connect major employment areas, transport mobility hubs, the town centre and district hubs across the Reading area. Improvements should reduce conflict with traffic and other road users and improve safety and perception of safety. Further work will be undertaken to identify strategic pedestrian routes for improvements, which could include:

- *Roadspace reallocation*
- *Enhanced public space*
- *Resurfacing*
- *Lighting and CCTV*
- *New/improved crossings*
- *Improved signage*
- *Street clutter removal and consolidation*
- *Introduction of pedestrian and cyclist rest areas*
- *Increased landscaping and vegetation*

Local Pedestrian Routes ([Page 124](#))

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will create a network of local pedestrian routes that connect people to local facilities and provide feeder links to the strategic pedestrian network, as well as the wider transport network, including mobility hubs/key interchanges across the borough.

We will incorporate the Healthy Streets principles as part of these enhancements.

Strategic and Town Centre Cycle Routes [\(Page 125\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Given the compact nature of Reading Borough, there is significant opportunity for improvements to increase cycling levels and create a shift away from private car travel.

We will create a strategic cycle network based on the principles set out in our Local Cycling and Walking Infrastructure Plan (LCWIP) and Healthy Streets, connecting major destinations (including education, employment centres and transport mobility hubs) along key transport corridors and in the town centre. These routes include both radial and orbital routes as well as enhanced routes within the town centre.

Improvements will include reallocating road space, segregation from traffic for people who walk and cycle, surface improvements, crossing enhancements, parking restrictions, signage, reducing street furniture and increasing accessibility for all.

Associated public space improvements would enhance key corridors including those in deprived areas.

Shinfield Road Active Travel Improvements [\(Page 126\)](#)

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, this scheme curtails very close to the boundary between Reading and Wokingham. The summary in the draft for this scheme is as follows:

We have secured funding from the Government's Active Travel Fund to deliver significant active travel improvements on Shinfield Road between Christchurch Green and Shinfield Rise.

Improvements include:

- *Segregated cycle lanes in each direction*
- *Early release for cyclists at the three signalised junctions*
- *Improved cycle provision at all junctions*
- *Raised tables at select junctions to encourage lower vehicle speeds*
- *New and improved crossings of Shinfield Road*
- *Footway widening*
- *Introduction of double yellow lines to prevent parking obstructing active travel*
- *Bus stops marked on the carriageway*
- *A new shared space for pedestrians and cyclists near to the junction with Cedar Road/Elm Road*

Local Cycle Routes [\(Page 129\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

In line with our Local Cycling and Walking Infrastructure Plan (LCWIP), we will create a new or improved local cycle network along lightly trafficked routes, linking communities to local facilities such as shops, leisure facilities, healthcare and education.

Cycle facilities will include a mixture of shared or segregated foot/cycleways, on-carriageway cycle lanes, cyclist awareness signage and crossing facilities. Shared use facilities will have an interim role to play as we transition towards the provision of segregated cycle infrastructure.

Improvements to borough-wide local routes are proposed as part of the LCWIP. These routes will take into account different types of cycles for those with particular mobility needs.

We will incorporate the Healthy Streets principles as part of these enhancements.

Micro-Mobility Hire Scheme [\(Page 133\)](#)

Wokingham Borough Council is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

The provision of a new cycle hire scheme to serve Reading through new infrastructure or upgrade the existing cycle hire infrastructure.

Develop the hire fleet to include the provision of e-bikes and/or e-scooters, with the latest technology, subject to appropriate legislation being in place.

Provision of further docking stations to improve affordable access to cycling across the wider Reading urban area.

Network Management Schemes

Parking Schemes and Management [\(Page 135\)](#)

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, any changes to parking management in proximity to the borough boundary may have an impact upon parking in Wokingham. The summary in the draft for this scheme is as follows:

Management of parking in the Borough, in line with our Parking Strategy, includes technological advances which now enable our kerbs and parking spaces to be managed dynamically, improving efficiency of usage.

This encompasses all types of parking including, on-street, off-street car parks, Park and Ride, and resident permit parking. This could also help better manage the impacts of streetworks on parking, through incorporation of our Streetworks Permits.

Kerb-space could be booked for a variety of uses, such as general parking, disabled parking, short-stay parking, loading, servicing or as a bus stop. Usage could be managed through dynamic pricing, with higher charges applied for certain booking types at particular times of day. Improved efficiency of kerbspace will allow us to remove on-street parking that obstructs pedestrian, cycle or public transport routes.

We will also be able to manage charges for on-street and off-street parking, to discourage travel during peak periods and to encourage modal shift away from car to sustainable transport such as buses or Park and Ride.

Intelligent Transport Systems (ITS) - Managing Travel on the Roads [\(Page 140\)](#)

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Smarter solutions (such as Big Data, machine learning and artificial intelligence) are transforming the way we understand how our networks are operating and our ability to predict future operation and the management decisions that can be made.

We are building a predictive system based on machine learning, which fuses a number of network datasets (for example Bluetooth journey time monitoring, Automatic Number Plate Recognition, traffic loops and bus position data). In addition, we are deploying an Internet of Things (IoT) communications platform that will help us collect real-time network condition data.

The system being built will provide network operators with enhanced information to both manage the network and provide traveller information. Further work is needed to fully integrate this system into the existing strategy management tools to fully realise its value to network management and develop a comprehensive digital roads network.

Smart City Initiatives (Page 142 / 143)

Although Wokingham Borough Council is not listed as a delivery partner for this scheme, any changes to network management in Reading. The summary in the draft for this scheme is as follows:

Transport impacts on a wide range of services delivered by the Council, being a driver for everything from economic growth and business rate retention to social isolation, mental and physical health and education and to, most critically, meeting our climate targets.

Transport is a derived demand, meaning it is there to get people or goods from A to B, with the need to travel being defined by the activities that the individual is undertaking or the destination of the goods. Very few trips are made purely for the journey.

With transport having such a cross authority role, there is significant potential for our transport team to work more closely across the authority to tackle the challenges around the sustainable delivery of transport. This will build on previous initiatives such as the Beat the Street programme which was jointly delivered by health and transport teams to encourage active travel.

Communication and Engagement Schemes

Travel Information and Advice [\(Page 145\)](#)

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

Travel information enables people to make informed choices about how they travel. We will provide or facilitate high quality, real-time travel information through a number of means, which could include:

- *Mobile apps*
- *Real-time information boards*

- *Variable message signage*
- *Print (including accessible forms such as Braille and foreign language formats)*
- *Our website*
- *Personalised travel advice*
- *Information boards and signage*

We will develop a wayfinding strategy to share our information and we will open up our data for public use, allowing the private sector to develop travel information apps

We recognise the diverse needs of our residents, and we will ensure travel information and advice is provided in accessible formats.

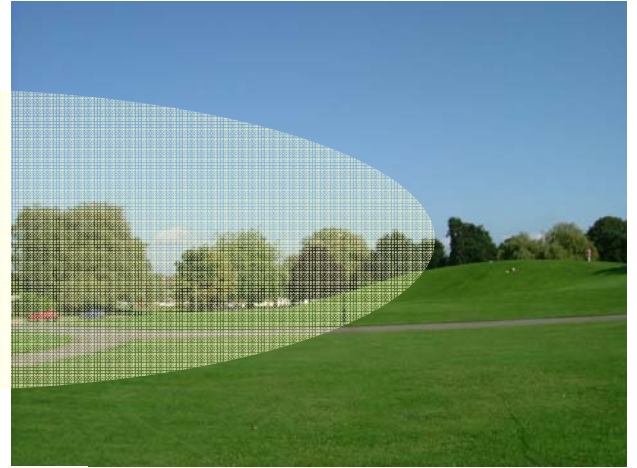
Progress Reporting and Public Engagement [\(Page 148\)](#)

“Neighbouring Local Authorities” is listed as a delivery partner for this scheme. The summary in the draft for this scheme is as follows:

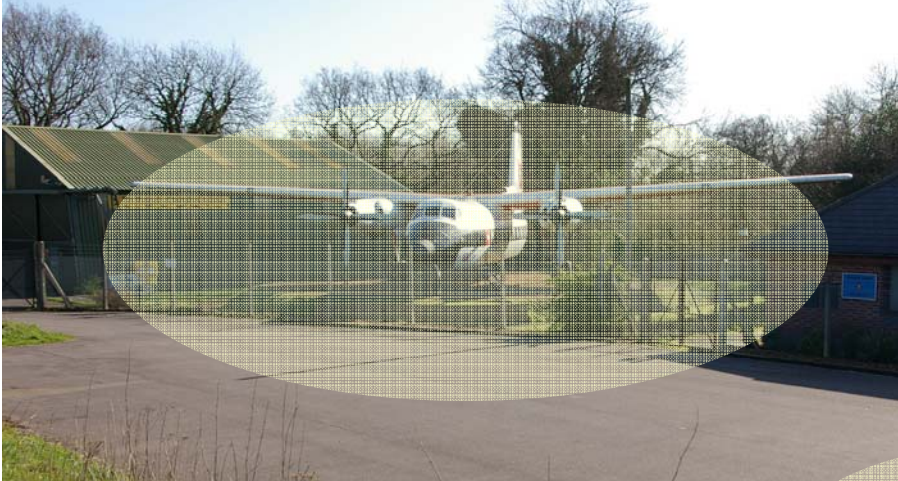
We will provide regular updates on progress in delivering the RTS and associated transport projects and schemes. This will include updates through a variety of measures such as press releases, residents’ newsletters and via social media platforms to inclusively engage with Reading’s residents, businesses and visitors.

Consultations will be undertaken to inform and engage Reading’s residents on the development of schemes and initiatives, and ensure wider public support.

Engagement with residents within and outside the Borough will be undertaken to spread awareness and help achieve the goals set out in this Strategy.



Woodley Design Statement



*Consultation
Document*

September 2008

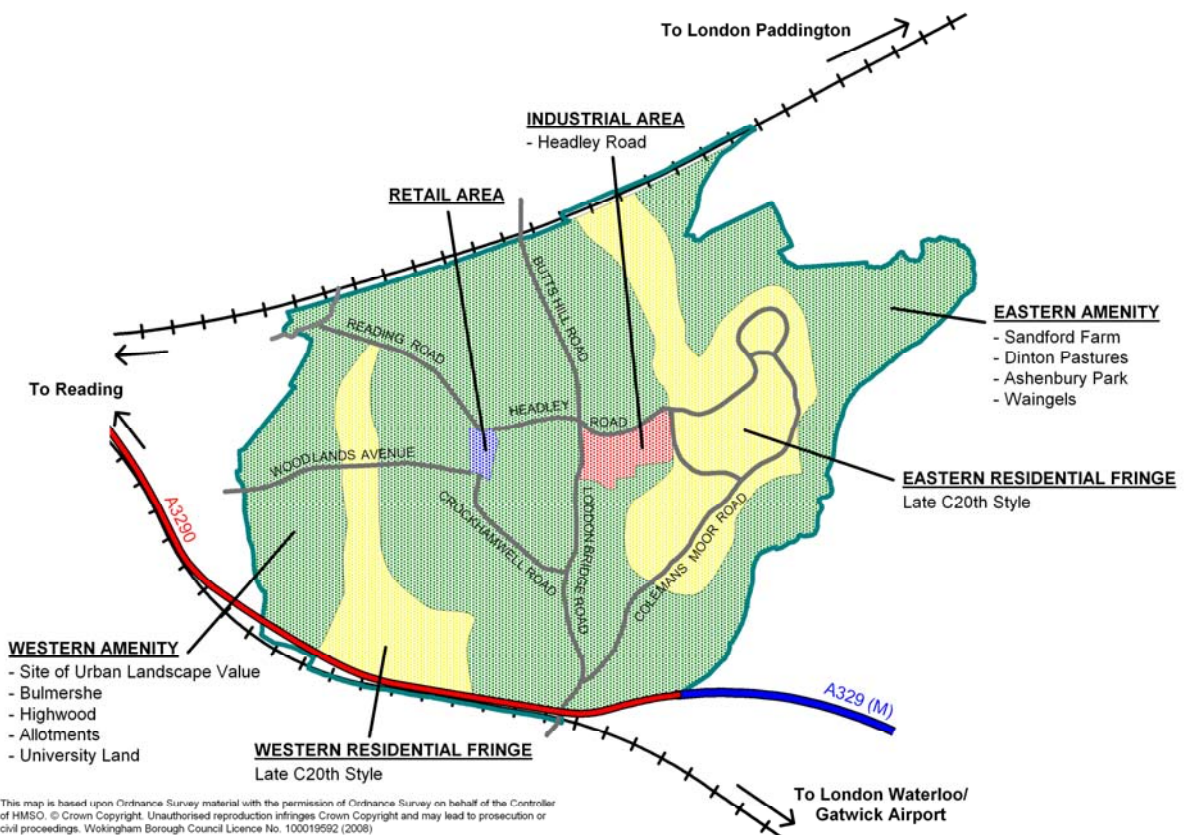


Working together for Woodley

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Foreword

The town of Woodley we see today is the product of business and social progress that experienced a marked acceleration through the 20th century.

Despite being the result of rapid modern growth, Woodley has developed a strong community spirit and is a town that values its own identity.

During the process of establishing a vision and long term community plan for Woodley, consultation with local residents has shown that control of development within the town is seen as a major concern.

The need for a Design Statement for Woodley was identified as an Action in the Woodley Town Plan.

The subsequent Design Statement has been produced by the people of Woodley to enable the community to contribute and influence the planning process and help shape the future of the Town.

What matters to the community is that any future change enhances Woodley and the overall quality of life for residents and visitors is improved.

Thanks go to the Woodley Community Partnership for their hard work in putting the Design Statement together.

Kay Gilder

Kay Gilder
Town Mayor of Woodley

Woodley
Community
Partnership



The Woodley Community Partnership

The Woodley Community Partnership (WCP), initiated by Woodley Town Council, comprises a group of community volunteers with a keen interest in the future of Woodley. The WCP has six community representatives and two Woodley Town Council representatives on its Steering Group. Smaller working groups have been established based on four main themes: Economy; Environment; Social and Community; Transport and Accessibility.



Executive Summary

The aim of this document is to describe the character of Woodley as it is today and to highlight the aspirations of the people of Woodley. The Design Statement has been produced by the Woodley Community Partnership as part of the Woodley Town Plan; a vision of Woodley based on its past and present and the community's view of its future. The Partnership's aspirations are based on consultation with Woodley residents through a number of workshops and public events - more details about the consultation are available on the web site: www.woodley.gov.uk

The Design Statement is intended as a Supplementary Planning Document for use by the Wokingham Borough planning officers and committee members, the Town Council, statutory bodies, property developers and individuals wishing to develop or extend their properties. It provides a context for new development in the Town using the identification and analysis of local character outlined in the Wokingham Borough Design Guide. If applied consistently in the development control process, it can encourage improved developmental design in Woodley.

Design Statement objectives

- ✦ *To describe the distinctive character of the settlement and surrounding landscape;*
- ✦ *To identify character in terms of landscape, setting, settlement structure and the nature of buildings, structures and open spaces;*
- ✦ *To provide a basis for partnership with the local planning authority in respect of the application of existing planning policy and to influence future policies.*

This report is divided into three sections: 1) Key areas 2) Background information and 3) Appendices.

The key areas to influence Woodley's future are:



Summary of aspirations

GENERAL DEVELOPMENT

- ✎ *Maintain Woodley as a strong and distinctive community.*
- ✎ *Maintain the green gap between Woodley and Earley.*
- ✎ *Maintain the green gap between Woodley and Hurst.*
- ✎ *Retain and maintain as many trees as possible and encourage new planting to soften residential and other development.*
- ✎ *New building design and extensions to existing buildings should be in keeping with the character of the local area and the general environment of Woodley.*
- ✎ *Ensuring commercial/industrial development is sited appropriately with due regard for residential areas.*

TOWN CENTRE

- ✎ *To enhance the Town Centre both visually and in the variety of retail outlets.*
- ✎ *To integrate the Town Centre with its surrounding facilities to develop a viable central core that has vitality and economic prospects.*
- ✎ *To provide a location for integrated transport links.*
- ✎ *To support and work with local businesses to maintain economic viability.*

SPORT AND LEISURE

- ✎ *To develop sport and leisure facilities to meet local community needs.*
- ✎ *To protect existing open spaces and sports facilities.*
- ✎ *To seek the provision of facilities in areas where there are deficiencies.*

HOUSING DEVELOPMENT

- ✎ *All new housing development should maintain the character of local area of Woodley.*
- ✎ *Open space and flora and fauna should be a key element of all new development.*
- ✎ *Houses should fit comfortably in their surroundings without unnecessary intrusions on existing residents both in terms of architectural style, the environment and social and physical infrastructure.*
- ✎ *Development (especially backland development) should enhance the current infrastructure and quality of life.*

COMMERCIAL AND INDUSTRIAL

- ✎ *To maintain local employment opportunities.*
- ✎ *To include leisure facilities where possible to serve the local community*
- ✎ *To establish a business network/hub to promote and support economic development.*

OPEN SPACE AND ENVIRONMENT

- ✎ *Access to open spaces and views of and from them to be retained*
- ✎ *Public and sports open spaces to be used for activities for the whole community*
- ✎ *Consider all opportunities to extend or add to existing public spaces and improve access to them.*
- ✎ *Enhance pedestrian access to Dinton Pastures and the River Loddon.*
- ✎ *Protect and enhance the 'green corridor' from Reading Road to the A329M*

SECTION ONE

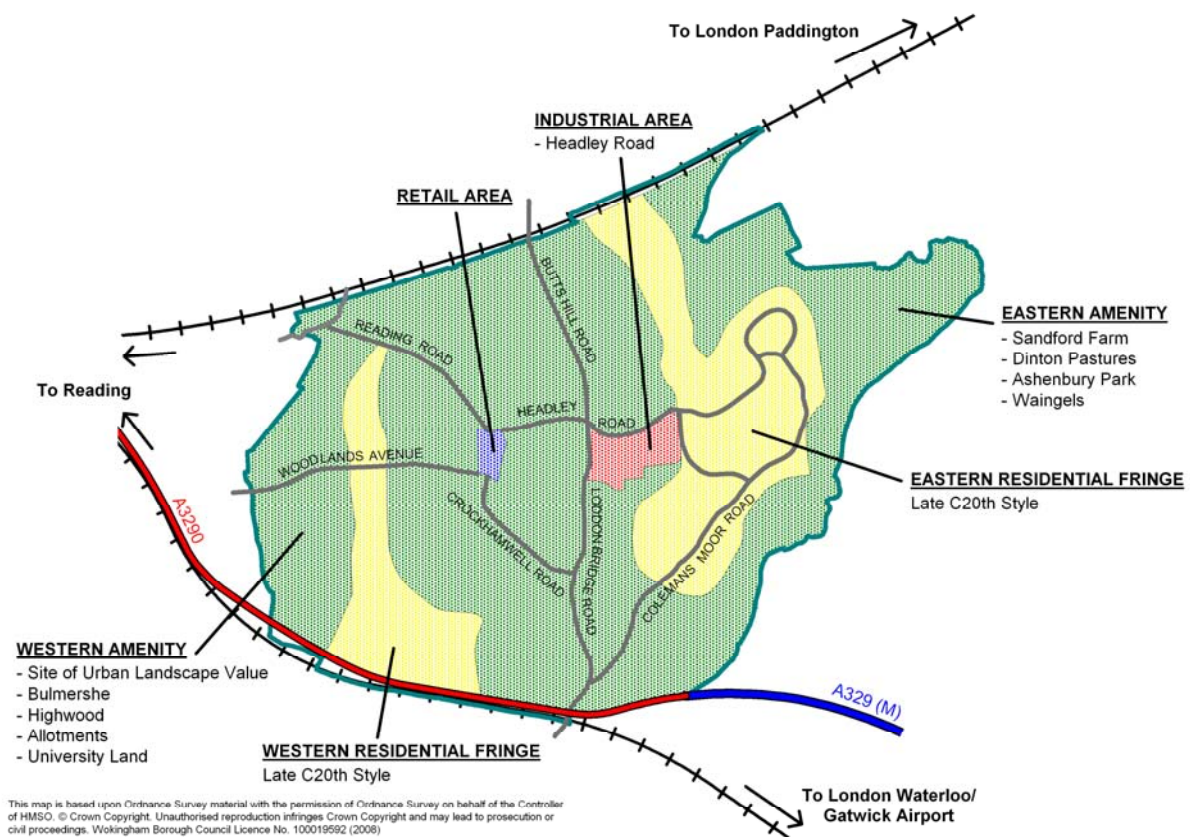
KEY AREAS

Housing

ASPIRATIONS

- ⌘ All new housing development should maintain the character of local area of Woodley..
- ⌘ Open space and flora and fauna should be a key element of all new development.
- ⌘ Houses should fit comfortably in their surroundings without unnecessary intrusions on existing residents both in terms of architectural style, the environment and social and physical infrastructure.
- ⌘ Development (especially backland development) should enhance the current infrastructure and quality of life.

There are approximately 10,500 houses in Woodley. Housing styles are difficult to characterise as Woodley has evolved from a collection of small settlements to the town it is today. The map below shows the town divided into broad areas of housing and industrial/commercial.



Due to the size of the town and the mix of housing, it is difficult to identify different types of development. The descriptions on the next page are taken from the Wokingham Borough Design Guide (Section 2, Character and Context). The two styles described, mid-20th Century and late-20th Century housing predominate.



Mid 20th Century suburban style

Large purpose-built estates typified by wide principal streets, in a deformed grid, lined with detached and semi-detached family housing on generous plots set back from the highway.

Key to new development in such areas are:

- ◆ Reinforcement of existing character
- ◆ Generous proportions in terms of buildings, plots and private and public space
- ◆ Street trees and planting
- ◆ Front gardens
- ◆ Modest and conservative architectural design
- ◆ Picturesque yet highly regulated street scenes
- ◆ On plot parking (within landscape) and on-street parking (for visitors)
- ◆ Mainly 2 storey buildings



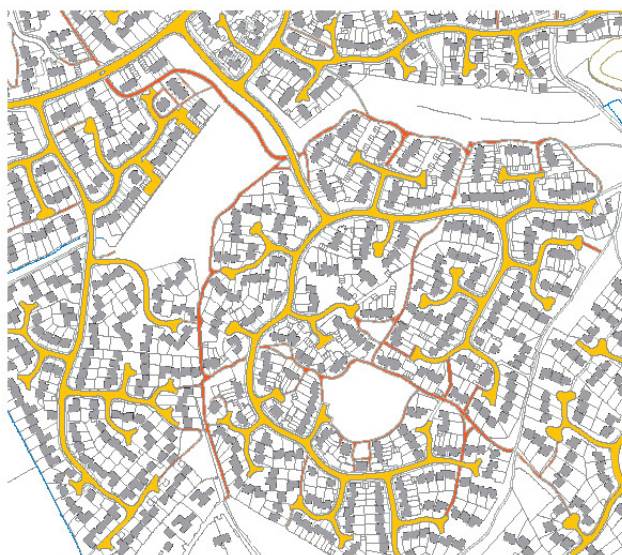
Mid-20th century suburban style

Late 20th Century suburban style

Produced by a mature housing industry and designed to cope with expanding car ownership and the perceived appetite for larger independent houses. Facilitated by a low-density, outward sprawl over green fields adjoining settlements.

Key to new development in such areas are:

- ◆ Extending green corridors, footpath networks and fronting public open space
- ◆ Informality and irregularity in the street scene
- ◆ Building clusters
- ◆ Space for tree groups
- ◆ Avoidance of extended cul-de-sac and segregated routes
- ◆ Parking on-plot or in clusters
- ◆ Mainly 2 storey buildings



Late-20th century suburban style

These two descriptions only serve as a broad guide to the housing styles in different parts of Woodley. In reality, there is a mixture of housing as the town has developed. Despite this mix the character of small local areas are identifiable and it is important to maintain and enhance this character with any new development. The following are some examples of established areas within North Woodley:

Copse Mead - comprising a broad mix of houses of very individual styles. Plots are generally large and non-uniform, situated off the private road.

Wroxham Road and Wyndham Crescent - a development built in the early 1950s characterised by its wide grass verges with trees and medium density established housing.

Reading Road, Butts Hill Road, Loddon Bridge Road and the eastern end of Western Avenue - long roads with many of the houses with large gardens. Many of these gardens have been eroded by backland development. Development needs to be sympathetic to surrounding residents and consider the impact on the flora and fauna that exists in these 'green pockets'.



Wroxham Road

Retail and commerce

Woodley shopping centre is the main retail and commercial area with smaller retail and commercial areas around the town serving local communities.

The smaller retail/commercial areas change from time to time, some providing an important service to the local community, others serving a wider area. The established 'shopping parades' in Brecon Road, Coppice Road, Hudson Road, Kingfisher Drive and Ravensbourne Drive follow the design follow a similar design pattern of shops with a small amount of adjacent parking. The newer retail/commercial developments such as Loddon Vale, in Reading Road and at Shepherd's Hill roundabout are designed to cater for a wider catchment area and have more parking areas.

Woodley Shopping Centre

The main commercial and retail centre is in the centre of the town. It is made up of a number of shops and offices as well as residential properties. Originally the shops bordered Crockhamwell Road but a pedestrianised shopping centre replaced the original village shops and Lytham Road was constructed to provide access between Crockhamwell Road and Headley Road, on a site originally occupied by a market garden.



The town centre is a development of two halves; the newer shops and offices at the southern end and the older shops, offices and flats at the northern end.

The centre is anchored by a Waitrose store at the southern end, with the northern end not seeming to be as busy. There has been some refurbishment of parts of the town centre over the last 20 years which have sought to 'join' the two halves, including new play equipment, planters and signage.



The French market organised by the WTCMI

The Woodley Town Centre Management Initiative (WTCMI), established in 1995, is run as a partnership between Woodley Town Council, Wokingham Borough Council and the Woodley traders, its aim being to keep Woodley shopping centre as successful and enjoyable a place to shop as possible. The WTCMI* is one of the consultees for any planned development in or near the shopping centre.

TOWN CENTRE ASPIRATIONS

- ✦ To enhance the Town Centre both visually and in the variety of retail outlets.*
- ✦ To integrate the Town Centre with its surrounding facilities to develop a viable central core that has vitality and economic prospects.*
- ✦ To provide a location for integrated transport links.*
- ✦ To support and work with local businesses to maintain economic viability.*

The future of the Town Centre

Based on our consultation with residents, many have strong views about their town centre, its vitality, design and its future. The following criteria for the future of the centre have been taken from a number of consultations with residents:

It needs to:

- ◆ Have an identity
- ◆ Be improved aesthetically with better architectural design
- ◆ Be commercially viable
- ◆ Maintain a vitality both during the day and evening
- ◆ Act as a community hub and a focal point for the town - Woodley's heart

It needs a design that:

- ◆ Better integrates the properties in the south (newer part) and north of the centre
- ◆ Gives a sense of arrival - well designed 'gateways'
- ◆ Encourages a mix of uses to improve the viability of the centre day and night
- ◆ Gives views in and out
- ◆ Incorporates more greenery and planting which can soften the edges
- ◆ Provides integrated transport links.

Its future should include:

- ◆ More facilities
- ◆ More restaurants
- ◆ 'Sitting out' areas
- ◆ More 'open' use e.g. markets etc.
- ◆ Views in and out

Other retail/commercial areas

There are a number of smaller retail/commercial areas around Woodley serving the local community.

Shepherds Hill roundabout

There is a group of retail units off the Shepherd's Hill roundabout, including a restaurant, computer retailer and dry cleaners.

Loddon Vale Centre

The retail and commercial centre off Hurricane Way includes shops, offices, a doctor's surgery and some residential property. It was built to serve the Airfield development and act as local centre. Whilst local facilities are important for the community, to reduce travel times, it is important to ensure that the viability of the town centre is not affected too much.



COMMERCIAL AND INDUSTRIAL ASPIRATIONS

- ✍ *To maintain local employment opportunities.*
- ✍ *To include leisure facilities where possible to serve the local community*
- ✍ *To establish a business network/hub to promote and support economic development.*

Industry

Eastern Commercial Area

This area includes all industrial/commercial units/buildings in (see map on page ??):

- ◆ Headley Road East/Viscount Way
- ◆ Ladbroke Close
- ◆ Butts Hill Road/Headley Road East/Loddon Bridge Road/Headley Road roundabout
- ◆ Loddon Vale Centre - retail/community/commercial/residential
- ◆ Woodley Green - builder’s merchants and telephone engineer training facility



This area has a range of modern and established commercial/industrial units and an indoor go-karting track. Most of the industrial units in this area are on both sides of Headley Road East with the units on the southern side stretching back to Viscount Way and west to Loddon Bridge Road. A large part of the latter section is vacant and redevelopment has been sought.

The Eastern Commercial area and the smaller commercial/industrial areas, such as ‘Woodley Park’ on Reading Road opposite the end of Western Avenue, are important centres of local employment, reducing the need to travel to work.

There are two key issues that should be considered in any new development and/or refurbishment of existing industrial/commercial sites, especially when they abut residential areas:

- ◆ Effective and aesthetic screening is vital on the boundaries with residential areas.
- ◆ Consider the traffic implications, especially concerning heavy good vehicles.

SPORT AND LEISURE ASPIRATIONS

- ✦ *To develop sport and leisure facilities to meet local community needs.*
- ✦ *To protect existing open spaces and sports facilities.*
- ✦ *To seek the provision of facilities in areas where there are deficiencies.*
- ✦ *Identify local organisations that provide sport and leisure facilities to develop an integrated plan for future provision.*

Sport and Leisure

Sports and leisure facilities in Woodley are provided by Woodley Town Council and Wokingham Borough Council. A large number of clubs and organisations provide a range of sports and activities.

Woodley Town Council

Woodley Town Council manages leisure facilities at the Memorial Ground and Woodford Park with the provision of a variety of sports pitches and other outdoor amenities, together with function and meeting rooms, a large sports hall and the council-owned 'Inn on the Park' at the leisure centre. Bulmershe Leisure Centre, in Woodlands Avenue, provides for public swimming and many sports courses and activities. The council also manages and maintains other small parks and play areas around the town. Many local clubs and community groups make good use of Coronation and Chapel Halls and the excellent facilities available at the Oakwood Centre, also home to Woodley Theatre. The allotment site in Reading Road is another popular, well-used facility provided by the Town Council.



Wokingham Borough Council

Wokingham Borough Council (WBC) provides and manages school playing fields in Woodley. The South Lake amenity area is managed by WBC, along with Alder Moors, Sandford Park, Ashenbury Park, and some other smaller play areas. Dinton Pastures, managed by WBC's Countryside Service provides a green, wildlife area, water sports and other activities just beyond Woodley's boundary. WBC's Youth & Community Service operates the two youth centres at Bulmershe and the Airfield, with some input from the town council in community use of the Airfield Centre.



Other providers

A number of uniformed youth groups (e.g. scouts, army and air cadets) have their own premises in the town and the successful Bulmershe Gymnastics Club has its own gym on the Bulmershe School site.

OPEN SPACE ASPIRATIONS

- ✦ Access to open spaces and views of and from them to be retained
- ✦ Public and sports open spaces to be used for activities for the whole community
- ✦ Consider all opportunities to extend or add to existing public spaces and improve access to them.
- ✦ Enhance pedestrian access to Dinton Pastures and the River Loddon.
- ✦ Protect and enhance the 'green corridor' from Reading Road to the A329M

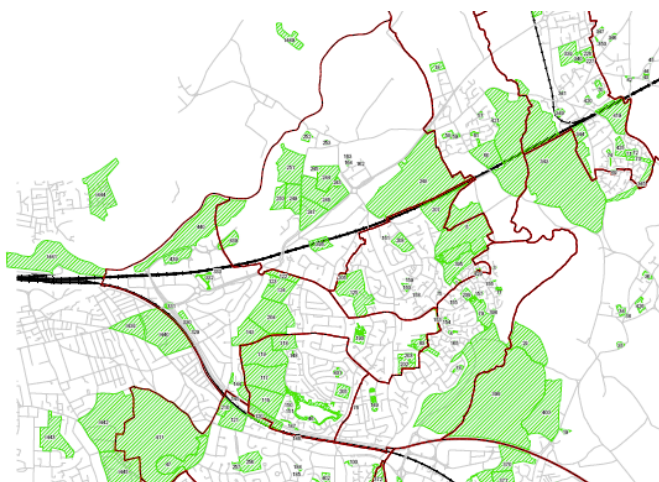
Open Space

Wokingham Borough Council commissioned an open space audit (Wokingham Open Space and Sports Assessment - WOSSA) in response to the government’s Planning Policy Guidance (PPG) 17.

The report notes some deficiencies in Woodley:

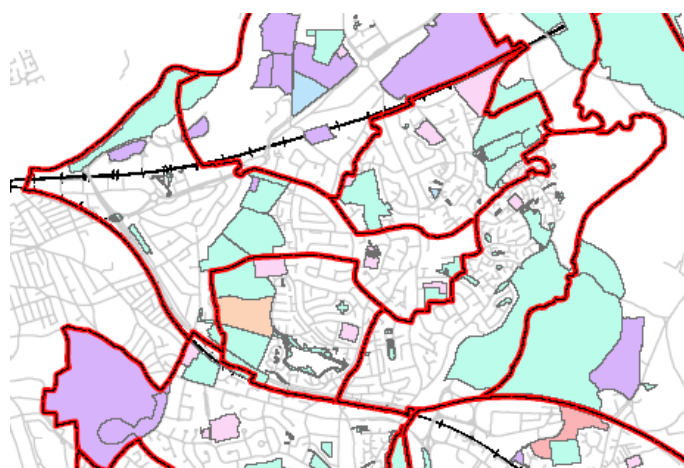
- ◆ Public park provision - “significant deficiencies in public open space include, within Woodley, parts of Coronation and Bulmershe and Whitegates Wards”
- ◆ Open space - “additional provision may be required to alleviate those deficiencies in Woodley”
- ◆ Loddon ward was below the standard of 1 hectare of sports pitches per 1,000 population

The maps below show the location of open space and sports facilities in the Woodley area.



Open spaces (WOSSA Fig 1.2)

Open spaces
(from WOSSA report Fig 1.1)



Legend

Wokingham DC Park / Open Space	Private sector owned and managed	OS Road Features
Wokingham DC Education	Publicly owned and voluntary sector managed	OS Rail Features
Other publicly owned and managed	Voluntary sector owned and managed	Ward Boundaries
Publicly owned and private sector managed	Could not determine ownership	

SECTION TWO
BACKGROUND INFORMATION

Introduction

The town has developed over a period of time with pockets of older housing among more modern developments since the 1950s. Despite Woodley's rapid growth over the last 40 years, there are areas of historic interest that need to be retained and the special urban character of the town should be developed sympathetically.

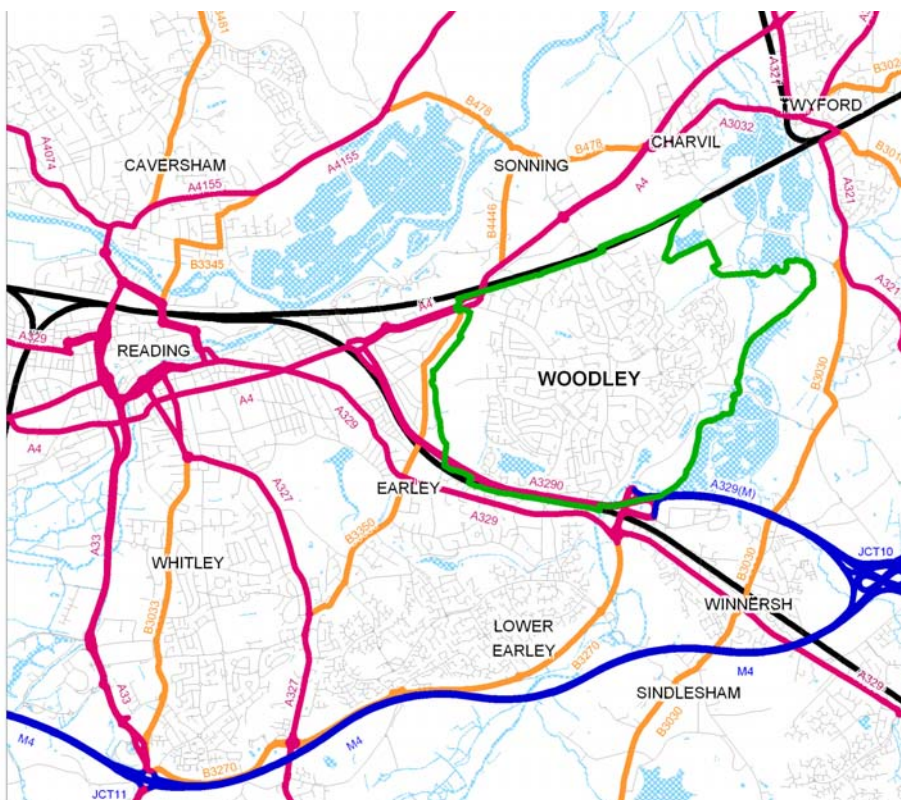
A continuing theme in the consultation is the concern over development in the town. Woodley has seen a large amount of backland/infill development over the last two decades which has eroded the 'green spaces' afforded by long back gardens. This has affected not only local residents but also the indigenous flora and fauna. Whilst residents appreciate housing is needed, their concern is over the lack of forward planning which has resulted in inappropriate and cramped development. While this relieves the pressure on greenfield sites, it is having a marked impact on Woodley residents' quality of life.

Growth puts pressure on infrastructure, especially backland/infill development which does not command a very high level of developer contribution. Traffic congestion is a result, in particular at peak times, with traffic leaving Woodley. The dominance of the car over public transport creates its own problems with on street parking and speeding on residential roads. Developments need to be designed to not only cater for today's car ownership but also to encourage the use of public transport, walking and cycling. More investment is needed to provide safe and efficient cycle routes and greater integration of public transport.

Location

Woodley is situated 4 miles east of Reading and is almost equidistant between Reading and Wokingham. It is bordered by the Reading to Waterloo railway line and the A329M, the London to Paddington railway line and the River Loddon (see map). It has a population of 26,439 (2001 census).

Woodley has 5 main 'gateways': Reading Road, Butts Hill Road, The Bader Way, Woodlands Avenue and Loddon Bridge Road. It has good transport links with Reading by bus and train (from Earley Station).



The natural environment

Woodley's natural environment is very important in terms of green spaces, habitats for flora and fauna and opportunities for leisure pursuits for residents.

South Lake

South Lake, formerly part of Bulmershe estate, provides an important leisure facility for Woodley. The lake is surrounded by mature trees and is circumvented by a footpath which provides links to the surrounding houses and the footpath to Earley station. The lake and its surroundings are managed by Wokingham Borough Council. It is adjacent to Highwood.



Highwood



Highwood is a large wooded area of 15 hectares to the east of the town and is classified as a Local Nature Reserve. It is situated in Woodley between South Lake and the University of Reading, and used to form part of the grounds of Woodley Lodge. The site contains exotic tree species, which were once part of an arboretum - a collection of trees - in the house grounds. These include giant redwoods and monkey puzzle. It is a fine example of mixed lowland woodland with an attractive heathland area.

Mortimer's Meadows

The area of the meadows alongside the river is flooded most years and often remains damp through most of the year. The Bader Way, which runs across Mortimer's Meadow, is built on mounds, which keep it above the regular flood levels. Rare species of birds and mammals (such as otters) are being encouraged back to the Loddon to increase its biodiversity. The rare Loddon lily can be found along the riverside.

Alder Moors

Alder Moors is the Local Nature Reserve off Tippings Lane. The name 'Aldermoors' derives from the alder trees that predominately populate this ancient woodland, situated within a shallow valley. The woodland also comprises ash, hawthorn and willow trees. It is a good example of the woodland management technique of coppicing, which has encouraged the growth of ground flora. The site links up with Ashenbury Park.

Ashenbury Park

Ashenbury Park is an open space on the edge of Woodley. It is the site of an old rubbish tip once accessed from Tippings Lane. The park consists of children's play facilities and wide open spaces with a high point affording views of the surrounding countryside. The naturalised gravel workings next to the park are a haven for water fowl. The park provides a link to a pedestrian route to the Thames and its section of the National Trail Network. Ashenbury Park provides good informal leisure facilities and is a buffer between Woodley and Charvil.

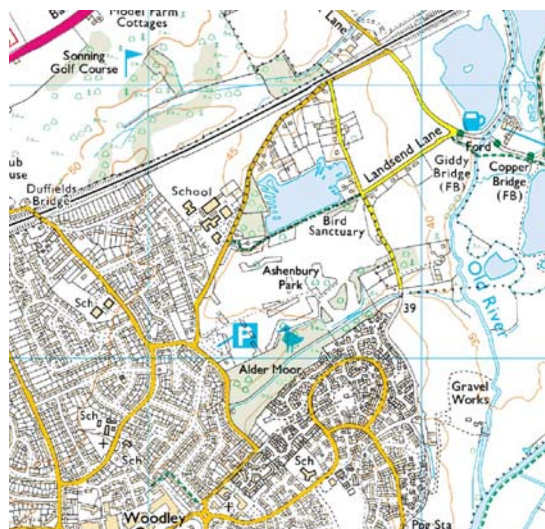


Image produced from the Ordnance Survey Get-a-map service. Image reproduced with kind permission of Ordnance Survey and Ordnance Survey of Northern Ireland.



Woodford Park and the Memorial Ground

These two open spaces form Woodley’s ‘green heart’. Woodford Park is 24 acres and has belonged to Woodley Town Council since the early 1960s. In the 1970s the park was improved to create the lake and the hill and provides areas for different kinds of leisure use, including three full-size and 4 junior football pitches and a cricket pitch.

The Memorial Ground is situated next to Woodford Park on Headley Road; it has been held in trust by the Town Council since 1939 for ‘the recreation and enjoyment of the inhabitants of the Civil Parish of Woodley and Sandford’. The land was originally bought in 1919, by the former trustees, as a memorial to the men of Woodley who died in the First World War.

River Loddon

Woodley’s north-east boundary follows the River Loddon. The area adjacent to the river forms an important informal recreation area for the town and is bounded on one side by Dinton Pastures. Although Woodley is an urban settlement, it has a number of green areas and open spaces; these are important to the community, both in terms of ‘green gaps, but also opportunities for leisure.



Green corridor

There is a green corridor running north south from Reading Road to the A329M comprising Reading Road allotments, Bulmershe Park, Bulmershe School and Reading University sports fields, Highwood and Bulmershe allotments. This corridor is an important area of open space under multiple local authority ownership and there has been strong opposition to any development. The corridor provides recreational open space and a wildlife corridor.

Sandford Farm

Sandford Farm, to the east of Woodley is a restored landfill site. The area is made up of grassland with some trees, hedgerows and wet woodland along the banks of the Old River (the result of a diversion of the River Loddon that splits the site into two. The Sandford Farm site contains both inert and non-inert materials and has been the centre of a number of planning applications for development. Some have incorporated a plan to remove the industrial waste, others have proposed ways of capping it.

The eastern side of Sandford Farm is ‘countryside amenity area’ which is intended to be managed for recreation and a way of maintaining biodiversity. The river path links with Dinton Pastures. Nearby is the Lodge Wood and Sandford Mill Site of Special Scientific Interest (SSSI), which comprises two wet woodlands.



History of Woodley

The earliest reference to the area occurs in the Domesday Book where existence of a corn mill on the River Loddon is recorded. Woodley seems to have been a scattering of small farms and cottages across a mostly wooded area on the edge of Windsor Forest, and it is possible that its name came from the old English 'Wudu Lea' meaning 'a clearing in the wood'.

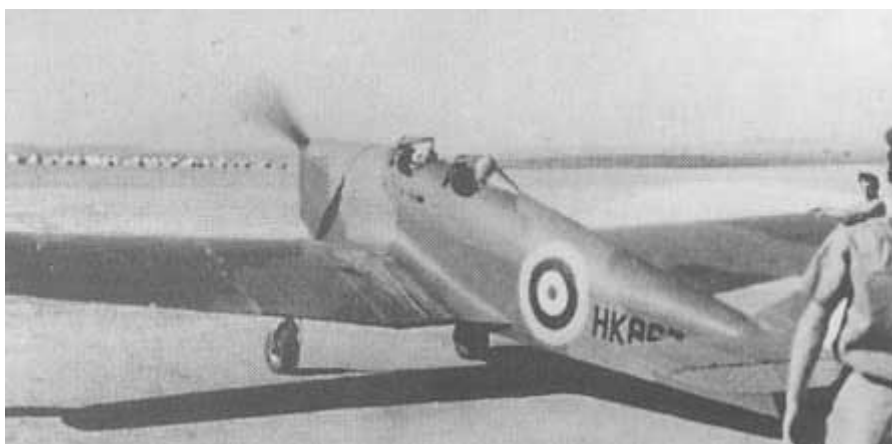
The earliest known map references were in the mid-eighteenth century where Woodley Green and later Wheeler's Green and Norris Green were first recorded. Cobbler's City, an area at the junction of Headley Road and Tippings Lane, with its adjacent workhouse, began to see the growth of small services in the 19th Century, and later the beginning of significant industry with the establishment of Reading Aerodrome on the former '100 acre field', from 1929 onwards. Little remains of Cobbler's City today. At the turn of the 19th century, Woodley was a small rural community with a population of less than 1,000.

Development in the 19th century saw the building of a Congregational Chapel in Loddon Bridge Road that was opened in 1834 and served a congregation of agricultural labourers suffering a period of hardship as a consequence of land enclosures. A school opened at Woodley Green in 1855 and the church of St. John the Evangelist followed in 1871-73 with its vicarage opposite. These 3 buildings and immediate surroundings form part of the Woodley Green conservation area.

At this time land ownership in Woodley was dominated by two families; The Palmers of Holme Park and the Whebles of Bullmarsh (Bulmershe). In 1873 the Palmer family built the Church of St John The Evangelist and Woodley, as a village, became more focused around the church. In 1910 the Holme Park estate was broken up and sold as commercial lots. As this land was exploited the nature of Woodley underwent a radical change.



Woodley emerged as a town by accelerated growth through the 20th century. The establishment of aircraft manufacture and ancillary support industries triggered a demand for more homes within easy reach of the factory.



With the demand for homes in an increasingly prosperous part of the UK, allied to the availability of relatively cheap land, the population had leapt to over 13,000 by 1962.

The demise of the aerodrome and the aircraft industry in Woodley coincided with the extension of the M4 motorway, and the growth of the computer and IT industry in the Thames Valley. Woodley be-

came an ideal location for people to live as it was in easy commuting distance of the growing employment.

Development went on apace throughout the next three decades to reach the present population of almost 27,000. In 1986 a boundary change put a part of South Woodley (south of the railway line) into Earley.

Conservation and heritage

Woodley has 15 listed buildings. Some of the listed buildings are surrounded by later developments, for example, Apple Tree Cottage. the converted barn on the site of the former Woodley Green Farm and Eleven Elms Cottage (not listed) surrounded by the airfield development. More details about Woodley’s listed buildings can be found in Appendix 1.

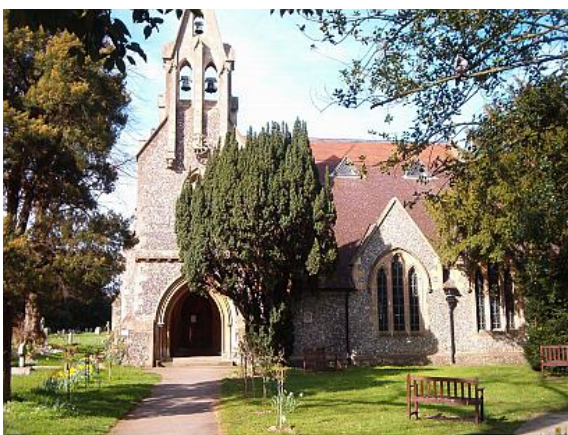


Apple Tree Cottage



Eleven Elms Cottage

Converted Barn - old Woodley Green Farm



Woodley’s only conservation area is called Woodley Green and encompasses the area around St John’s Church in Church Road Woodley.



Former Woodley C of E School, Church Road

Sandford Mill is on Woodley’s boundary and includes a number of listed buildings, the mill, the bridge and the mill house. Sandford, or sandy ford, along with Woodley, formed a Liberty with the parish of Sonning. It is possible that the mill there was one of the two that were counted at Sonning when the Domesday Survey took place. It was mentioned in 1557 when Sir Edmund Pecham transferred his lease of the mill to Richard Ward and was in working order until the mid 1950s.



Sandford Mill



Berkshire Aviation Museum

The airfield is a large part of Woodley’s history and the Museum of Berkshire Aviation has a fine collection of artefacts, as well s an aeroplane at its site off Mohawk Way.

Appendix 1

Listed building descriptions

- ◆ ASHTREES ROAD Barn at former Woodley Green Farm, now converted to two private dwellings. II Barn. Late C17. Timber framed with part brick infilling, but mostly weatherboarding. Old tile roof over midstrey and half hipped roof sweeping down over C19 aisle on north side. 5 framed bays and C19 east bay, the waggon entrance on fifth bay east end. Queen post roof with clasped purlins, jowled posts with archbraces to ties.
- ◆ BEGGARS HILL ROAD Sandford Farm Cottage II Cottage. Early C17, small C20 extensions. 2 bays timber framed with painted brick infilling, old tile gabled roof 2 storeys. Chimneys to left and projecting on right at back. Irregular casements. Entrance door on east front. One storey extension to north with old tile hipped roof.
- ◆ CHURCH ROAD Church Cottage and former Woodley Church of England School G.V. II Former schoolmasters house and school hall. 1873 by H. Woodyer with C20 extensions. Chequered brick and flint, tile gabled roofs. Plan of cottage irregular with rectangular hall on east. One storey and one and a half storeys. Brick chamfered plinth. South front has on right hand a hall of 4 bays, 4-light mullion and transome leaded windows with buttresses between, ornate chimney on left end of ridge with moulded base and offset moulded head. To left of this a small gabled roof projection housing bell, supported on moulded brackets and purlin ends. Cottage adjoining on left but lower with large 4 clustered shafted chimney on rear roof slope with moulded base and offset heads; 3-light leaded casements one above the other in one bay gable on left and a 2-light similar window in a small gabled dormer above a projecting closed gabled entrance porch.
- ◆ CHURCH ROAD Church of St. John the 26.1.67 Evangelist G.V. II* Parish Church. 1873 by H. Woodyer. Flint with stone dressings and tile gabled roof. 4 bay nave, chancel, north aisle, south porch in the westernmost bay of the nave with a large 2-tier stone bellcote above. Windows diamond leaded, lancet on north aisle, 3-light in nave, 2-light stained glass in chancel, all in plate tracery. Interior:- North arcade of circular columns with moulded capitals, tall stone tripartite chancel screen with moulded capitals to slim columns, and delicate low wrought iron screen. Stone octagonal pulpit with base of moulded arches and colonnettes. Stone font with similar base. Arched braced collar roof trusses on corbel brackets, with side purlins, king posts and wind braces, those in the chancel cusped.
- ◆ CHURCH ROAD The Bull and Chequers II Public house. C18 altered and extended C19 and C20. Brick, old tile half hipped roof. 2 storeys and cellar. Entrance front:- First floor brick string; chimney to left of centre on ridge and on right hand gable of C19 single storey extension to right. 3 irregular bays, 2 bays of C19 3-light wood casements on right with shutters, those on ground floor with segmental heads and one upper sash window with glazing bars on left. A 6-panelled entrance door under flat hood between the two right hand windows.
- ◆ COLEMANS MOOR ROAD The Old Cottage II Cottage. C17 altered C18 and extended C20. Part timber framed with painted brick infilling, part painted brick, old tile roof half hipped on west. 2 storeys, chimney cut down central on ridge. North front:- 3 bays of irregular leaded casement windows, half glazed C20 entrance door on left. South front:- brick refaced C18, with 2 & 3-light C20 wood casements.
- ◆ HEADLEY ROAD No.11 (Lone Pine Cottage) II Cottage. Mid C18 altered C20. Chequer brick, half hipped old tile roof. 2 storeys, first floor brick string, brick dentil eaves, chimneys to left of centre on ridge and left gable. South front:- 2 bays of 3-light wood casements, and ledged door in gabled porch to right. Small C20 tiled lean-to extension set back on gable end.
- ◆ HEADLEY ROAD EAST Nos. 283 and 285 (Apple Tree Cottage and The Cottage) II Range of 4 cottages, now 2 cottages. c1700 altered C20. Part brick, part timber framed with painted brick infilling, old tile gabled roof of varying heights. Rectangular plan of 4 and 6 framed bays. 2 storeys, brick dentil eaves on left hand part, 3 chimneys on ridge. South front:- painted brick ground floor, thin timber framing above. One, 2 and 3 light irregular leaded casements. 3 C20 entrance doors, one in centre in tiled gabled open porch, one to left with hipped closed porch and one on right in open hipped porch on brackets. Small C20 lean-to

tilled extension on left. Interior:- much of the frame exposed.

- ◆ LODDON BRIDGE ROAD United Reformed Church 19.8.82 II Non-conformist chapel. 1834 in a Neo-Perpendicular style. Ashlar stone and stucco, slate gabled roof. West front:- central projection with battlemented parapet and small spire and a 'Perpendicular' door on ground floor. The projection is flanked by windows with cusped tracery and corner buttresses. South front:- 5 bays of pointed lattice leaded windows separated by buttresses. Ecclesiastical cast iron railings to road with pierced and cusped spear heads. Of special interest because this was a period when few non-conformist chapels in Perpendicular style were being built. Now converted to offices.
- ◆ READING ROAD (Olden Oak) II Small house. Late C17, altered C20. Brick with hipped old tiled roof. One storey and attic, 4 gabled dormers and central chimney, All windows C20 leaded casements. Gabled oak porch with C20 entrance door on south front.
- ◆ READING ROAD Bulmershe Manor 1.8.52 II* Large house. Late C16 altered C19 and C20. Brick, stone dressings, old tile cross gabled roof. Flint plinth with moulded stone capping, moulded stone strings at floor levels, brick hoodmoulds over windows, stone coped gables and parapets with ball finials some missing, one chimney cut down, others missing. T-plan. 2 storeys and attics. North east front:- central gabled bay with 3-light stone mullioned attic window and single stone framed lights on lower floors flanked by 4-light stone mullioned and transomed windows, all with leaded lights. Bonded stone quoins. Old lead hopper head and downpipe on left. South east front:- irregular, gable to right, stone porch in near centre with 3-light stone mullioned window over. To left of porch the house has been partly re-built with 2 irregular bays of stone mullioned windows. The porch is c1600, stone front with flanking fluted pilasters on panelled plinths with diamond in panels, supporting entablature, triglyph and rounded frieze broken forward over pilasters, blocking course with stone bases over pilasters, central arched opening with architrave supported on springers, old ledged door with moulded cover fillets. The sides of porch are brick with stone front bonded in, each side with single light in

stone frame with single light in stone frame with small cornice. Interior:- very fine half turn newel staircase coeval with house of 8 flights from ground floor to attic with large solid baulk treads and risers, large carved and turned balusters, plain deep section handrail. Dining room has C17 panelling probably brought in from elsewhere with carved frieze with rosette motif and dentilled cornice; linen-fold panelled door in heavily moulded architrave. Moulded stone fireplace with carved wood surround and over mantel carved in same style as frieze but later. Central large plain ceiling beam with plain joists exposed. Sitting room has stone fireplace, with 3-centred arch with large roll moulds returning on jambs, carved mantel, and chevron decorated span-drels. Heavy principal ceiling joists and one very large diagonal beam in one corner, smaller secondary joists all exposed.

- ◆ READING ROAD Gates and piers to Bulmershe Manor G.V. II Gate piers and gates. Pair of early C19 cast iron gates with spear heads between brick gate piers, stone capping and large stone pineapple finials, flanked by curved brick walls ending in smaller piers with similar stone finials.
- ◆ Sandford Mill G.V. II Water Mill, now used for storage. C18. Timber framed, painted weather boarding, half hipped old tile roof. 2 storeys and attic, 2 gabled tiled dormers with fixed lights high up in roof, on west front and 2 bays C20 windows flanking central loft door over stable door. North front:- irregular attic and first floor windows, and one storey projection to left of similar materials. Interior has many heavy timbers exposed.
- ◆ SANDFORD LANE Sandford Mill Bridge G.V. II Road bridge over mill stream. Dated 1772. Brick with stone key blocks, 2 arches flanked by pilasters, brick parapet and approach walls. Stone cut-waters on up stream side.
- ◆ SANDFORD LANE Sandford Mill House 26.1.67 G.V. II Mill house, now house. C18 altered C19 and C20. Painted brick, hipped old tile roofs. L-plan. 2 storeys. Brick dentil eaves, irregular chimneys. West front:- 3 bays upper 3-pane sash windows, outer 4-pane sashes on ground floor, all with C20 louvred shutters. Central door in C20 porch with plain columns and flat hood with moulded cornice.

Appendix 2 Response Form

We are seeking people’s views on the aspirations within the attached Design Statement. If you have any comments, please complete the form below against the appropriate aspiration:

General Development aspirations

- *Maintain Woodley as a strong and distinctive community.*
- *Maintain the green gap between Woodley and Earley.*
- *Maintain the green gap between Woodley and Hurst.*
- *Retain as many trees as possible and encourage new planting to soften residential and other development.*
- *New building design and extensions to existing buildings should be in keeping with the character of the local area and the general environment of Woodley.*
- *Ensuring commercial/industrial development is sited appropriately with due regard for residential areas.*

Your comment:
.....
.....
.....

Town Centre Aspirations

- *To enhance the Town Centre both visually and in the variety of retail outlet.*
- *To integrate the Town Centre with its surrounding facilities to develop a viable central core that has vitality and economic prospects.*
- *To provide a location for integrated transport links.*
- *To support and work with local businesses to maintain economic viability.*

Your comment:
.....
.....
.....

Sport and Leisure Aspirations

- *To develop sport and leisure facilities to meet local community needs.*
- *To protect existing open spaces and sports facilities.*
- *To seek the provision of facilities in areas where there are deficiencies.*

Your comment:
.....
.....
.....

Housing Development Aspirations

- *All new housing development should maintain the character of local area of Woodley.*
- *Open space and flora and fauna should be a key element of all new development.*
- *Houses should fit comfortably in their surroundings without unnecessary intrusions on existing residents both in terms of architectural style, the environment and social and physical infrastructure.*
- *Development (especially backland development) should enhance the current infrastructure and quality of life.*

Your comment:
.....
.....
.....

Commercial and Industrial Aspirations

*To maintain local employment opportunities.
To include leisure facilities where possible to serve the local community
To establish a business network/hub to promote and support economic development.*

Your comment:
.....
.....
.....

Open Space and Environment Aspirations

*Access to open spaces and views of and from them to be retained
Public and sports open spaces to be used for activities for the whole community
Consider all opportunities to extend or add to existing public spaces and improve access to them.
Enhance pedestrian access to Dinton Pastures and the River Loddon .
Protect and enhance the 'green corridor' from Reading Road to the A329M*

Your comment:
.....
.....
.....

Any other comments?

.....
.....
.....
.....
.....

- I would like to be kept informed of Design Statement's progress c
- I would like to be kept informed of the progress of the Town Plan c
- I would like to be involved in preparing Woodley's Town Plan c

Name
.....

Address
.....
.....
.....

Email..... Tel.....

Thank you for your comments



Appendix 3 Statement of consultation

Consultation process

As part of the consultation process, a general notification was placed in the local press, i.e. The Woodley Times and the Woodley & Earley Chronicle. In addition, notices on how to access or view the Design Statement were displayed on the town centre noticeboard and at the Town Council offices and Woodley Library. An introductory note and electronic copy of the Design Statement was placed on the Woodley Town Council website (www.woodley.gov.uk), with hard copies being made available at the Town Council offices and Woodley Library. During the preparation of the document, a number of individuals and local organisations had expressed an interest in being kept informed of progress and they were consulted separately, either by email or letter. The partnership also consulted with local developers and utilities.

Consultees

Local Developers

Hicks Developments
London & Cambridge Properties Ltd
Woodley Developments/Sandford Farm Properties
T A Fisher
Nice Homes
Millgate Homes
Lidl

Utilities (info supplied by WBC)

Environment Agency
Highways Agency
Thames Water PLC

Local Organisations

Woodley Town Centre Management Initiative
Woodley Neighbourhood Police Team
Churches Together in Woodley
Just Around the Corner
Woodley Horticultural Society
Museum of Berkshire Aviation
Woodley Women's Club
Woodley Older People's Forum (WISE)
Woodley Age Concern
Woodley & Earley Arts Group
Woodley Carnival Committee
Woodley Lookout
Woodley Theatre
Woodley Photographic Club
Woodley Volunteer Centre
Woodley Town FC

Local Schools

The Bulmershe School
Waingel's College
Beechwood Primary School
Rivermead Primary School
South Lake Primary School
St Dominic Savio Primary School
Willowbank Infant School
Willowbank Junior School
Woodley CE Primary School
Addington School

Neighbouring Councils

Earley Town Council
Sonning Parish Council
Hurst Parish Council
Winnersh Parish Council
Charvil Parish Council

Interested Individuals

Peter Glass (Cycling)
Laura Kimber (Guides)
Colin Stamp (Scouts)
Rose Green (WBC and Woodley Older People's Forum)
Tony Burden
Greg Bello
Roger Chable
Norman Oakley
John Tidmarsh
Ian Hills
Jane O'Rourke
Bill O'Donnell
Tony Holland
John Cook
Mark Rozzier

Woodley Town Council
Woodley Borough Councillors (*those not already consulted as members of WTC*)

Consultation responses

Responses received	Comments	Our response	Changes
Woodley Town Council Deputy Town Clerk - Earley TC Parish Clerk - Sonning PC Jane O'Rourke Tony Holland	No comment Commended for document layout and clarity. Acknowledged and commended the document Commended the group's work on an excellent document. Excellent finished document	Acknowledged with thanks.	None
Tony Burden - Woodley Horticultural Society	Aims are generally good. <ul style="list-style-type: none"> Given the increase in the number of 'Over 50s', would welcome more emphasis on leisure facilities rather than on a sporting agenda. Provision for car parking should be a priority in any future development. Would welcome a central 'focal' point/facility to suit all ages. Would welcome a 20 mph speed limit in Woodley. 	Acknowledged Will arrange for relevant points to be taken further within the work on the Action Plan/Town Plan.	None
Peter & Yvonne Glass	Support general aspirations. <ul style="list-style-type: none"> Would welcome a 20 mph speed limit in Woodley. Would welcome better control of back land development and better control of on-street parking during construction works. Would encourage better cycling routes to both Winnersh Triangle and Twyford Stations. 	Acknowledged. Will arrange for relevant points to be taken further within the work on the Action Plan/Town Plan	None
Highways Agency	<ul style="list-style-type: none"> No major comments but supports initiatives which would encourage sustainable travel. Encouraged to see that document is intended as SPD for use by WBC 	Noted and welcomed.	None
D2 Planning on behalf of London & Cambridge Estates	As a major landowner in the area, welcomes the opportunity of being involved in the consultation exercise and wishes to play an active part in the future.	Noted and welcomed.	Keep informed
Indigo - on behalf of Sandford Farm Properties Ltd	<ul style="list-style-type: none"> Questioned whether the document can be adopted as a formal SPD. Incorrect reference to PPG19 (should be PPG17) Suggest inclusion of reference to Sandford Farm site being allocated for housing in Local Plan. Protection of gaps is not an issue that should be located in a local design guide; it is clearly contrary to current policy at local and regional levels. Housing objectives should be amended to reflect the potential for development to be of high quality design and respect the character of Woodley. 	<p>Confirm it will become part of an all-embracing WBC SPD.</p> <p>Thanked for pointing this out.</p> <p>No comprehensive list of potential housing developments is included in the Design Statement.</p> <p>Consultation with local residents has highlighted a clear desire to have "Green Gaps" and therefore this has been included in the document.</p> <p>High quality design is taken as a given</p>	<p>Amended</p> <p>None</p> <p>None</p> <p>None</p>

Woodley Town Council's Cycling Strategy

Report prepared by Cllr J Taylor – November 2023

Background

At the last Planning & Community meeting held on 17 October we adopted the following strategy statement. "Woodley Town Council's strategy is to increase the number of cycling journeys in Woodley both to support our commitment to climate change and to promote health and well-being in the town.

We will do this by a programme of communication, collaboration and education with the local community aimed at improving conditions for cyclists, facilitating access to cycles and encouraging more people to get on bikes.

We will provide a forum for experienced, new and would-be cyclists to have their say on what's needed to improve cycling in Woodley"

Our agreed next step was to "consider the actions which need to be undertaken to achieve the Strategy for Cycling at the next Planning & Community Committee meeting, and to consider setting up a sub committee tasked with undertaking those actions "

Concerns were raised that Wokingham Borough's 'Local Cycling and Walking Infrastructure Plan' was still pending. Note that the LCWIP (approved in March 2023) has been published and, as expected, does not appear to contain anything at odds with WTC's cycling strategy.

<https://www.myjourneywokingham.com/cycling/local-cycling-and-walking-infrastructure-plan-lcwip/>.¹

See Appendix E for details of **infrastructure improvement plans** affecting Woodley.

See Appendix G2 for WBC's **cycling network** plan.

Cycling in Woodley

Here is a list of issues raised previously (Minutes of the Cycling in Woodley Sub-Committee and LCWIP refer).

Topic	Issue	Possible Action
Cyclists Forum	Identify purpose Identify stakeholders – schools, employers, cycling groups, WATCH Wokingham,	
Better Cycling Routes	Routes to train stations – Twyford, Earley, Winnersh Triangle and Reading	See LCWIP
	Routes to Waingels and Bulmershe secondary schools	See LCWIP
	Routes from Loddon Park estate	See LCWIP
	LCWIP Consultation Did WBC take on board WTC proposals (July 2020) to: <ul style="list-style-type: none"> Add walking route south of Lands End lake to cycling route. Improve route along greenway betw Whistley Mill Lane, along R Loddon down to Sandford Lane junction and add to cycling route 	See LCWIP <i>Scope to use other green spaces?</i>
	Latest on Woodley to Reading Active Travel Route (for which WBC secured £3.5 million through the ATF2 and 3 tranches)?	
	Set up collaboration with neighbouring councils – Earley, Charvil, Twyford and Reading and Wokingham Boroughs	
Safety	Lack of protected cycling infrastructure	See LCWIP – <i>proposed cycle network</i>
	Speeding traffic	<i>Community Speedwatch</i> <i>Review speed limits</i>
	Safe junctions and crossing points needed	
	Conflict with pedestrians – shared paths (e.g. Woodlands Ave); respecting pedestrianised	<i>How is this managed elsewhere?</i>

	town centre	
	Cycle maintenance	<i>See My Journey site and Dr Bike</i>
	Cycle training – adults and children	<i>Publicise – e.g. Balance Bike Club, school based schemes</i>
	Timely reporting / fixing of potholes, obstructions on routes, overhanging trees etc.	
	Safe underpasses with adequate lighting	
	Lights and reflective clothing	
	Requirements of disabled cyclists	
Crime	How to secure /lock your bike	
	How to report loss /theft	
	Using the national Bike Register – a tamper resistant QR Code label is attached to bike to give it a unique Bike Register ID. Cost of Security Marking kit = £12.99	<i>Note – TVP community Fund granted Reading Cycle Campaign funding for 400 'Membership Plus' kits</i>
Encouraging Cycling	Bike hiring scheme	
	Promote e-bikes	
	Events	<i>e.g. 'Walk on Wednesday'</i>
	Better cycle route maps	<i>March 2020 – asked WBC for access to better maps at useful scale 'Explore Woodley' route</i>
	Bike racks and lockers	<i>See audit by former Cllr Heap? 4 racks at Loddon Vale centre Note that secure lockers (pre-book £1 per day) at Denmark St and Carnival Hub in W'ham)</i>
	Provision of shower facilities in work places	

ENFORCEMENT NOTIFICATIONS - 14 NOVEMBER 2023

44 Coppice Road, Woodley, Wokingham, RG5 3RA

Refused Application 231846

East Warren, Warren Road, Woodley, Wokingham, RG5 3AR

Work currently being undertaken at East Warren

4 Coppice Road, Woodley, Wokingham, RG5 3QX

Use of dwellings as an HMO

4 Coppice Road, Woodley, Wokingham, RG5 3QX

Unauthorised development (front porch)

95 Haddon Drive, Woodley, Wokingham, RG5 4LY

Hoarding erected

ENFORCEMENT CLOSURES - 14 NOVEMBER 2023

65 Norton Road, Woodley, Wokingham, RG5 4AJ

Rear dormer - not in accordance with PP or PD

No Breach

Woodley Tennis Club, Silver Fox Crescent, Woodley, Reading, RG5 3JA

Party wall issue

Not a planning matter