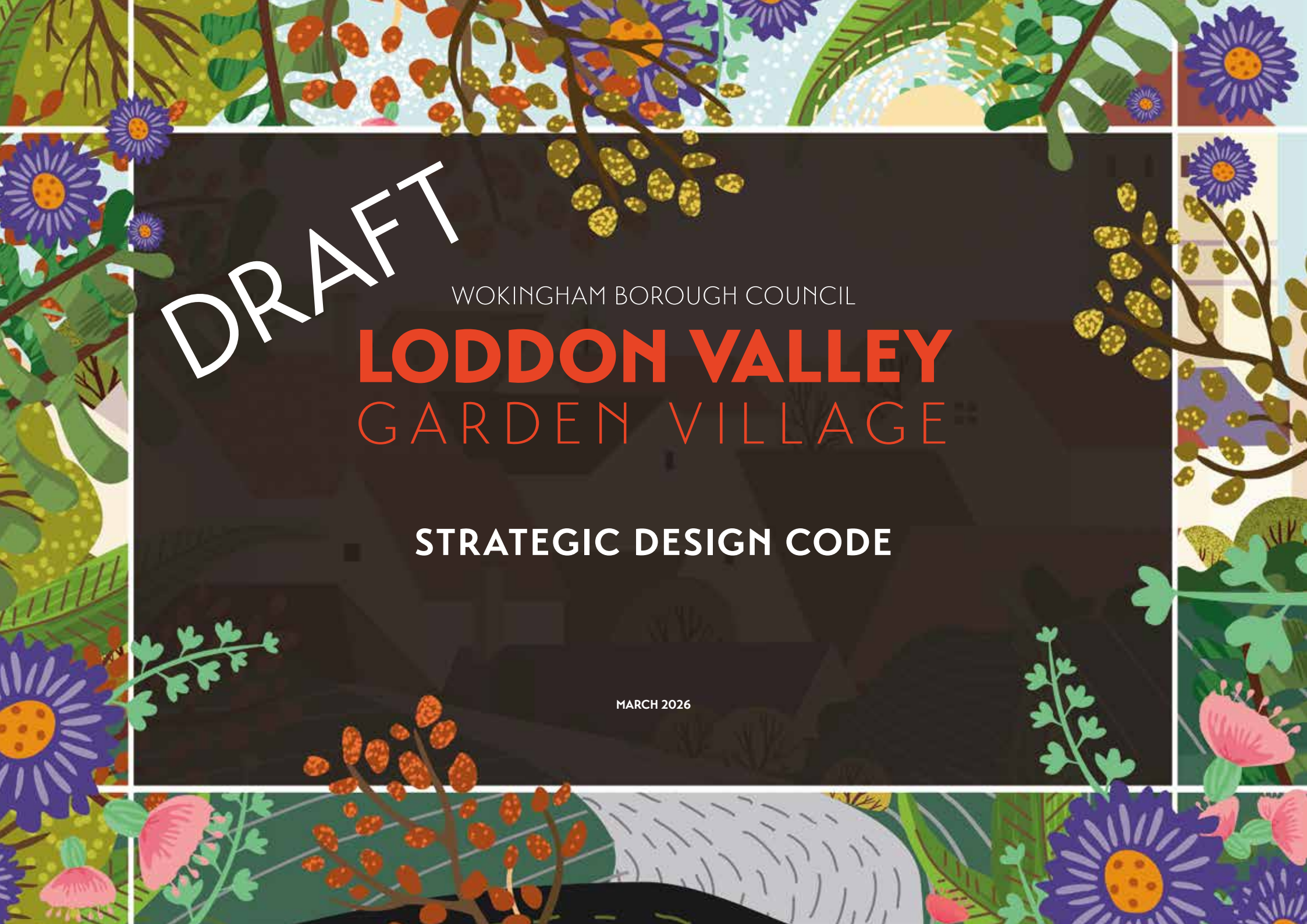




DRAFT

WOKINGHAM BOROUGH COUNCIL

LODDON VALLEY GARDEN VILLAGE

STRATEGIC DESIGN CODE

MARCH 2026

Prepared on behalf of



Prepared by



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1.0 Introduction

Loddon Valley Garden Village

As the largest strategic site allocation in the Wokingham Local Plan Update, Loddon Valley is envisaged as a beautifully and imaginatively designed inclusive Garden Village of 3,930 homes (40% of which will be affordable), with new employment spaces, and social, green, blue, and grey (transport and utilities) infrastructure to support the growth of a planned community. The Local Plan policy SS13 establishes an expectation of high quality to help achieve this, clause 5b states that the Loddon Valley Garden Village requires “a strategic design code which draws on a detailed understanding of the area’s characteristics, opportunities and constraints”.

The wider Loddon Valley consists of two principal areas, Thames Valley Science and Innovation Park, and a new residential led development. These areas are separated by the river valley where a new SANG and Country Park will be delivered. The Strategic Design Code will apply to the garden village part of the site, including the new Loddon Valley Country Park, however connectivity with the science park and the wider urban area are also key requirements.

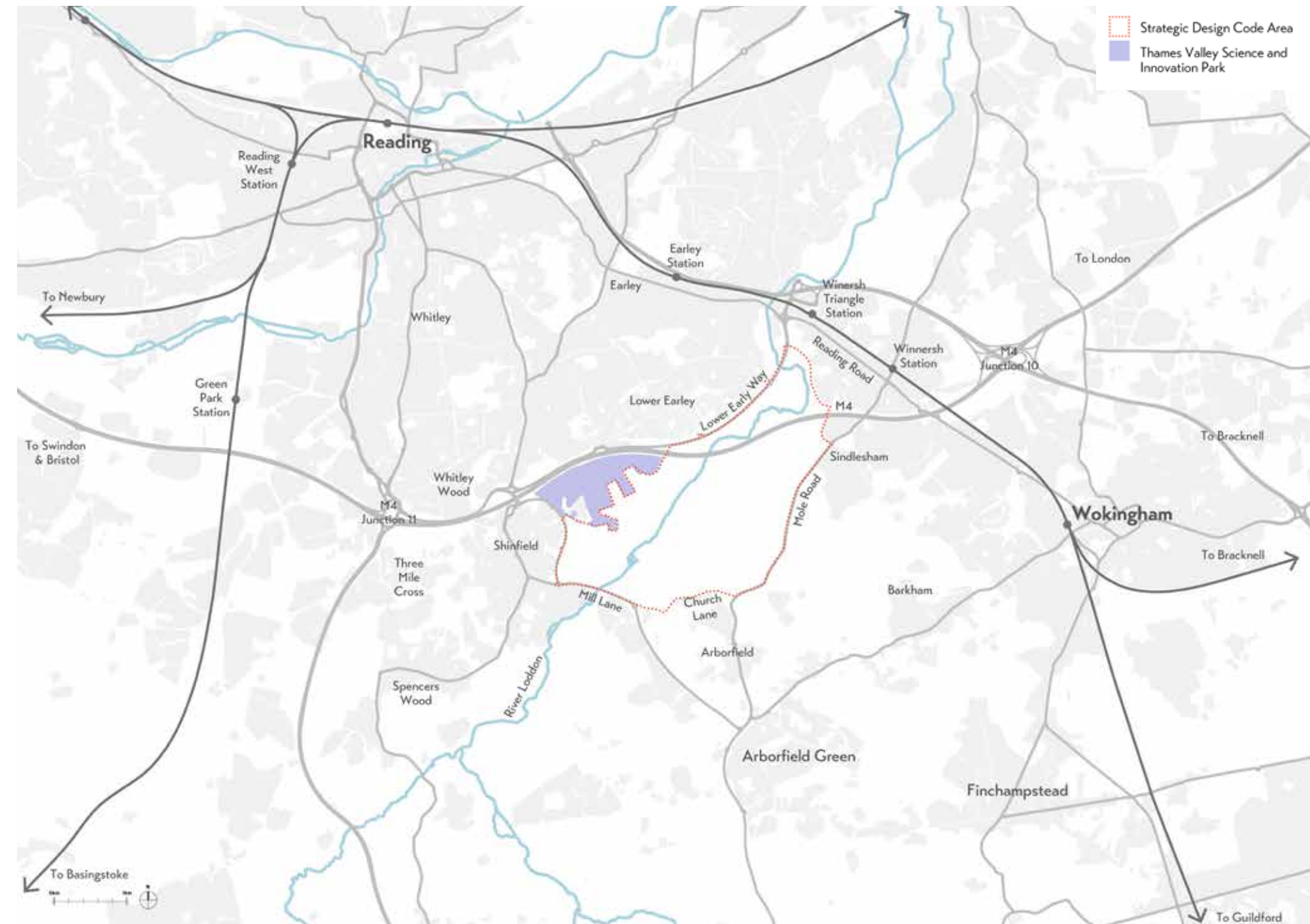


Figure 1: Site Location Plan

Why a strategic design code is necessary

Design codes are widely recognised as valuable tools for guiding and shaping the form, quality and functionality of new developments. This is acknowledged in national and local planning policy, which establishes an expectation that design codes should be produced to improve the quality of new places. It is common practice for large development sites such as Loddon Valley to go through several rounds of coding, with increasing levels of detail during their planning and design phases.

In the case of Loddon Valley, the site has multiple landowners who will bring forward their own planning applications and progress development delivery at different rates. As the allocation is for a new free standing settlement, it will be essential that it reads as a single, cohesive place. Local Plan policy SS13 requires the site to “come forward in a strategic, coordinated and comprehensive manner”. A strategic design code is seen as essential to ensure a consistent design approach to key components of the development to achieve an integrated place.

A Vision for the right kind of growth

The impetus for a strategic design code is embedded in Paragraph 3.14 of the Wokingham Local Plan Update which establishes that *“the borough’s towns and villages will be rewarding places to live, learn, work or visit. The places that are built will respect and add to the heritage of the area and local character, whilst allowing for innovation, creating a welcoming environment which everyone finds enjoyable and safe. By promoting healthier lifestyles and reducing the dominance of private cars including traffic and congestion, a sustainable pattern of development will be supported which maximises opportunities for active travel such as walking, cycling and wheeling, and public transport”* and paragraph 3.19 *“The sense of place comes from the vibrancy and diversity of towns and villages, and how they are interspersed with countryside, woodland and waterways. Planned developments must take that sense of place as the starting point, providing bespoke quality responses for each place to achieve sustainable, quality designed development and public realm”*.

The Borough Council expects development which embodies garden village principles and is exemplary, meaning it is cohesive, safe, sustainable, equitable, beautiful, locally distinctive and offers a healthy and uplifting place to live.

National Planning Policy Framework (December 2024)

Paragraph 133 of the National Planning Policy Framework (NPPF) states that *“to provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety.”*

NPPF Paragraph 134 indicates that *“design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code”*.

In response, the Borough Council has determined that a design code for Loddon Valley Garden Village provides an appropriate means of setting out its design expectations.

National Model Design Code (June 2021)

The National Model Design Code provides guidance to support the preparation of local design codes at different scales, including in relation to development sites. Guidance on the coding process indicates three stages:

- Analysis: agreeing the geographical area and bringing together the analysis to underpin the code.
- Vision: deciding on a vision for the area, mapping out what is important, and agreeing a masterplan with landowners and developers.
- Code: developing guidance for the site, including for ‘area types’ and agreeing a set of policies that will apply across the site.

In the case of Loddon Valley, this three stage process has included engagement from the landowners and developers, community representatives and local residents. A summary of the findings from the community engagement process is included in Appendix B.

Local Plan Policy SS13

Early exploratory masterplanning of the site was undertaken to shape and inform Local Plan policy SS13, out of which emerged a Loddon Valley Garden Village concept plan and a series of principles related to place shaping, delivery, landscape and green and blue infrastructure, drainage and flood alleviation, biodiversity, housing, employment, sustainable design and construction, transport and stewardship.

The Local Plan at SS13 (5) also requires a single agreed vision and masterplan for the whole garden village that demonstrates how the principles enshrined in the policy and supporting guidance to the Local Plan can come together to support strategic, coordinated and comprehensive development. Development Guidelines in support of the allocation in Policy SS13 are set out in Appendix C of the Local Plan.

This Strategic Design Code is a first step towards achieving coordinated development. A site wide Spatial Vision and Masterplan are presented in Part 2 of this code. The principles set out in policy SS13 are developed in this Strategic Design Code and are expressed as a condensed set of Design Principles and site-specific Performance Criteria in Part 3.

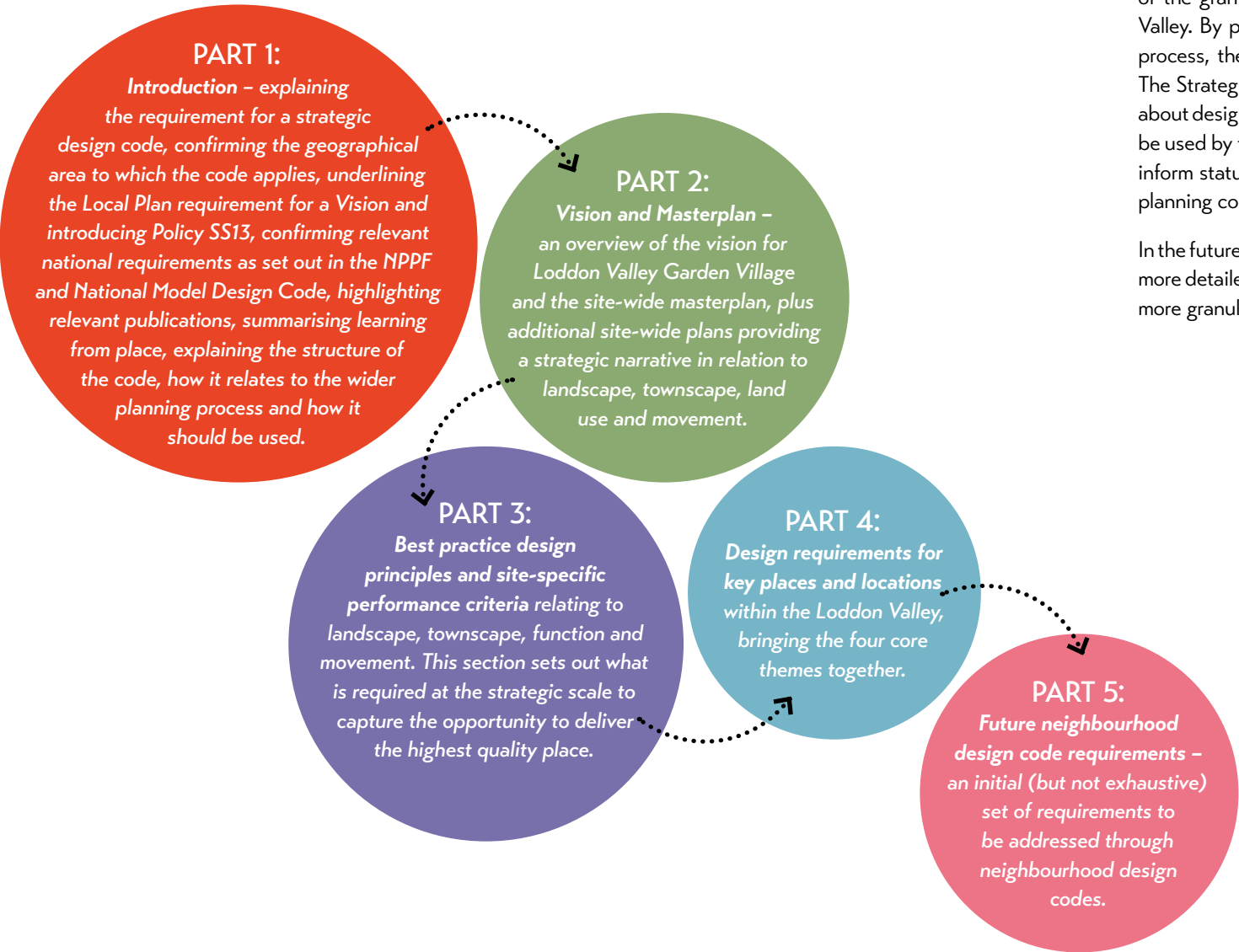
The full policy wording for SS13 and the supporting development guidelines can be found in Appendix A.

What is a ‘strategic’ design code

This is the first of several codes that will be required for Loddon Valley. It sets out the design requirements for matters that are relevant at the site-wide level to help achieve integration and establish the overarching character and quality of the development. These have been arranged under four headings: Landscape, Townscape, Functionality and Movement.

The Structure of the Strategic Design Code

The Strategic Design Code includes the following sections:



How the Strategic Design Code relates to the wider planning process

The Strategic Design Code has been prepared in advance of the grant of any outline planning permissions for Loddon Valley. By providing a code at the early stage of the planning process, the Council is making its design expectations clear. The Strategic Design Code can be used to inform discussions about design and quality during the determination period. It can be used by the local community and elected representatives to inform statutory consultation feedback. It can also inform any planning conditions attached to outline permissions.

In the future (following the grant of outline planning permission) more detailed neighbourhood codes will be required to address more granular matters.

Using the Strategic Design Code

This code is intended for use by everyone involved in the planning, design and delivery of Loddon Valley including landowners, applicants and their teams, council officers, elected representatives, members of the local community and consultees to the planning process. In time, it should be read alongside neighbourhood design codes so that the detailed design of the strategic components of place is progressed in tandem with the detailed design of the individual neighbourhoods.

The code should be used at the pre-application stage for any further outline planning applications and as detailed/Reserved Matters designs are evolving, and the code's influence on the design should be explained through the submission of a Design Code Compliance Statement submitted with each application. In line with the National Model Design Code, the design requirements of the code are to be taken as mandatory unless otherwise stated.

The Strategic Design Code should not be read in isolation but should be appreciated in the context of important technical considerations including in relation to transport, highways, landscape, drainage and ecology. Tensions between technical matters and placemaking may arise in some instances; these should be resolved with reference to Policy SS13, the wider Local Plan and its evidence base, and the Strategic Design Code. The onus will be on applicants to demonstrate to the Council and the community that every effort has been made to deliver the Strategic Design Code, and to adhere to the Design Principles and Performance Criteria set out in Part 3.

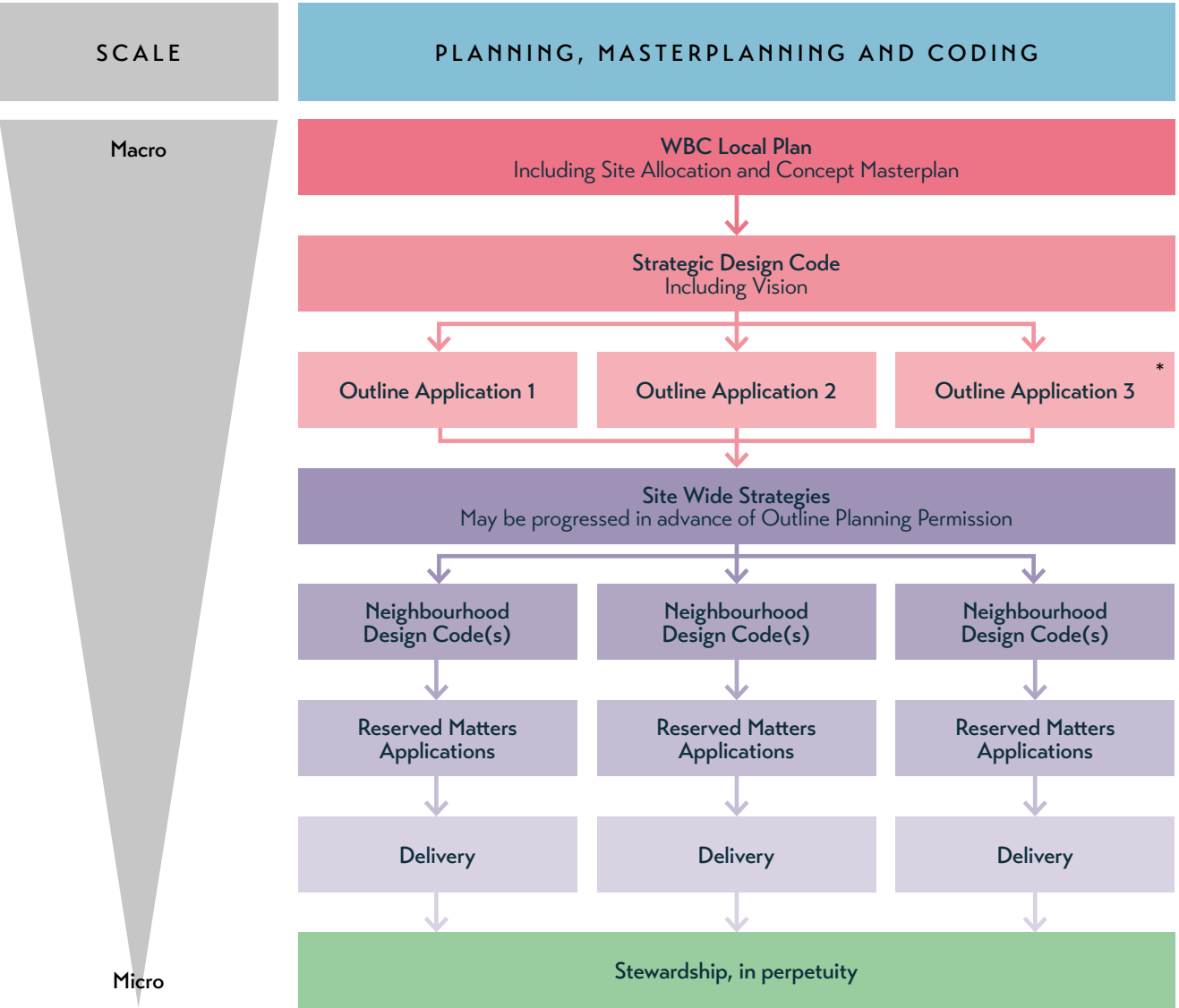


Figure 2: Coding within the planning process

* Due to the scale of the site, it is likely that there will be further outline / hybrid planning applications

2.0 Spatial Vision & Masterplan

Towards A Spatial Vision For Loddon Valley Garden Village

The Council's ambition for Loddon Valley is informed by guidance and evidence from several sources including:

- Town and Country Planning Association (TCPA) Garden City Principles.
- Marmot Principles.

Complementary publications also offer helpful principles for guiding the design of Loddon Valley, in particular:

- Natural England's *Green Infrastructure Principles*.
- Sport England's *Active Design*.
- Make Space for Girls Principles.
- NHS guide *Putting People into Place*.
- National Grid *Sense of Place*.

A brief summary of each of these is set out below for ease of reference. Masterplans, neighbourhood design codes and subsequent proposals will demonstrate to the Borough Council how these principles will be embedded and evident in the development.

Additionally, community engagement has informed the Strategic Design Code. Principally undertaken through a series of Community Walking Tours aimed at gathering insights into lived experiences of different places in and around Wokingham, knowledge and observations were gathered and used to inform design principles. A summary of this process and the findings is provided in this section, while a full account of the engagement is included at Appendix B.

TCPA GARDEN CITY PRINCIPLES

Loddon Valley will be a Garden Village for the 21st Century, embracing and applying traditional Garden City principles with measures to address current day concerns, most notably health and wellbeing, environmental sustainability and biodiversity.

The TCPA sets out the principles, illustrated below, that should be evident in a new garden village, noting that they create an indivisible and interlocking framework for the delivery of garden villages:

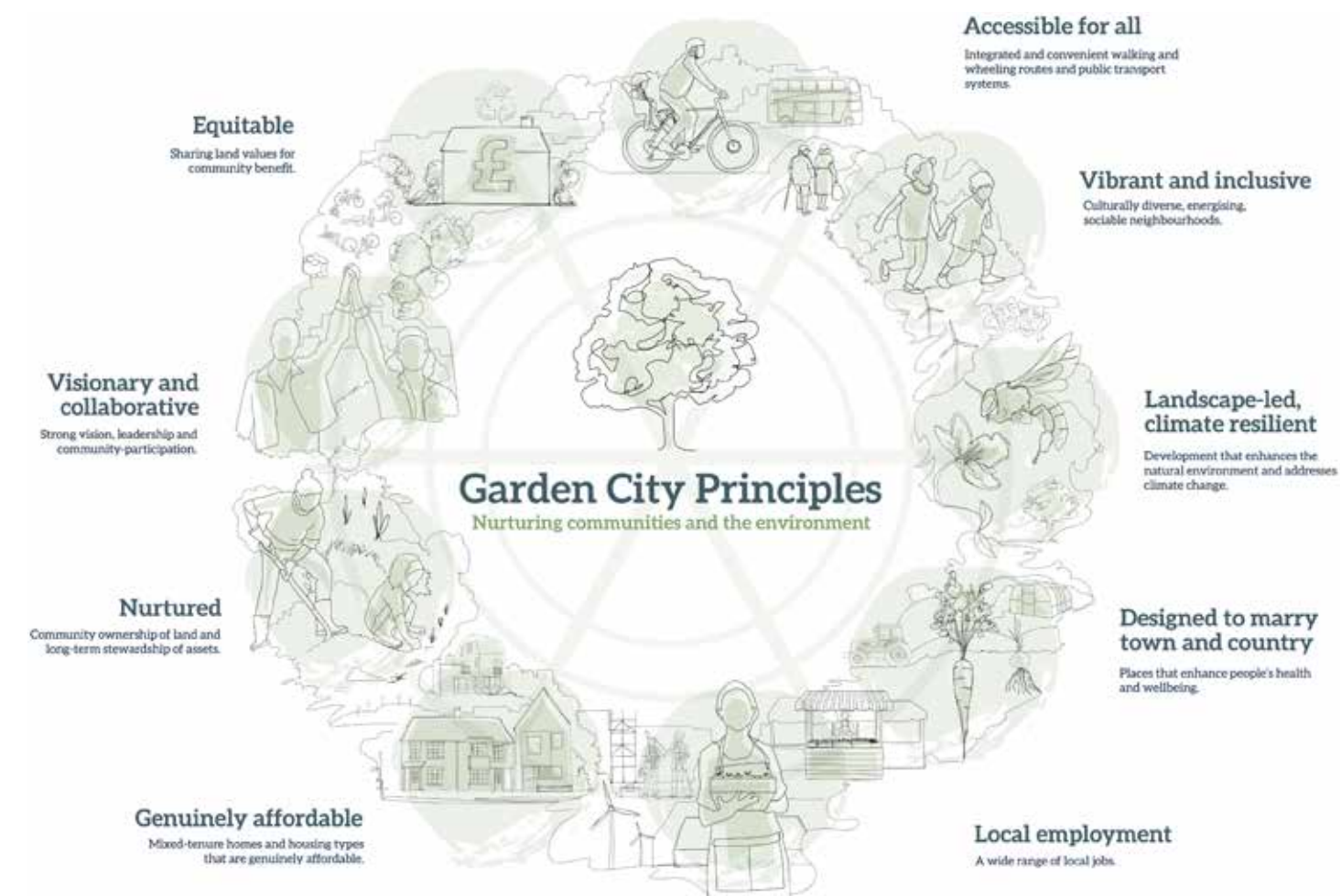


Figure 3: TCPA Garden Village Principles (© TCPA)

MARMOT PRINCIPLES

In addition, the Council's Local Plan is shaped by Marmot Principles. Derived from the Marmot Review (2010), these principles emphasise that health inequalities are largely shaped by social detriments, i.e. the conditions into which people are

born, grow, live, work and age. The principles aim to create a fairer society by addressing these detriments and improving health outcomes for all. The eight principles are as follows:

PRINCIPLE 1
Give every child the best start in life: focus on reducing inequalities in early development and building resilience in young children.

PRINCIPLE 2
Enable all children, young people, and adults to maximise their capabilities and have control over their lives: improve access to quality education and lifelong learning opportunities.

PRINCIPLE 3
Create fair employment and good work for all: ensure that everyone has access to decent work and fair employment conditions.

PRINCIPLE 4
Ensure a healthy standard of living for all: address income inequalities and provide support for those in need to achieve a healthy lifestyle.

PRINCIPLE 5
Create and develop healthy and sustainable places and communities: foster environments that promote health and wellbeing, including access to green spaces and safe neighbourhoods.

PRINCIPLE 6
Strengthen the role and impact of ill health prevention: focus on preventative measures to reduce incidence of diseases and promote healthier lifestyles.

PRINCIPLE 7
Tackle racism, discrimination, and their outcomes: address systematic inequalities and promote inclusivity in health policies and practices.

PRINCIPLE 8
Pursue environmental sustainability and health equity together: recognise the interconnection between environmental health and social equity, promoting sustainable practices that benefit both.

The inclusion of the Marmot Principles in the Local Plan acknowledges the role that the built and natural environments can play in addressing inequalities and improving life chances. The original garden city idea was part of a wider movement in the 19th Century to address social inequality in Britain. Access to decent homes, greenspace, jobs and local services in neighbourhoods that are safe, well maintained and uplifting is understood to help underpin stability in the lives of residents, ensuring they are socially connected, fare better in life, and enjoy better health.

To achieve an equitable community at Loddon Valley it is necessary to design and deliver a place where everyone can access services and facilities with the same level of ease. The best way to achieve this is to plan a walkable place where car use is not necessary, so that those who are too young, too elderly, or do not own a car are not disadvantaged. In turn, this creates more sociable streets, increasing the chances of social interaction and neighbourliness. Development is more sustainable, and health in general improves as a consequence of increased walking and cycling. It is appropriate therefore that the Strategic Design Code considers the future development from the perspective of the Marmot Principles.

Inherent in this approach is for development support greater independence, connection and inclusion for people of all ages and abilities. Therefore, in this context development should also refer to the Council's Adult Social Care Future Charter which is published on the Council's web site.

ACTIVE DESIGN

Sport England's Active Design sets out how the design of our environments can help people to lead more physically active and healthy lives. It's about helping to create 'active environments' by embedding ten key principles.

Active environments are the spaces and places for people to be active. They are not just focused on delivering opportunities for sport and formal exercise. They seek to encourage all physical activity—such as active travel, children's play, outdoor leisure and anything else that maximises opportunities for people to be active, as well as sport and exercise. By providing opportunities for physical activity, active environments can help improve the physical and mental health of adults and children. These principles complement and reinforce the wider vision for Loddon Valley Garden Village and will support the delivery of the Marmot Principles.

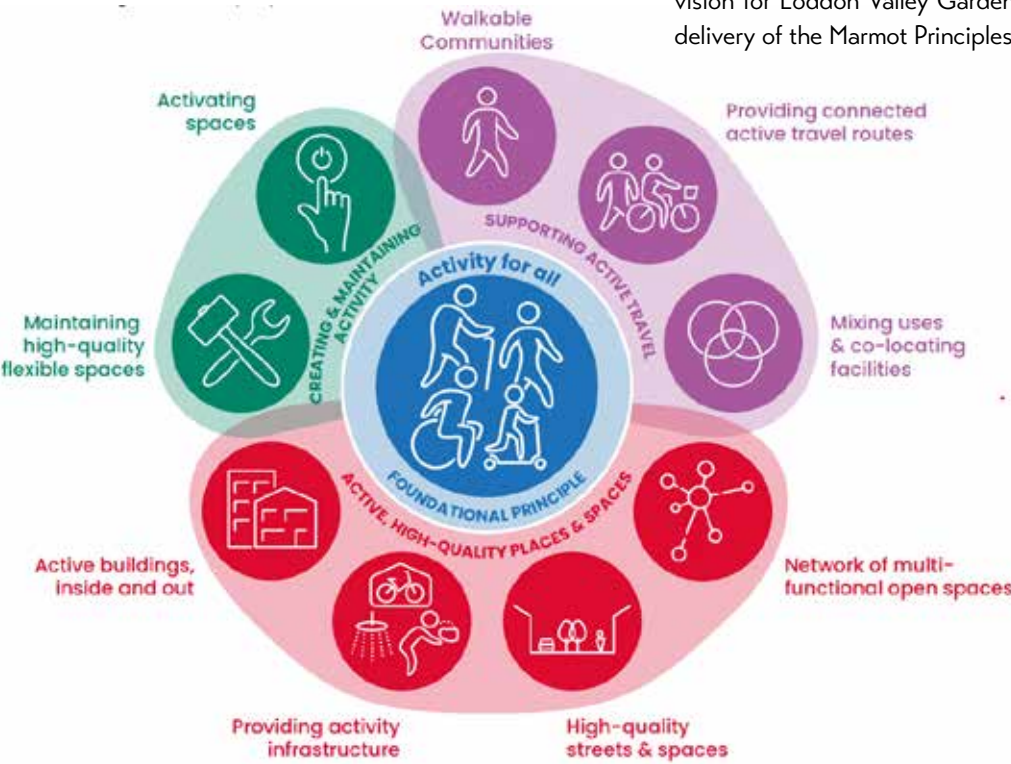


Figure 4: Active Design

NHS HEALTHY NEW TOWNS: PUTTING PEOPLE INTO PLACE

The NHS is a key stakeholder in the building of new communities as providers of healthcare to the community. They also have a role in promoting better health to reduce the risk of serious disease and the need for medical treatment. Putting People into Place recognises the role that the built and natural environments play in maintaining good health. The guidance promotes compact neighbourhoods, maximising Active Travel, delivering healthy homes and enabling healthy play and leisure. These principles align with the Marmot Principles.

NATIONAL GRID: A SENSE OF PLACE

Guidance has been prepared by National Grid to address issues associated with developing sites crossed by, or in the vicinity of pylons and overhead lines. As Loddon Valley includes both these features, their presence has the potential to undermine the visual amenity of new homes and greenspaces. National Grid guidance contains clear principles for overcoming this.

Learning from Place: Insights Gathered Through Community Walking Tours

A substantial proportion of the ideas, concepts, and recommendations embedded within the Strategic Design Code have been shaped directly through a programme of walking tours undertaken with local people. These tours – 19 in total, including 15 in person routes across Wokingham, Shinfield, Arborfield and Sindlesham, and 4 digital evening sessions – formed a key part of the analytical stage of the coding process.

They enabled the project team to observe, alongside residents, members and officers, how nearby neighbourhoods function in practice: where they succeed, where they struggle, and what lessons they can offer for the future Loddon Valley Garden Village.

These walking tours were intentionally designed as collaborative investigations rather than formal consultations. Participants were invited to explore places at human scale, noticing, for example how streets flow and function, how buildings frame landscape views, how drainage performs after rainfall, how safe a route feels at dusk, or how well a local centre supports daily life. The tours revealed the subtleties of lived experience, details that cannot be captured through plans alone.

Residents spoke candidly about the realities of navigating narrow pavements with small children, the frustration of landscape planting that fails to fully mature, the anxiety caused by poorly lit footways, or the challenges pedestrians face from poorly parked cars. These grounded insights informed the content and priorities of this design code, and the requirements for future neighbourhood design codes.

UNDERSTANDING SUCCESSES AND FAILURES IN EXISTING PLACES

The chosen locations offered a deliberate spectrum of built forms: historic centres, mid century estates, recent expansions, and new mixed use developments. This variety allowed participants to compare environments and articulate what felt distinctive, comfortable, or problematic.

In older neighbourhoods, residents consistently highlighted the enduring value of walkable blocks, mature trees, sociable streets, and the subtle layering of uses that support everyday life. These places (such as the heart of Wokingham) demonstrated how character emerges from proportion, enclosure, and landscape structure, all qualities the Strategic Design Code seeks to embed from the outset at Loddon Valley.

Conversely, more recent developments revealed recurring issues: narrow pavements (or no pavements at all) missing dropped kerbs, disconnected green spaces, and streets that feel dominated by vehicles. In Shinfield, for example, residents pointed to streets that are too narrow for emergency access, while in Lower Earley they described persistent congestion, rat running, and junctions that flood after heavy rain. These observations directly shaped the Performance Criteria relating to movement, climate resilience, and the creation of safe, inclusive streets.

WALKING AS A TOOL FOR REVEALING LIVED EXPERIENCE

Walking exposes the realities of place in a way that drawings cannot. Participants noted how certain routes that appear direct on a map feel uncomfortable or unsafe in practice, especially where lighting is dim or sightlines are poor. Women in particular raised concerns about narrow alleyways and isolated paths. These insights reinforced the need for wider, well lit, and overlooked connections.

The tours also highlighted the importance of micro climates and drainage. Locations such as the Showcase Cinema roundabout and Hatch Farm Way were repeatedly identified as areas that flood easily, prompting strong support for visible, landscape led SuDS features and natural flood corridors. These observations strengthened the Strategic Design Code's emphasis on climate resilience and the integration of wetlands, meadows, and natural drainage systems as everyday elements of place.



COMMUNITY KNOWLEDGE AS A DESIGN RESOURCE

Local people brought a depth of knowledge that enriched the design process. They spoke about long standing issues, such as traffic bottlenecks, missing GP capacity, school pressures, and the cumulative impact of incremental development.

They also shared aspirations: a wish for continuous wildlife corridors linking to both the River Loddon and the nearby Thames, wildflower planting instead of manicured lawns, swift bricks and bat boxes as standard, and green routes that feel both ecological and safe.

Groups such as the Earley Environmental Group offered insights into local habitats, species, and stewardship models, reinforcing the need for long term governance structures that involve the community. These contributions helped shape the code's approach to biodiversity, green infrastructure, and the integration of nature into neighbourhood life.



TRANSLATING OBSERVATIONS INTO DESIGN PRINCIPLES

The findings from all tours – the notes, maps, photographs, and online discussions – were synthesised into a set of recurring themes. These themes became the foundation for many of the Design Principles and Performance Criteria in Part 3, including:

- Early, coordinated delivery of infrastructure such as schools, GP surgeries, and public transport.
- Walkable, inclusive movement networks with generous pavements, dropped kerbs, and safe crossings.
- Landscape led development structured around wetlands, meadows, and continuous ecological corridors.
- Sociable, human scaled streets with active frontages and green verges.
- Adaptable, resilient homes designed for all ages and abilities.
- A high-quality public realm with natural materials, varied seating, and visible sustainability features.
- Pragmatic parking solutions that avoid car dominance while recognising local travel patterns.

EMBEDDING COMMUNITY DERIVED INSIGHTS INTO THE STRATEGIC DESIGN CODE

By grounding the Strategic Design Code in real observations and lived experience, the walking tours ensured that the recommendations are not abstract or theoretical. They respond to the practical realities of how people move, meet, rest, play, and navigate their environment. They reflect a community that is both pragmatic and ambitious, seeking a place that is beautiful and sustainable, but above all functional and fair.

In this way, the walking tours formed a bridge between policy, professional analysis, and community insight. They helped shape a Strategic Design Code that is technically robust, locally grounded, and deeply informed by the everyday experiences of the people who know this part of the world best.



UNDERSTANDING SENSE OF PLACE: A MULTI-SCALE FRAMEWORK FOR COMMUNITY INSIGHT

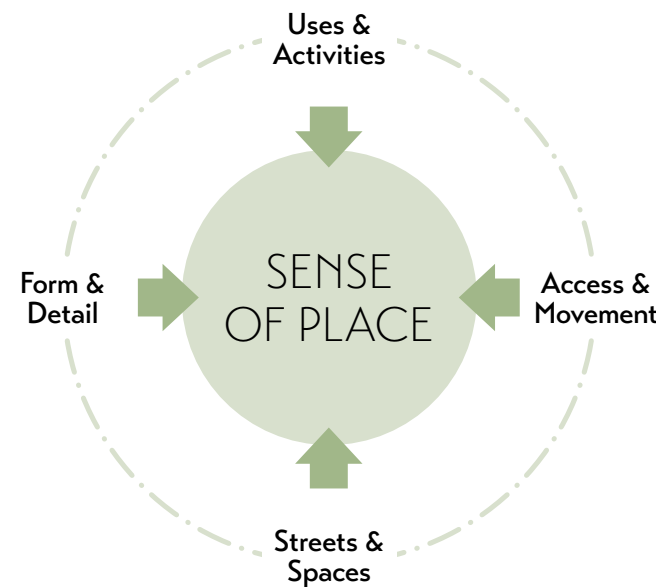


Figure 5: What contributes to a sense of Place?

Figure 5 was used throughout the walking tours and engagement sessions to help participants explore and articulate what makes a place feel successful, distinctive, or problematic. It illustrates four interdependent components: Uses & Activities, Access & Movement, Streets & Spaces, and Form & Detail. Together, these shape the elusive but essential quality known as “Sense of Place.”

This framework was not just a visual aid; it was a thinking tool. It helped residents, council officers, and design professionals work across different scales of the built environment; from strategic land use decisions to the fine grain of architectural detail. By anchoring discussions in these four categories, the engagement process was able to draw out grounded, nuanced feedback that directly informed the Strategic Design Code.

WORKING ACROSS SCALES: FROM STRATEGY TO DETAIL

Each of the four components corresponds loosely to a professional discipline and a spatial scale:

- Uses & Activities: town planning scale, concerned with functional use.
- Access & Movement: transport and infrastructure scale, concerned with movement.
- Streets & Spaces: public realm and green spaces scale, concerned with landscape.
- Form & Detail: built form, architecture and material scale, related to townscape.

Participants were invited to consider how these layers interact. For example, a well-located school (Uses & Activities) is only truly accessible if walking routes are safe and direct (Access & Movement), the surrounding streets are welcoming and sociable (Streets & Spaces), and the building itself feels inviting and well-designed (Form & Detail). When these elements are aligned, a strong sense of place emerges. When they are disconnected or poorly coordinated, places can feel fragmented, alienating or dysfunctional.

APPLYING THE FRAMEWORK TO REAL PLACES

During the walking tours, this framework helped unlock complex observations. Residents could pinpoint why certain streets felt sociable e.g. active frontages, green verges, and visible play spaces, or why others felt unsafe e.g. narrow pavements, poor lighting, or disconnected layouts.

The framework also helped participants reflect on ecological and infrastructural concerns. Wetland corridors and SuDS features were discussed, not only as landscape elements but as strategic infrastructure (Uses & Activities), movement routes (Access & Movement), and biodiversity assets (Form & Detail). This multi-layered thinking led to strong support for landscape-led development, visible sustainability, and nature-integrated design.

INFORMING THE DESIGN CODE

The insights gathered using this framework directly shaped the structure and content of the Strategic Design Code. Part 3 of the Code is organised around the same four themes: Landscape, Townscape, Function, and Movement. Each of these draws upon the community’s observations across multiple scales, for example:

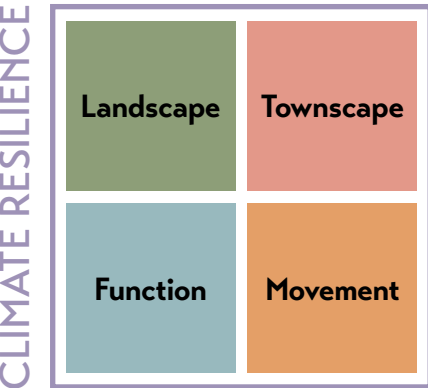
- Function incorporates feedback on infrastructure delivery, housing adaptability, and community facilities.
- Movement reflects concerns about walkability, safety, and inclusive access.
- Landscape responds to calls for connected green infrastructure, flood resilience, and ecological richness.
- Townscape embeds lessons about character, enclosure, and the relationship between built form and public space.

By using this diagram as a shared language, the engagement process was able to bridge professional expertise and lived experience. It helped residents articulate what they value, what they fear, and what they hoped for the future Loddon Valley Garden Village. It ensured that the Strategic Design Code is not just a technical document, but a reflection of collective insight, grounded in place, shaped by people, and designed for lasting impact.

The full Engagement Report is included at Appendix B.

Spatial Vision & Masterplan

The Strategic Design Code and the Spatial Vision are focused on four core themes:



Climate change resilience is a connecting thread through each of these areas. The diagram shown here summarises the objectives for each of these themes.

Ultimately, the Spatial Vision for Loddon Valley is to ensure the component parts of the development achieve an outstanding 21st Century garden village that people can be proud of.

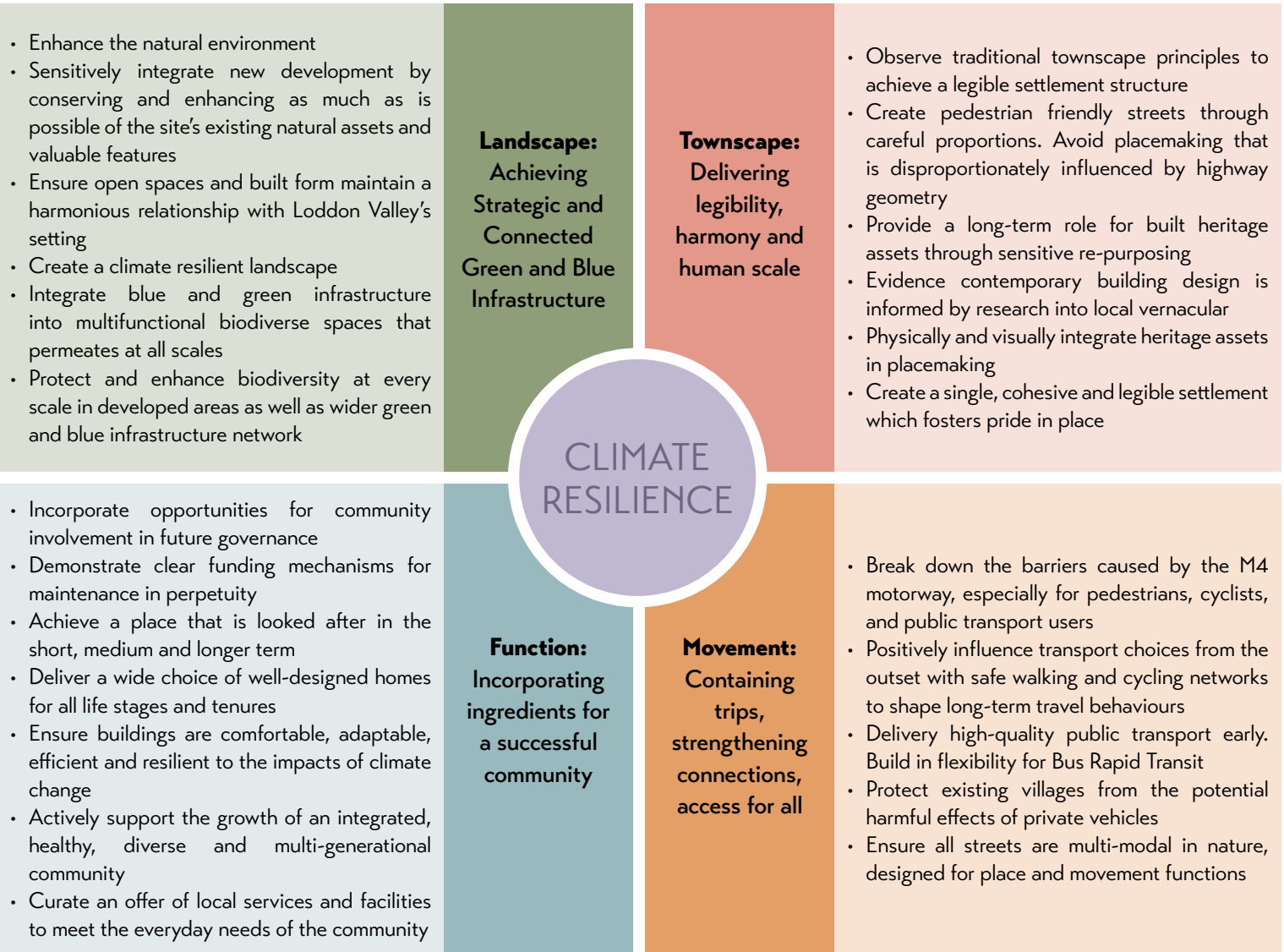


Figure 6: Vision Themes and Objectives



Respect to the existing Carters Hill and the mature landscaping around it.



Old St. Bartholomew's Church ruins to be sensitively integrated into the placemaking character.



Retaining existing village character of adjacent settlements using natural boundary treatments.

Existing Site Photos



Existing brick buildings with detailing around the doorway and chimney to be celebrated as a heritage asset.



Barkham Brook running through Carters Hill, where natural infrastructure is given priority.



Celebrate views to St. Bartholomew's Church as a key landmark and legible feature.



The River Loddon has a well established ecological embankment to be expanded within the site.



Chestnut Avenue formalised by a row of mature trees on the north side and opening of views to the south.



Sensitivity to existing long range views across the Loddon Valley setting when designing open space and built form.

LANDSCAPE

The Strategic Design Code places the concept of the traditional garden village at the fore of the design of Loddon Valley. The ideals and benefits stemming from the garden village movement, in particular the Arts and Crafts Movement of the 19th Century, focussed on the preservation of the natural environment while bringing forward improved housing in a way that complemented nature. This vision remains relevant and is arguably more so in the context of climate change and biodiversity loss.

Landscape and green infrastructure have a critical role in helping to address these challenges, but their existence also infers a responsibility on those designing and delivering development to acknowledge and respond positively to the landscape and achieve an equitable, uplifting and healthy place where people can thrive. This ambition lies at the heart of the Strategic Design Code and the spatial vision for Loddon Valley.

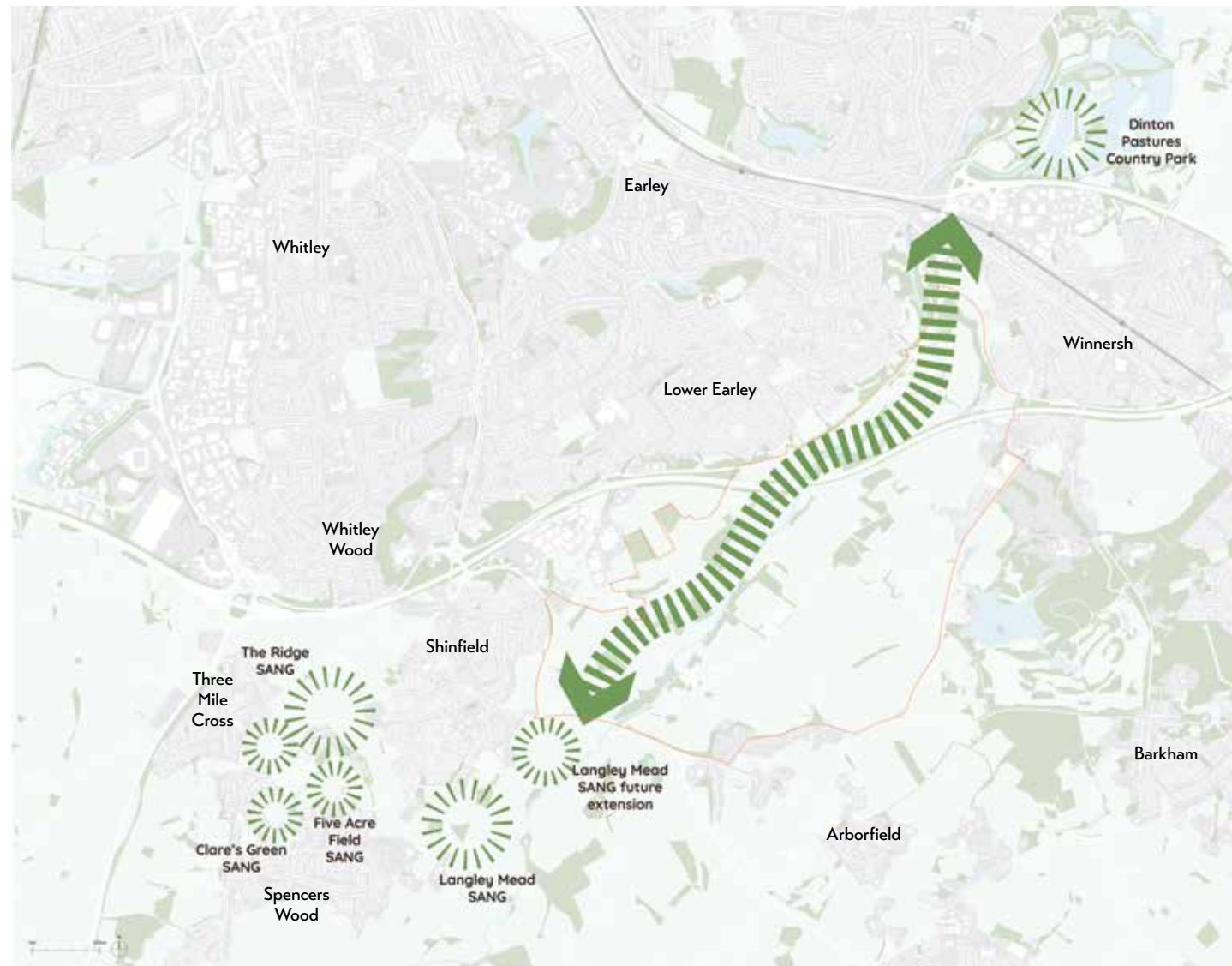


Figure 7: Green Network

Landscape Led Vision

The landscape vision is to embrace the unique qualities, characteristics and beauty of the Loddon Valley as the foundation for the future structure, quality and character of place. The site is not a blank canvas but a rich tapestry that will be reworked as a result of development. Planned development must be structured by conserving and enhancing as much as is possible of the site's existing natural assets and valuable features shown on the plan opposite. The development must work with the grain of the landscape at every scale, rather than overriding it. This applies to the big open landscape of the Loddon Valley down to the doorstep of every individual dwelling. Residential densities across the site will vary, and within areas of generally lower density there is scope to retain and enhance the landscape.

For the Loddon Valley Garden Village to achieve this landscape vision there is a need for an integrated and holistic approach to a landscape led scheme which embeds this at all levels, and this should also filter down to plot level. Key and notable features will include:

- The integration of existing lanes to reflect historic movement across the landscape, as well hedges and trees; lanes must help to connect places and people.
- Green infrastructure will be multi-functional for people and wildlife and must be considered beyond the site boundary to ensure connectivity to the wider area.
- Landscapes at the edges of the site and around Carter's Hill must remain unchanged for the large part to maintain the setting and characteristics of nearby settlements.
- Landscape and green infrastructure must benefit and offer something for all residents; the location and design of play should respond to the distinct needs of different ages, gender and abilities.



Figure 8: Existing circulation and heritage

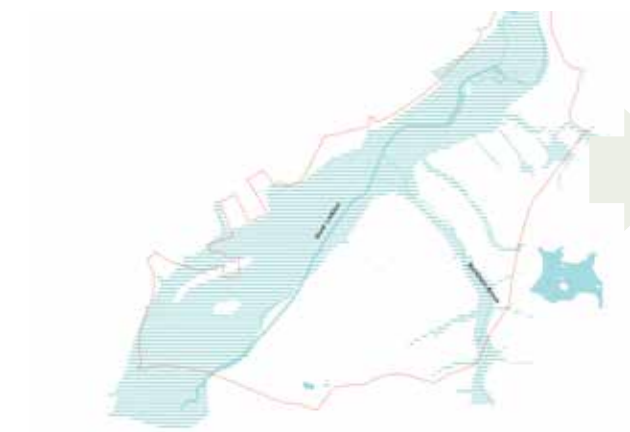


Figure 9: Existing water bodies and flood zone



Figure 10: Existing vegetation

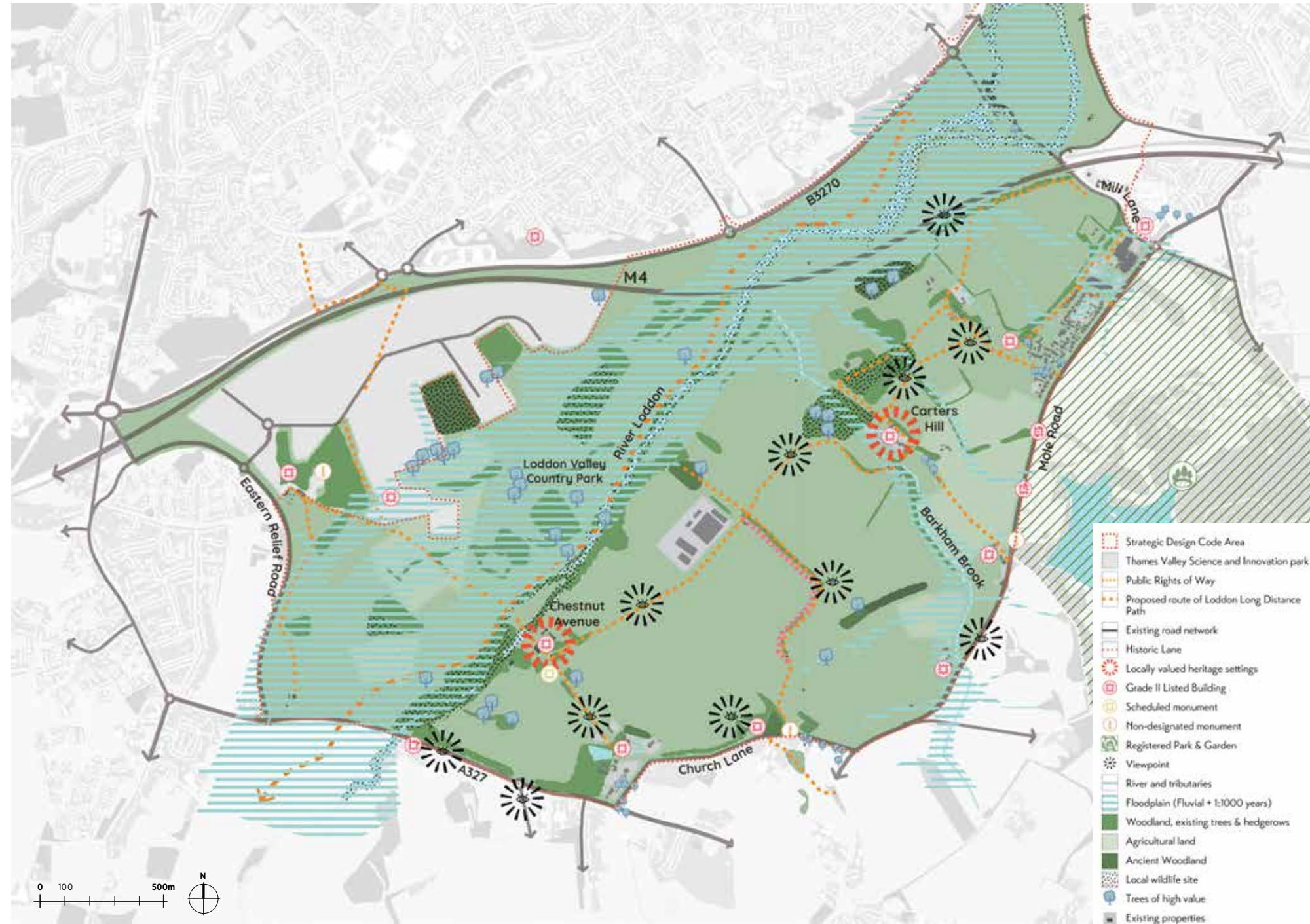


Figure 11: Existing landscape features

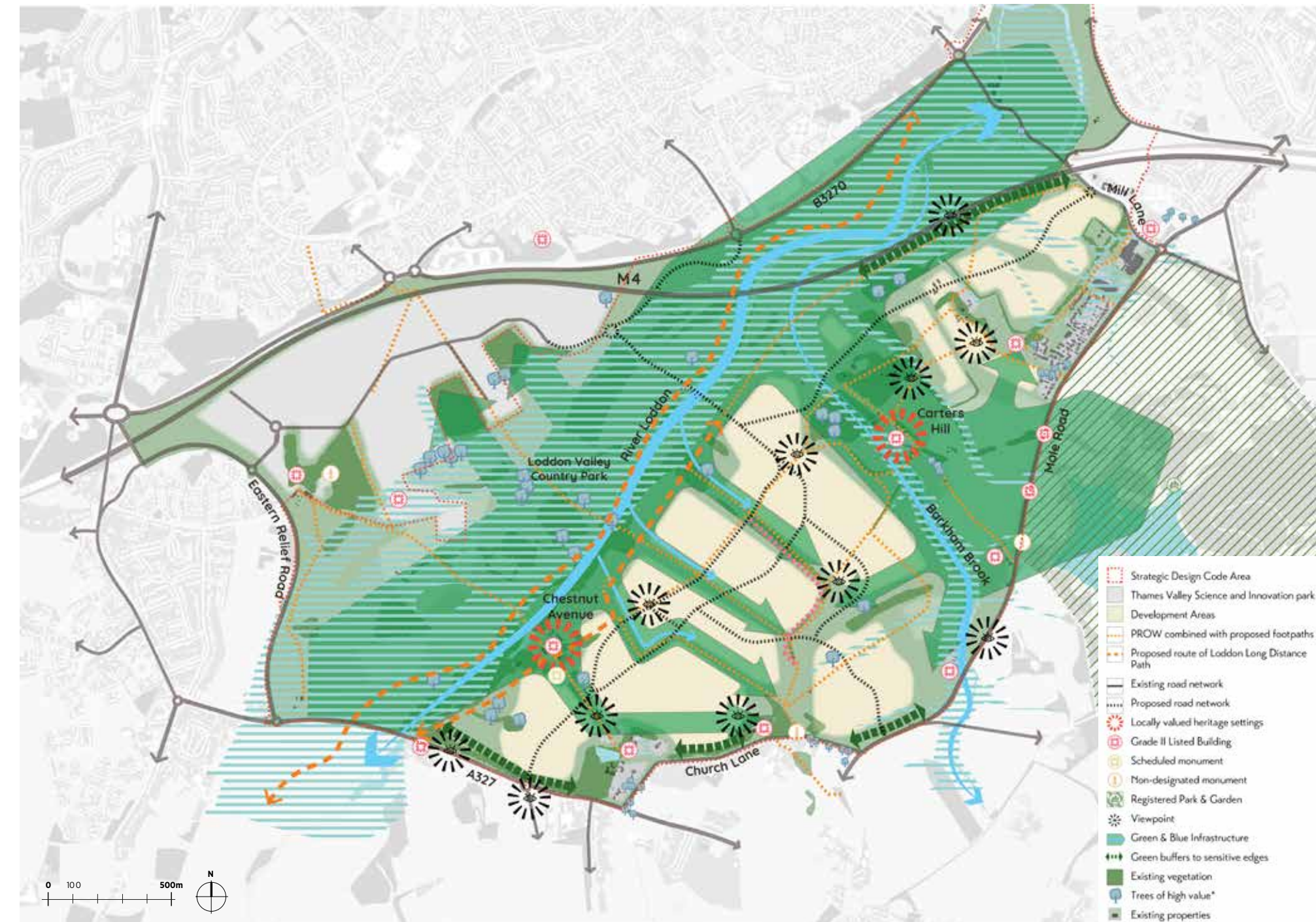


Figure 12: Landscape masterplan

TOWNSCAPE

The Strategic Design Code aims to ensure Loddon Valley emulates successful and well-loved urban environments which by their nature are easy to read and navigate and simultaneously embrace variety and richness through which identity and local distinctiveness is created.

The urban elements widely understood to be the basis for good urban design and successful townscapes are:

- **Districts, or neighbourhoods:** areas within a settlement, each with a distinct character or identity.
- **Greens and green corridors:** breaks or openings in the built form, or between neighbourhoods, which add structure and identity to settlements.
- **Paths:** routes and streets which connect the neighbourhoods.
- **Nodes or centres:** focal points, junctions or spaces which have significance in the lives of people.
- **Landmarks:** physical reference points which signal a special location and assist with wayfinding.
- **Gateways:** notable points of arrival, often at the edge of settlements.
- **Edges:** denoting the limits of settlements or neighbourhoods, sometimes acting as places of transition but also signalling the break between a settlement, surrounding landscape, and the start of the next settlement.

These are observed elements within traditional settlements that can be deployed to structure new places successfully. They have been frequently overlooked in modern development which is often characterised by the homogeneous and suburban character of 'anywhere'. The townscape vision aims to avoid that outcome at Loddon Valley.

Townscape Vision

The townscape vision for Loddon Valley is to achieve a new, standalone settlement which is characterised by:

- Distinct neighbourhoods with clear functions and the potential for cultural and social identities to emerge. Defined neighbourhoods must accommodate different types and sizes of homes and support a sense of social cohesion.
- Green corridors, providing space for recreation, nature and active travel.
- Great streets, where people feel comfortable and want to walk and cycle. These will bring life to Loddon Valley and connect people and places.
- Landmarks, generally important buildings within the community, such as schools, or noteworthy buildings that mark key locations by standing out.
- Legible gateways or points of arrival, which denote entry to Loddon Valley, either through a particular built form or landscape response.
- Well defined edges to the built development, to help define the extent and identity of Loddon Valley and its neighbourhoods.
- Nodes where people gather for community or commercial activities, generating energy and vibrancy.

Beyond the masterplanning stage, the design of buildings must be rooted in the locality. While a contemporary style is strongly encouraged (and conversely a pastiche approach will be strongly resisted) this must be informed by credible research into the Berkshire form and vernacular.

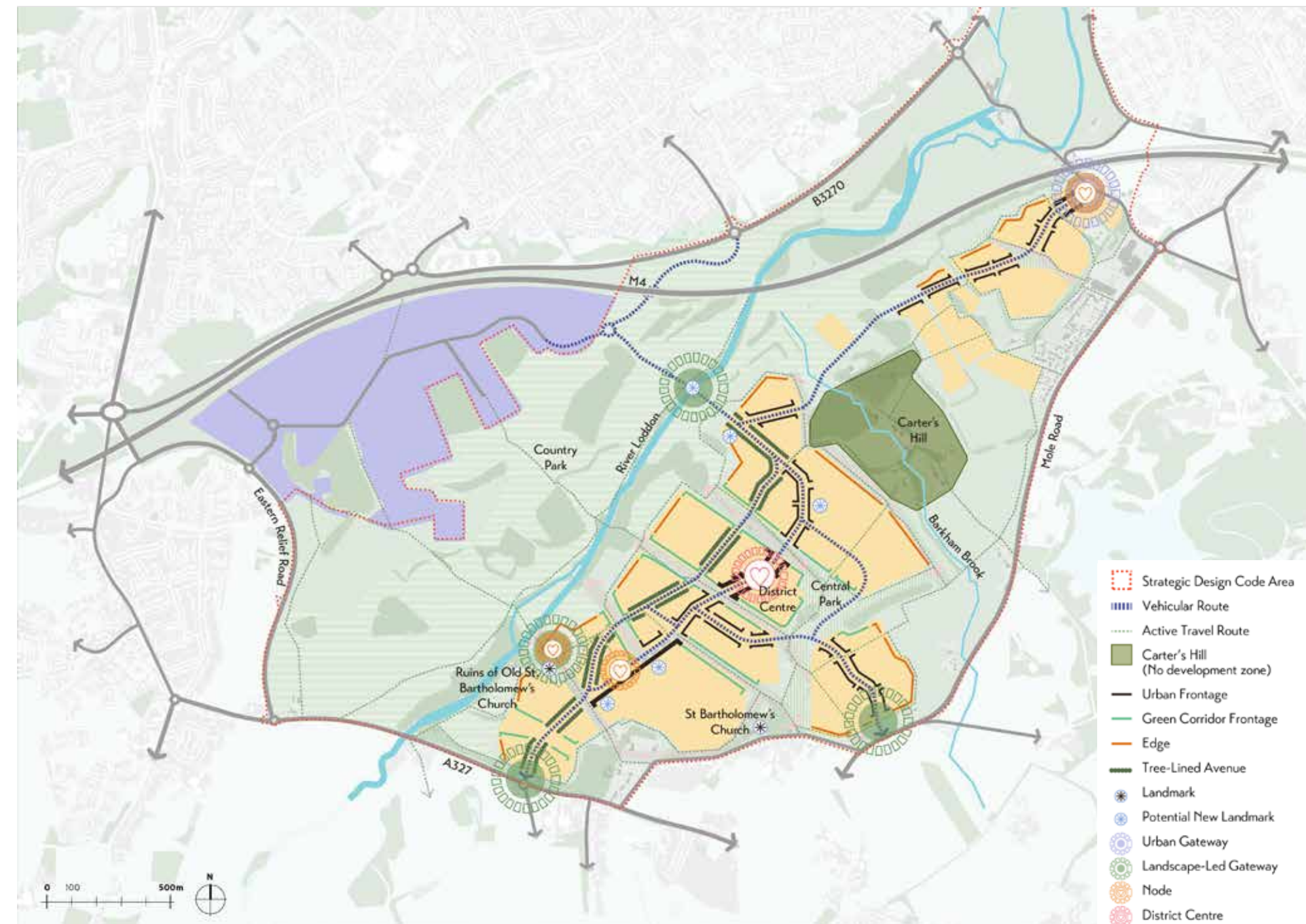


Figure 13: Townscape masterplan

FUNCTION

The function of Loddon Valley stems directly from the Local Plan Update and Policy SS13, which identifies the site for new homes alongside supporting amenities and green open space. To turn this basic need into a thriving and healthy community, a more visionary approach is required.

The vision for Loddon Valley seeks a place which is inclusive, multi-generational, self-sufficient on a day to day basis, sustainable, socially well-connected, and well cared for over the short, medium and longer term. To achieve this, the community must have a stake in the place and a sense of belonging, choosing to remain because they are rooted in their community, rather than move on. To make this possible, the vision includes:

- A wide choice of homes to meet the needs of all households including people in the later stages of life who must have the choice to continue to live and play a role in the life of Loddon Valley.
- Homes that are efficient, affordable to run and meet the needs of households through building design that is forward looking, reflecting the way households form and live. All homes including affordable homes should be of high build quality.
- Housing innovation is strongly encouraged to reinforce the garden village ambition. Self-build and custom build plots must be provided, and scope for other housing types should be explored, including for example, co-housing.
- Local services and facilities that are carefully curated to ensure they offer what the community needs, when they are needed.
- Well-funded stewardship mechanisms which guarantee the maintenance of the landscape, community hubs and urban realm in perpetuity, as well as providing support measures to foster the growth of community, healthy lifestyles, social networks and the adoption of sustainable travel behaviour.

The function masterplan highlights the principal land uses across the Loddon Valley. The Strategic Design Code includes design principles and performance criteria which layers in the qualitative requirements.

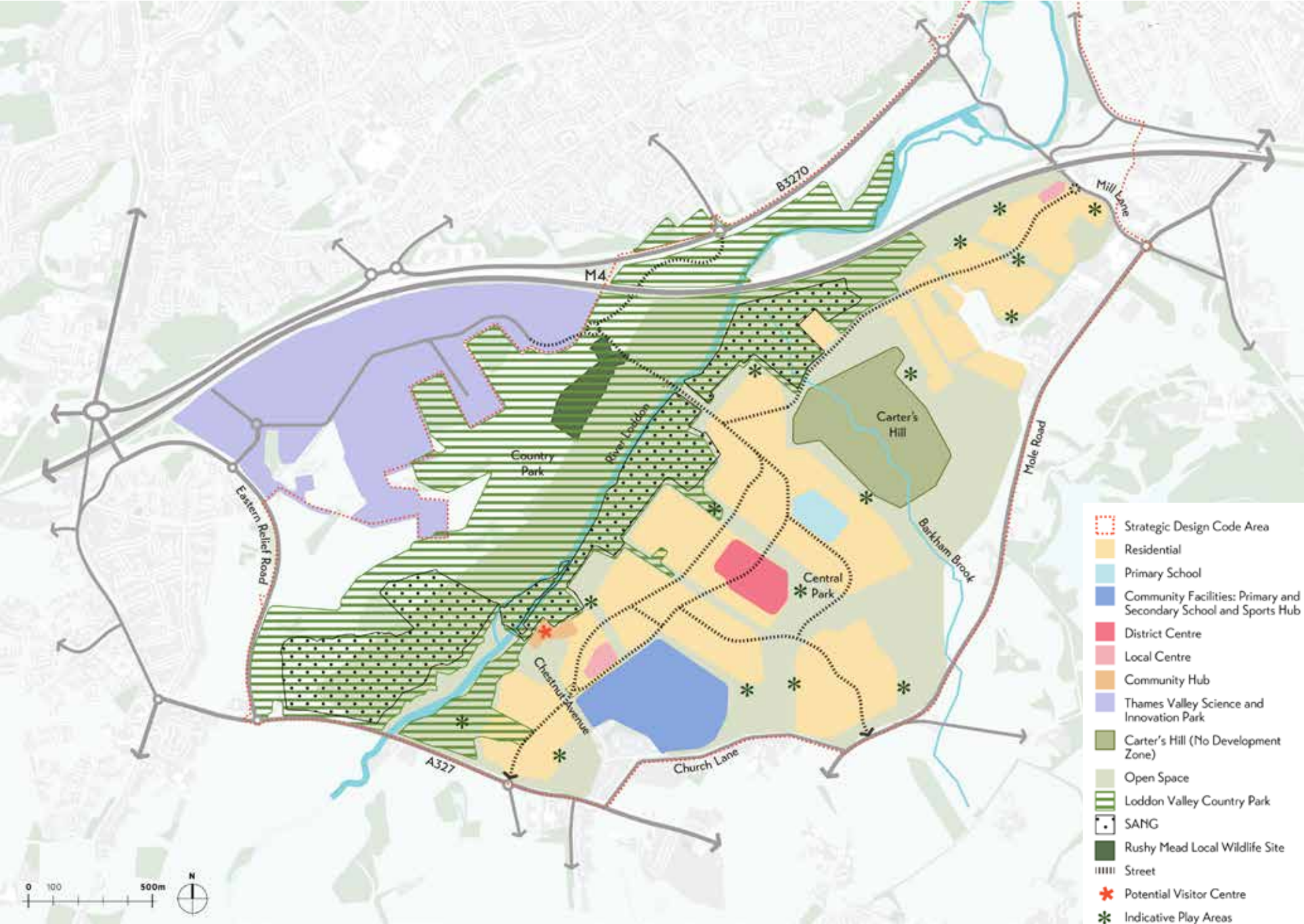


Figure 14: Function masterplan

MOVEMENT

The movement vision is for more people to be able and willing to walk and cycle, supported by better facilities for those using public transport for everyday journeys to destinations within and beyond Loddon Valley. Key to the successful delivery of this vision will be the integration of public and private sector investment to join up existing and future studies, including the Local Cycling and Walking Infrastructure Plan (LCWIP), and bus improvement plans with new development proposals and planning applications.

Transport Vision

Critical to the overall success of Loddon Valley is the need for a bold transport vision that promotes a range of mobility options and reduces car dependency. The vision is for a well-connected and people-centred place, with great streets, supporting a healthy life. The overarching proposition is for sustainable travel, and connected communities planned with urban environmental quality throughout. The transport vision acknowledges the relationship and role played by Wokingham and Reading town centres, the wider urban area, and key destinations in the surrounding locality. The vision has six overarching objectives:

1. Ensuring all streets are multi-modal in nature and designed for both place and movement functions.
2. Providing safe and direct walking and cycling networks in the new developments to shape long-term travel behaviours, positively influencing transport choices from the outset.
3. Delivering high-quality public transport infrastructure facilities and services early, with flexibility for planning future systems, i.e. Bus Rapid Transit.

4. Connecting with surrounding pedestrian and cycle routes, and seeking out opportunities to exploit the PROW/Cycle network to link Barkham, Wokingham, Arborfield Garrison and Finchampstead with Reading.
5. Reducing the physical severance of the M4 corridor, River Loddon, Lower Early Way (B3270), Mole Road (B3030), Mill Lane and Reading Road (A327), improving access to public transport and making it possible for pedestrians and cyclists to access local facilities.
6. Protecting Loddon Valley future communities from the potential harmful effects of through traffic, using street design that is focused on a hierarchy of user priority, with pedestrians first, then cycling, using public transport, and finally motorcars.

Looking beyond the site, the proposals will form a new urban area between Wokingham and Reading, bounded by and in places straddling the M4 corridor. To the west is the village of Shinfield, north west is the Thames Valley Science and Innovation Park, south and east are Arborfield and Barkham, north is South Reading, and east is Wokingham and Winnersh Triangle.

The transport masterplan responds to a wider context, highlighting how infrastructure and transport services can better connect people to skills, jobs, services and amenities. The proposition is to enhance overall connectivity, provide high-quality public transport, and create streets that put people, walking and cycling first. The strategic connections plan provides a foundation on which to devise and co-ordinate multiple, and related transport proposals, and linkages to and from Loddon Valley and wider sustainable travel interventions.

Rapid Transport System

The transport assessment strategy for the Local Plan introduced the concept of a Rapid Transport System (RTS) to promote sustainable travel over car use. The assessment outlined options to generate a package of public transport measures connecting both internal and external destinations which could include the railway stations at Green Park, Winnersh Triangle, Wokingham and Reading. The RTS would initially be established as a high frequency bus service but could in future be adapted to serve new technologies as they come forward.

Multi-modal Approach to Movement

For Loddon Valley to be an exceptional place, the transport infrastructure that is delivered must create multi-modal travel networks that are high quality, planned for sustainable travel and that prioritise Active Travel.

The proposed approach in the code is to establish safe, inclusive, human scale physical connections to unlock economic potential and enhance the health, wellbeing and quality of life for all people. Strategic transport infrastructure being planned must be based on the Wokingham Local Transport Plan (LTP) vision themes:

- Create healthy and safe places.
- Reduce environmental impacts.
- Grow the economy.

The multi-modal approach to movement will create streets that are easier to use, healthier, and more pleasant to be in, while achieving the ambition for most journeys to be made by walking, cycling and using public transport.

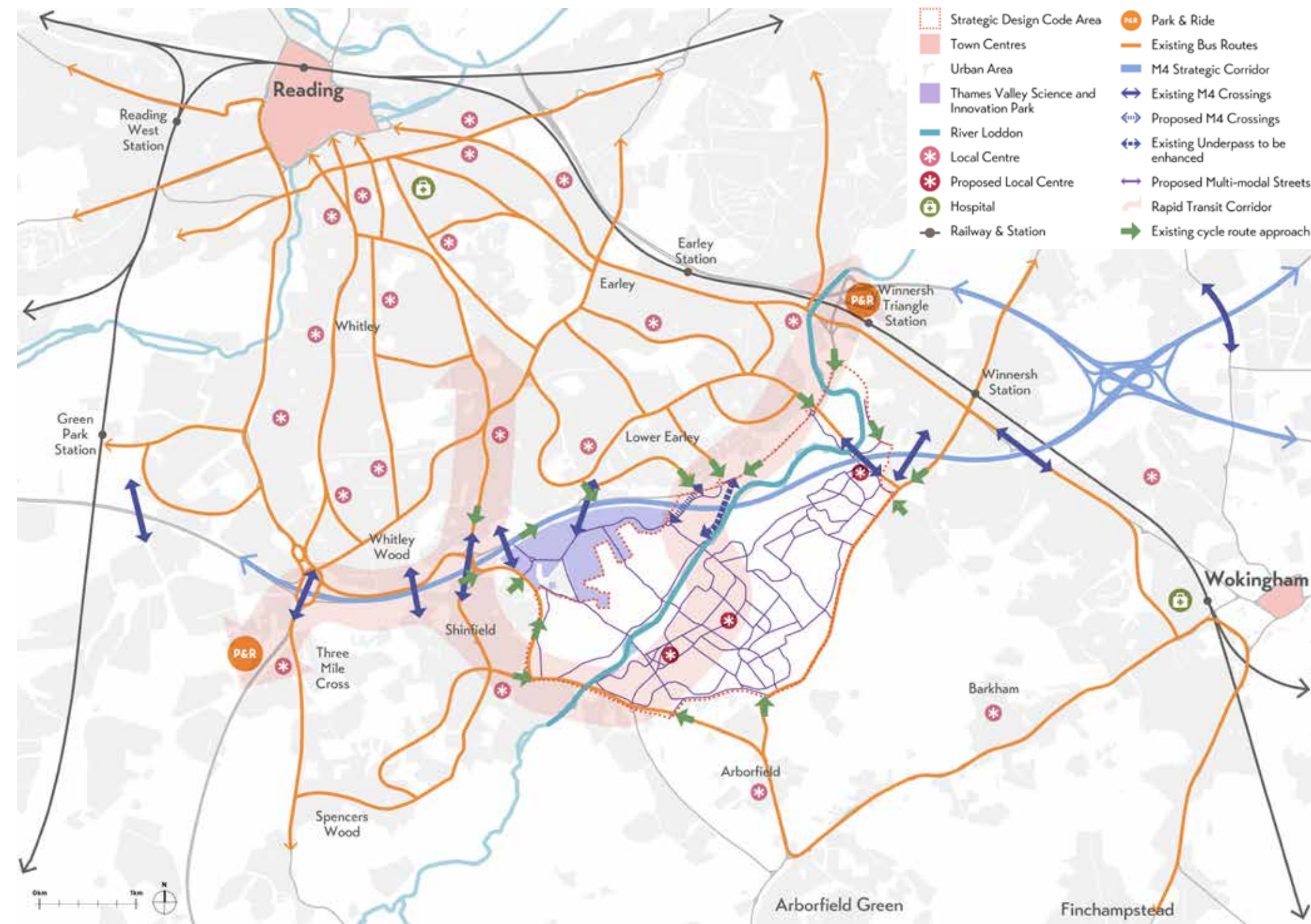


Figure 15: Strategic connections plan

Multi-modal Streets

The multi-modal street concept provides an overarching framework for all mobility corridors in Loddon Valley. A multi-modal network of streets will provide excellent accessibility within neighbourhoods and local communities, with increased capacity and quality for walkers, cyclists, and public transport users, encouraging a modal shift away from private cars to help support this new and growing sustainable place.

The Code considers multi-modal streets to be i) planned new streets; and ii) existing roads reconfigured, to serve different transport modes and place functions. Potential benefits include increased physical activity and better health outcomes, reduced congestion, decreasing emissions, and cleaner air. The Code advocates for a significant shift away from private car use to public transport, walking and cycling through a targeted programme of measures, inside and outside Loddon Valley, to encourage a shift to more sustainable transport modes, and the effective use of 'monitor and manage' as new phases of residential streets and communities are created.

For street design guidance the Code recommends designers use the Manual for Streets 1& 2, and Wokingham Borough Council (WBC) Living Streets – A highway guide for developers in Wokingham. Both these documents include guidance on designing for low traffic speeds, traffic calming and street hierarchy (WBC - Table A1).

As designs evolve, the concept of multi-modal streets must be tailored to different types of movement corridor and the different ways they are used. Some streets have more strategic functions, like carrying some traffic that is travelling through and not stopping, others are low, or no traffic areas for schools, local centres and neighbourhoods. Applicants and developers must work with Wokingham Borough Council in refining and agreeing detailed solutions for each street or street type.

Primary Streets form the backbone of the movement network in Loddon Valley, and have a variety of mixed land uses, with public transport services, cycleways and pedestrian provision. Traffic model forecasts by the Council have indicated that some of these streets will take a proportion of through traffic. In respect to the Primary Streets the Code builds on the Wokingham guidance and identifies the following Primary Street typologies:

- **Connector Roads:** these are existing streets, or roads outside Loddon Valley that enable people and goods to move between key destinations connecting Loddon Valley to adjacent areas and destination places outside the site. Multi-modal upgrades are needed on some links/junctions.
- **High Street:** this is a central street in Loddon Valley with the district centre, three schools and shopping areas located along its length, with public transport services and dedicated cycleways and quality pedestrian provision.
- **The Avenue:** A generously proportioned street fronted by residential development, capable of facilitating any necessary through movement by all modes in a safe manner.

The Code supports the guidance in Table A1 on secondary streets, tertiary streets, shared surface streets, access mews and parking areas. However, Table A1 sets junction radii at 6m; designs must consider the potential to reduce radii in some locations, as outlined in MfS on the effects of corner radii on pedestrians (MfS - Fig 6.3). The Code adds two further typologies to these low or no traffic streets:

- **School Streets:** safer, healthier and pleasant environments outside a school with a permanent or temporary restriction on traffic at school drop-off and pick-up locations and/or at key times.
- **Active Travel Routes:** quality walking routes and segregated cycling facilities incorporated into other street types, or within landscape areas without traffic, and as part of the built form in low traffic areas including secondary and tertiary streets.

The new streets in Loddon Valley should contribute to a better quality of life by making street environments healthier and pleasant to be in or live nearby and improve access to essential services and local centres, by walking and cycling. They should be designed to help widen travel choices and prioritise active and sustainable travel modes to help make walking, cycling and public transport journeys more popular than private cars.

The code sets the overall tone for the transport infrastructure for quality streets, and points to the need for specific guidance on street planning, design and detailed development. The movement masterplan shows the street typologies and key components through the site.

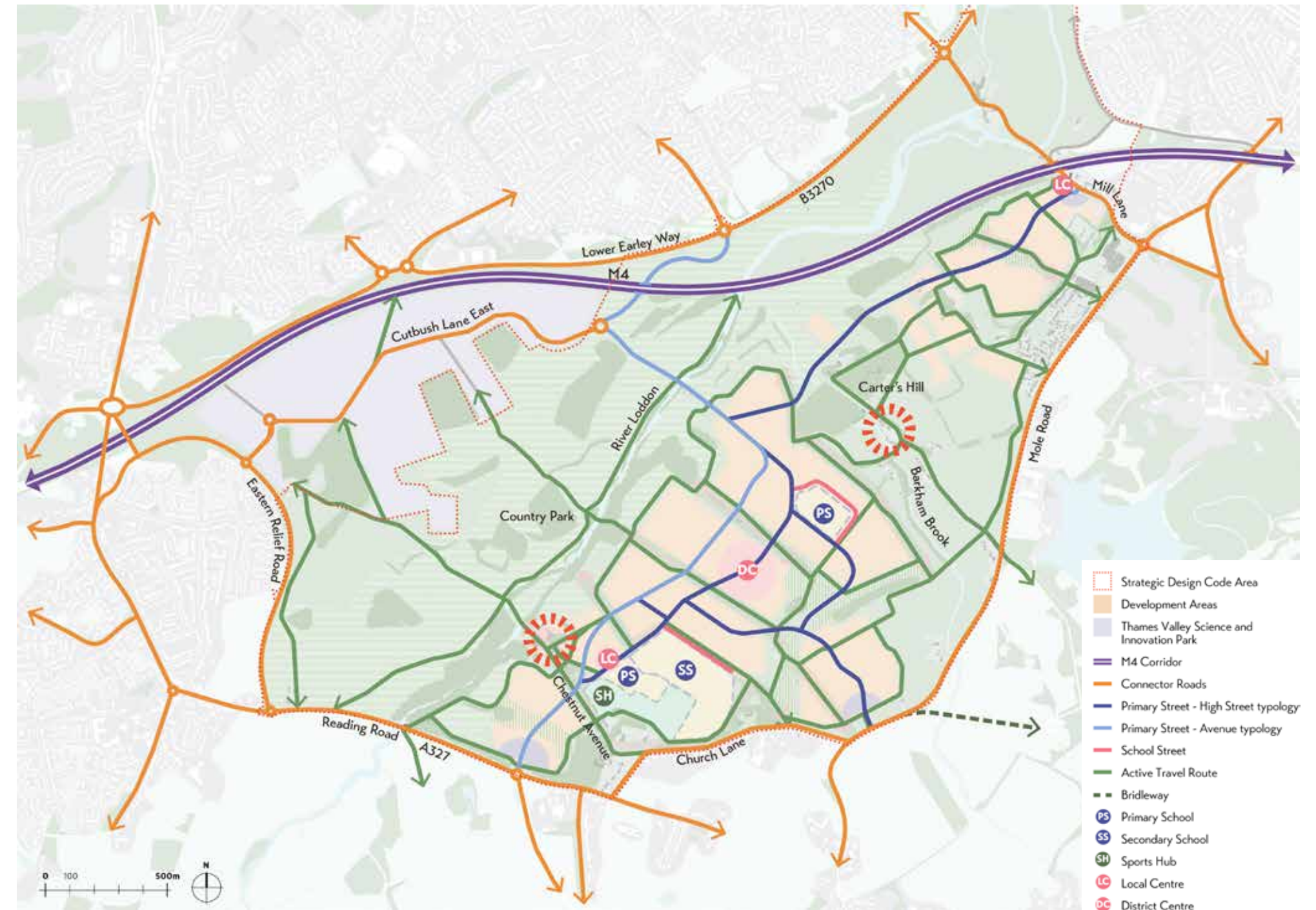


Figure 16: Movement Masterplan

COMPREHENSIVE MASTERPLAN

The Comprehensive Masterplan provides an overview of how the spatial vision and its component parts come together as the basis for planning, designing and delivering Loddon Valley Garden Village.

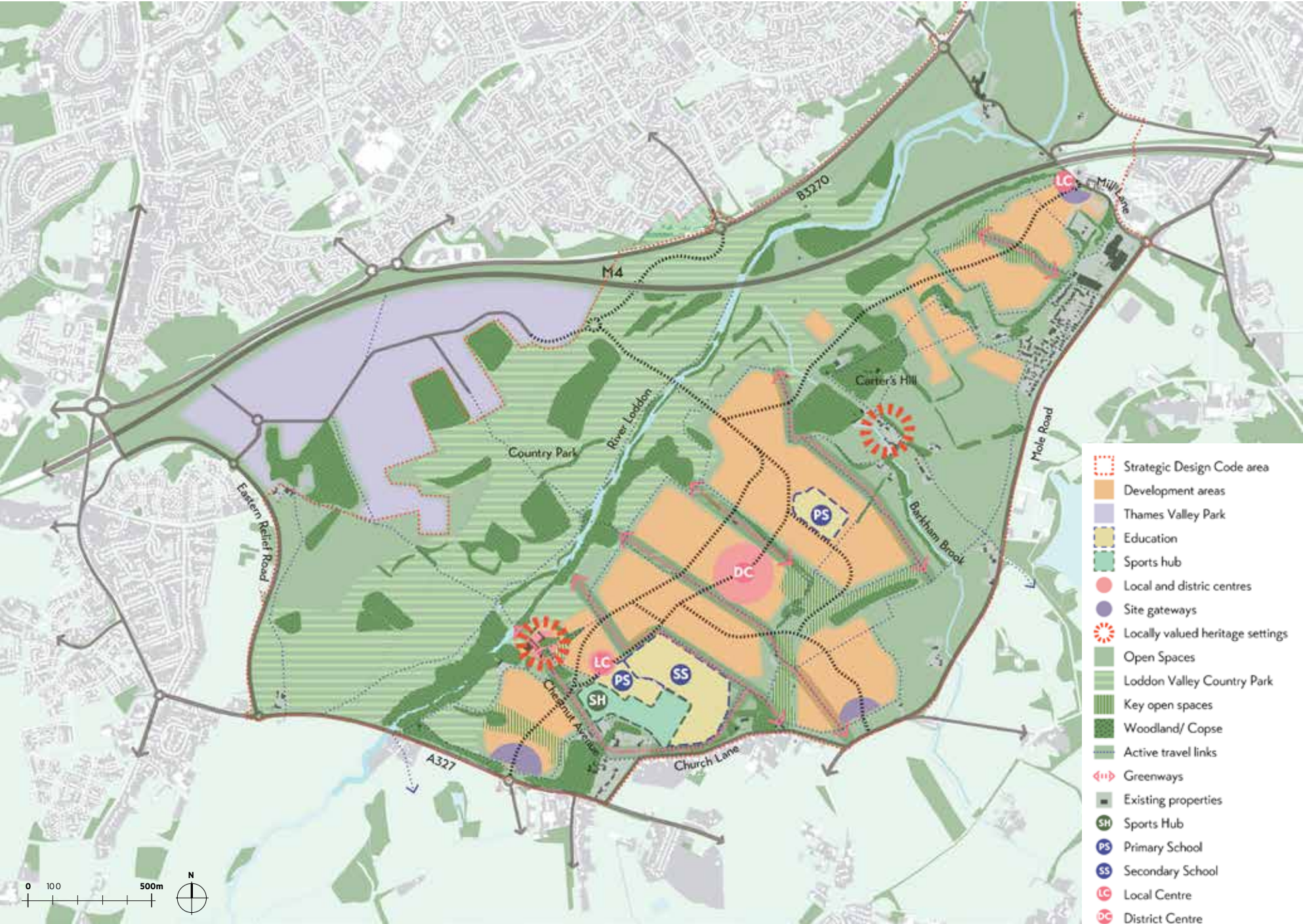


Figure 17: Comprehensive Masterplan

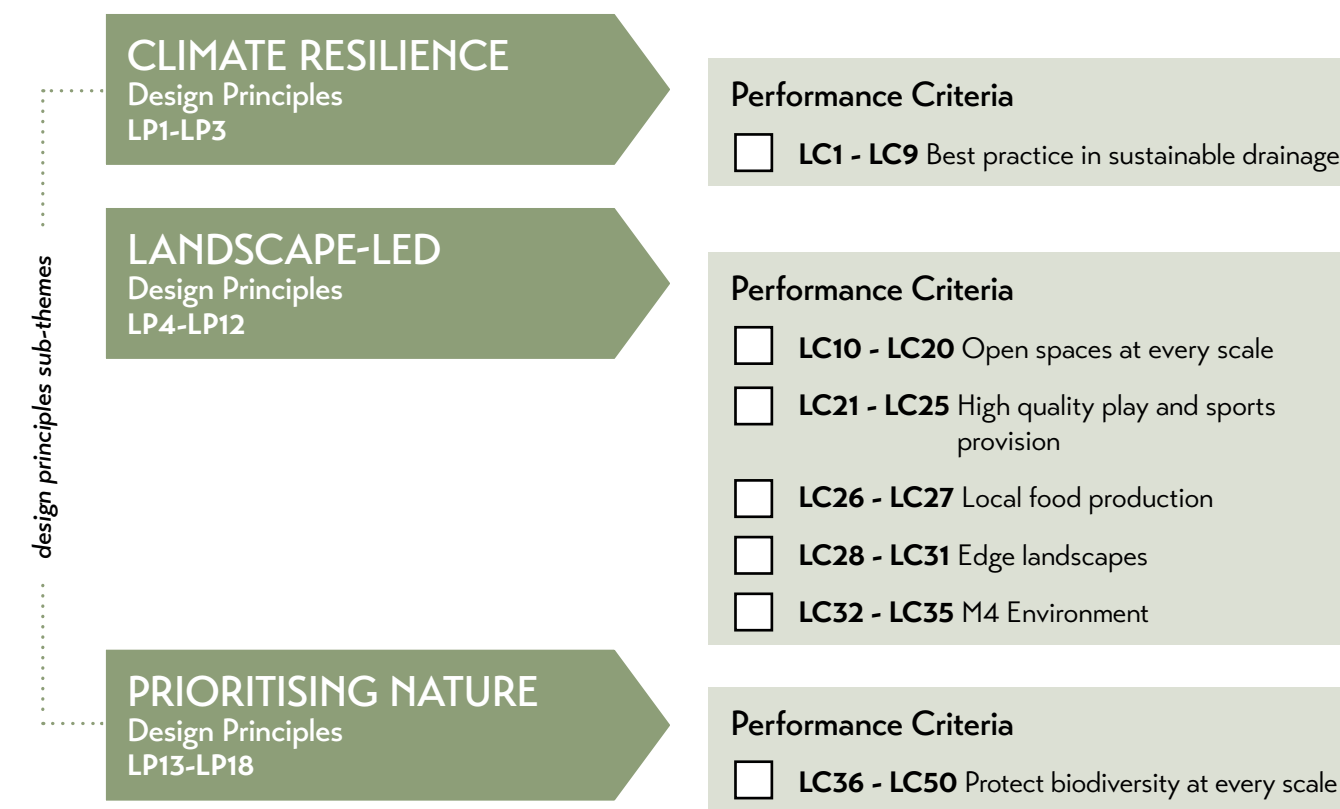
3.0 Design Principles & Performance Criteria

The structure of this section is based on the four core themes established earlier in this Strategic Design Code – landscape, townscape, function and movement. For each theme, a series of design principles and performance criteria are listed. The onus will be on applicant to demonstrate adherence to these at each stage of the design process, from masterplanning through to neighbourhood design codes and Reserved Matters applications. Applicants must use a design code compliance checklist throughout the design process to ensure the code is followed and will be required to submit this with their applications.

Landscape: Structure Summary

The following pages set out a series of design principles related to the Landscape theme, which must be adhered to at all times and clearly demonstrated within submissions.

These principles are organised into sub-themes, each containing a set of performance criteria that Masterplans, neighbourhood design codes, and subsequent proposals will be required to evidence to the Borough Council.



CLIMATE RESILIENCE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

LP1

- Loddon Valley Garden Village must be safe from all sources of flooding and not lead to increased flood risk elsewhere. Opportunities for betterment at the Showcase roundabout and Lower Earley must be fully assessed.

LP2

- Sustainable Drainage Systems (SuDS) and water flow must be integrated at every scale of the design from mitigation at source, on plot, to the strategic scale and must be designed to maximise their biodiversity and amenity value, avoiding pipes and using permeable paving, rain gardens, green verges, swales and attenuation ponds. SuDs features should not have steep sides, and should not be fenced or dominate public open spaces. Layouts must demonstrate that sufficient space has been allocated to integrate SuDS features within open spaces.

LP3

- Landscaping and tree planting must contribute to achieving climatic comfort and avoiding the urban heat island effect at Loddon Valley by increasing canopy cover through street trees and other tree planting across all new developments. Proposals should aim to limit the amount of impermeable, hard standing surfaces and maximise planting of a diverse range of climate resilient species across the site that are appropriate for the site conditions.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals will demonstrate to the Borough Council how:

Best practice in sustainable drainage

LC1

- The drainage strategy will accommodate extreme rainfall events, manage flood risk on site and reduce flood risk in areas beyond Loddon Valley. This must be achieved with minimal changes to site levels in the interests of lowering carbon outputs, working with the topography of the site to achieve water conveyance. Piping should be used only as a last resort, with clear evidence to explain why this solution is necessary.



On-site flood risk management also offers recreation and amenity (Houlton, Rugby).

LC2

- A SuDS chain will be delivered throughout the site, rather than concentrated in one location or focussed in attenuation basins at the edges of development parcels. Attenuation ponds must be designed to be multifunctional amenity and wildlife features as per LP2.



Attractive permeable paving that helps to naturally manage surface water and support healthier landscapes (Utrecht).

LC3

- Drainage features will contribute positively to open spaces and will be designed to improve biodiversity and water quality. Where forming part of public open space, proposals will demonstrate how floodable extents of SuDS ponds associated with 1:30 and 1:100 year events will contribute to the wider public open space network outside flood periods.



Multi-functional Suds design that provides leisure routes through the open space for the public (Milton Keynes).

LC4

- Edges of floodable areas or SuDS features will incorporate sections with accessible gradients to enable safe public use without the need for fencing or for fencing to be retrospectively added. They must be designed to integrate visually and functionally with surrounding landscapes. Temporary / seasonal floodable areas should be designed to offer amenity value when they are not flooded.



Interest and safety at the edge of the SuDS (Wintringham, St. Neots).

Performance Criteria

LC5

- Main circulation paths and fixed structures, such as play and street furniture, are kept clear of floodable areas and storm water overland flow routes.



Green buffer around SuDs basin to manage any overflow during periods of heavy rainfall (Barton Park, Oxford).

Tree selection and planting

LC6

- Trees should be suitably scaled for their context. Medium to large-canopied trees will be used in preference to small or narrow canopied species, wherever space allows, to contribute to cooling and shading. A tree strategy must be submitted for each neighbourhood setting requirements for planting, including stock sizes and species for each landscape and street typology.



A mix of structural planting to provide shade and interest along the street (Van Gogh Walk, London).

LC7

- Sufficient space will be provided below and above ground for tree root zones and canopies to encourage their healthy growth and resilience. Proposals must demonstrate that trees will have sufficient offsets from buildings and carriageways to accommodate mature canopies, avoiding the risk of canopies being clipped by vehicles and façades. There must not be conflict with utility corridors. Trees measured from the trunk centre should be a minimum of 1m from the face of the kerb, increasing to 1.5m where adjacent to bus routes, be 5m from the facade of buildings.



Generous, green verges provide space for mature, street tree canopies that can provide shade without interfering with surrounding built infrastructure (Alconbury Weald, Huntingdon).

- They must have the following minimum root soil volumes:
 - 24m3 for a large tree;
 - 12m3 for a medium tree; and
 - 9m3 for small trees.
- Where possible tree pits should be linked and soil volumes may reduce by 20% in volume where pits are interlinked.

LC8

- Existing tree roots will be protected. Suitable no-dig paving options must be used where paths are required to encroach into the tree root protection zone.

LC9

- Climate change is treated as a foremost consideration when selecting trees and plants. Trees in streets and hard landscape public spaces must comprise a mix of native and non-native species that are resilient to extremes of wet, dry and windy weather whilst providing shading from the sun. To protect against susceptibility to pests and diseases, no species should account for more than 10% of a neighbourhood's trees.



The mix of tree species provides resilience against climate change, pests and diseases, and creates visual interest along the street (Houlton, Rugby).

LANDSCAPE-LED

Design Principles

The following design principles must be followed at all stages of planning and evidenced in submissions:

LP4

- The structure and layout of Loddon Valley Garden Village must be primarily achieved through an extensive green and blue infrastructure network to deliver a traditional garden village character throughout. Landscaping, trees, public and private space must make a strong contribution to a distinct character of place for Loddon Valley, such that it stands out for its heightened landscape and ‘greenscape’, unique from other places and developments.

LP5

- The new Loddon Valley Country Park will be connected to a wider network of accessible green spaces for recreation, play and sport. It must be connected by recreational routes to afford new and existing residents the opportunity to enjoy healthy and active lifestyles. The Country Park must include the following features as a minimum:
 - A visitor centre, located at the Hall Farm community hub with adjacent cycle and car parking, toilet and changing facilities and disable access.
 - Orchards.
 - Picnic areas.
 - Bike trails.
 - Circular walks.
 - Trim trail.
 - New woodland planting.
 - New habitats.

LP6

- A network of open spaces including neighbourhood parks, green corridors, smaller amenity spaces and semi natural areas must be created throughout Loddon Valley linking into the county park. This will support informal recreation activities and seasonal community events and activities such as Park Run, outdoor gym exercises, yoga, outdoor pursuits, and formal and informal sports.

LP7

- Play provision must be guided by an approved, cohesive site-wide play strategy which promotes inclusive play for all ages, abilities and genders. Play space must be integral to all neighbourhoods and should benefit from surveillance from nearby homes. Play spaces should be bespoke and specific to their location to create unique and stimulating play spaces. Destination play must be included within the Country Park.

LP8

- Loddon Valley must achieve clear separation from Carter’s Hill, Arborfield, Arborfield Cross, Sindlesham, and Shinfield by retaining and incorporating landscape features such as fields, woodlands, hedgerows and watercourses and providing additional structural planting.

LP9

- Views towards visible and prominent historic landmark features must be integrated into the spatial planning of the development to maintain and celebrate these views from key open spaces.

LP10

- The green and blue infrastructure network must integrate with and restore natural processes to the existing water corridors, tertiary streams, and flood meadow.

LP11

- Site top soils must be protected and reused, and ameliorated where necessary, to minimise the need to export or import soils in accordance with the DEFRA guidance on sustainable use of soils on construction sites.

LP12

- The Public Rights of Way network of public footpaths, bridleways and byways must be integrated into the Loddon Valley’s green and blue infrastructure network to form part of its wider network of walking, cycling and recreational routes to provide safe and attractive leisure routes and access to nature.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

Open spaces at every scale

LC10

- The creation of a network of connected, multifunctional blue and green spaces will link the new Loddon Valley Country Park to the new neighbourhoods of the garden village and to the surrounding existing networks of open spaces and SANGs. Proposals must demonstrate how the new open spaces and SANG connect to the wider network of SANGs to form part of a continuous and permeable network of attractive and accessible open space and ecological networks.



An elevated boardwalk over SuDs basin, creating an accessible route that connects the neighbourhood with the wetland landscape. (rooklands, Milton Keynes).

LC11

- Green corridors will prioritise nature, with minimal or no vehicular access nearby. Homes fronting green corridors should be accessed from the side or rear, with access to green corridors reserved for pedestrians, cyclists and wildlife.



Homes fronting the green corridor have pedestrian and cycle access only at their frontage, protecting the natural landscape and creating a safer space on the doorstep (Houten, Utrecht).

LC12

- The location and design of each public space takes account of site conditions including noise levels, the sun’s position throughout the year, prevailing wind conditions, and the height of surrounding buildings to create a welcoming, comfortable space for people to spend time in.



Public space designed for comfort (Amersfoort, Netherlands).

Performance Criteria

LC13

- Public spaces will have clearly defined roles or functions, which could be multifunctional if appropriate (e.g. for recreation, sustainable movement and / or for biodiversity) and with no leftover spaces without a defined role.



Spaces with clear function (Accordia, Cambridge @Gillespies)

LC14

- Open space typologies will be equitably distributed and integrated into the development and located within walkable distance for as many people as possible, in line with WBC’s Play Space Design Guide Technical Note, WBC’s Open Space, Sports and Recreation Strategy, and WBC’s Borough Design Guide.



Centrally located green space among a cluster of homes, with seating options and active travel routes that create an inclusive environment and supports a variety of social and recreational activities (Newhall Harlow, Essex).

LC15

- All new public spaces within the site will be connected by safe and accessible walking and cycling routes, which are appropriate for pushchairs, wheelchairs and mobility scooters. Designs must demonstrate that dry routes to key amenity spaces will be available all year.



Generously wide pedestrian and cycling route is smooth and well-lit to create a safe and accessible active travel network for everyone (Leidsche Rijn, Utrecht).

LC16

- All new public spaces and play areas (except within the Country Park and central park) will be well overlooked and fronted by homes and / or active ground floor uses to ensure the safety and inclusivity of open spaces year-round for all users.



Passive surveillance created from homes overlooking public realm space (Chobham Manor, London).

LC17

- Boundaries of public open space will be clearly defined so it is clear which areas are public. The use of fencing will be limited. Where public open space meet areas that are accessible by vehicles, designs must demonstrate pedestrian priority though shared surfaces and traffic calming measures so that children can play safely.



Low hedgerow gently defines the open space without creating a barrier, while the shared surface street with subtle material changes at entrances encourage pedestrian priority (Barton, Park, Oxford).

LC18

- Parks and gardens will be designed inclusively to cater for all ages and genders, including teenagers, older people, and girls, with community input from those user groups to ensure the design meets their needs.



Creative landscaping of public open spaces with informal seating that can also be used for children’s imaginative play, creating an adaptable space for all ages (Harvard, Massachusetts).

Performance Criteria

☐ LC19

- High quality public spaces with an enhanced public realm will be achieved within built areas. Proportionate in scale to their location and use and framed with active frontages to create spaces for people to meet, socialise and gather.



Public space with tall trees that match the scale of the surrounding apartments and provide generous shade to support active edges while the water feature adds interest and breaks up the hard landscaping (Leidsche Rijn, Utrecht).

☐ LC20

- Within residential neighbourhoods, the inclusion of centrally located green spaces or village greens, which are connected to adaptable community spaces will be achieved. Landscape elements such as tree and shrub planting, informal ‘play along the way’, street furniture, SuDS and lighting must contribute to a distinct identity for each neighbourhood.



A centrally located green space that anchors the cluster of homes together with a flexible design, encouraging everyday play and gatherings (Houlton, Rugby).

High quality play and recreation provision

☐ LC21

- Integral to their neighbourhood and accessible safely from homes via paths or traffic calmed streets.



Play area located along an active travel route to support safe and accessible use while being protected by natural boundary treatments (Alconbury Weald, Huntingdon).

☐ LC22

- Play areas will emphasise naturalistic play approaches and materials. Play areas should have natural boundaries avoiding fencing where possible.



Shrub planting defines the natural play area, integrating the public realm feature into the surrounding landscape. For (NEAP play by Wood End Farm @ Gillespies).

☐ LC23

- Each play space will be bespoke, designed for its setting and responding to the setting of the character area assigned to it to create unique and stimulating play experiences. Designs for play areas should avoid signage limiting play ages and ball games.



Multi-functional play space with integrated basketball hoop and football goal to support a variety of sports in one place (Oval Quarter, London).

☐ LC24

- Spaces for older children and teenagers have been informed by the principles of Make Space for Girls. Engagement with secondary school pupils is encouraged to canvass views about the design of play and social spaces for teenagers, especially girls.



Terraced landscaping provides a wider variety of different activities outside of the sports court that helps support inclusion and provides equal opportunities to enjoy the area (Utrecht @Gillespies).

Performance Criteria

☐ LC25

- An open and inclusive approach to sports provision will be achieved, which goes beyond the traditional provision required by Sport England. This should include, for example, opportunities for fast growing sports such as padel and walking football, organised events such as Park Run, and informal activities such as trim trails to encourage active lifestyles for all generations, abilities and genders.



Flexible open space that provides the opportunity for a variety of clubs and activities to be held that appeal to all ages, such as an outdoor yoga class (Elephant Park London).

Local food production

☐ LC26

- Allotments, community food growing spaces and community orchards will be integral to the open space network and conveniently located close to the walking and cycling network. Opportunities for foraging should be incorporated more widely by planting trees and shrubs with edible fruit and nuts within the open space network.



Community orchard within walking distance from homes (Houlton, Rugby).

☐ LC27

- The required stewardship strategy ensures the continued management and preservation of community food growing areas, including a community programme to actively encourage and facilitate resident participation in community food growing.



Shared allotment garden cared for by the local community (Marmalade Lane, Cambridge).

Edge landscapes

☐ LC28

- New development will deliver a physical and visual sense of separation, retaining a semi-rural character between new development, Carter’s Hill and the surrounding settlements of Arborfield, Arborfield Cross and Shinfield. Masterplans must demonstrate how these requirements will be achieved through the retention of agricultural land, hedgerows and woodland and the provision of green corridors and open spaces. Additionally, plans must demonstrate how the character of the surrounding roads including Reading Road, Church Lane, Mole Road and Mill Lane will be retained or enhanced as a consequence of development.



Character of Church Lane to be protected.

☐ LC29

- Edge conditions along the Loddon Valley will respond to and reinforce the valley’s naturalistic character. Design treatments must avoid formal or regimented arrangements in layout, planting structure, or material selection. Tree and understory planting must adopt irregular patterns, native or adaptive species mixes, and layered ecological compositions that visually and functionally integrate with the wider valley landscape. Large, engineered basins along this edge must be avoided.



Retain and enhance the ecological corridor along the River Loddon with naturalistic planting and structural diversity.

☐ LC30

- In locations where new development will be visible from sensitive viewpoints and where the existing landscape setting needs to be protected or enhanced, green open space buffers comprising tree belts of a minimum of 20m width and hedgerows must be incorporated around new development plots to screen and filter views and manage the transition to open countryside.



Existing tree belt on site.

Performance Criteria

LC31

- The easement corridor for the partly retained overhead high voltage transmission line will be designed to vary in width, with soft edges and buildings oriented to avoid direct views towards any transmission towers or overhead lines. The landscape must play a key role in creating a softly defined corridor and reducing the prominence of overhead transmission lines and pylons and underground easement corridor.

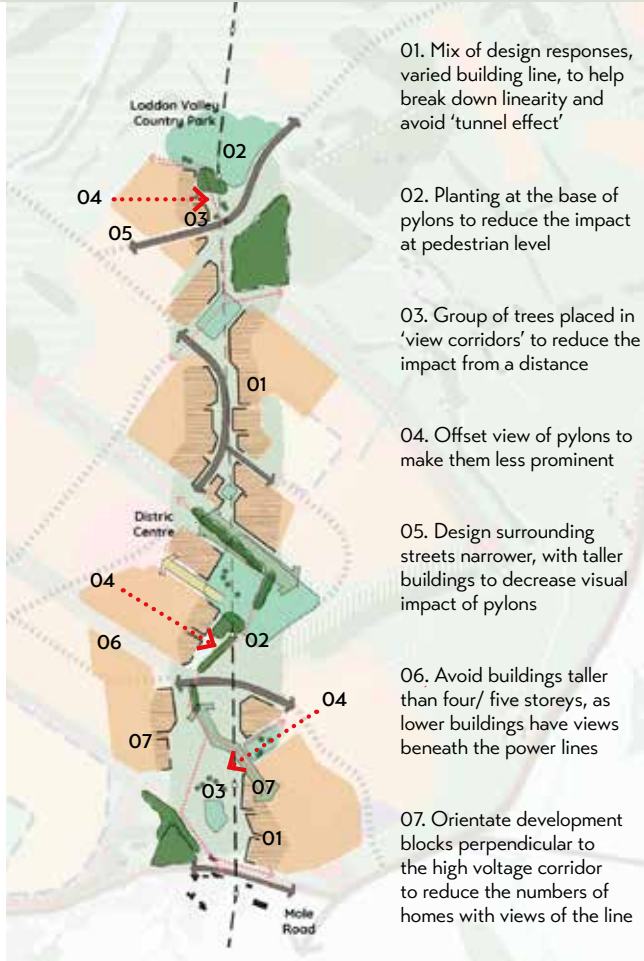


Figure 18: Design considerations for overhead powerline corridors

M4 Environment

LC32

- Bunding to deliver effective acoustic mitigation adjacent to the M4, between Mill Lane and Carter's Hill will be integral to the landscape and attenuates noise levels to a maximum of 60 decibels within adjacent amenity open space areas. The barrier must be designed to ensure no loss of the flood plain volumes.



Landscaped, noise bund that creates a usable space that is comfortable and integrates leisure routes to become a multi-functional feature (Milton Keynes).

LC33

- Where the acoustic barrier is envisaged to form part of the adjacent public open space, the gradients of the slope facing the development will be feathered in through gentle sloping which permits access where it is safe to do so. Where access to the bund is not deemed safe or acceptable, the footprint of the bund cannot count towards public open space provision.



Multifunctional acoustic barrier that not only minimises noise from the adjacent motorway but also supports a gentle ramp up and along it to create a new leisure route (Milton Keynes).

LC34

- The planting scheme on the bund must comprise resilient species requiring little maintenance. Planting will not count as noise mitigation.



Layered planting creating a robust, low-maintenance green corridor (Milton Keynes).

LC35

- A landscape scheme, which accompanies the detailed proposals for the new road link at Lower Earley, incorporates drainage mitigation and betterment and creates a richly planted, informal greenspace with seasonal variation and habitat creation to help mitigate the visual impact of the road. Road schemes should incorporate biodiverse swales to attenuate water run off.



Well designed landscape can soften the impact of roads on nearby homes (London).

PRIORITISING NATURE

Design Principles

The following design principles must be followed at all planning stages and evidenced in submissions:

LP13	LP15	LP17
Ecological corridors must form an integral part of Loddon Valley’s green and blue infrastructure network. Proposals must identify existing ecological corridors and demonstrate how they will form an integral part of the green infrastructure network. Existing wildlife links should be retained as functional wildlife corridors. Any potential diversion of these must be agreed with by the Council’s Ecologist.	Existing wildlife and their valuable habitats must be protected and strengthened with new habitats and features providing ecological permeability across Loddon Valley. Connections must also be made from proposed green spaces through to open spaces ‘beyond the red line’ where these connections exist to support and strengthen the wider Nature Recovery Network.	The BNG mitigation hierarchy must be applied to design, avoiding the loss of established trees and other valuable habitats. This will also help to ensure sensitive integration of the new development..
LP14	LP16	LP18
A dedicated lighting strategy, which demonstrably minimises the impact of lighting on habitats and species, must be developed prior to the commencement of development and implemented with input from an ecologist and agreed by the Council.	Designs must integrate opportunities to restore natural ecological processes such as removing field drains to create viable wetland habitat and re-naturalising water courses.	The River Loddon and Barkham Brook corridors must be transformed into biodiversity corridors, greenways and green spaces connecting new and existing communities, and providing opportunities for informal recreation and amenity. These river corridors must be maintained as a continuous habitat spine with a riparian buffer on each side to be managed for biodiversity, and natural flood management.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

Protect biodiversity at every scale

☐ LC36	☐ LC37	☐ LC39
A robust and connected network of ecological corridors will form a structuring element of Loddon Valley’s green and blue infrastructure network, including Loddon Valley Country Park. Open spaces within the Country Park and those fronting onto it must reinforce a coherent landscape character that reflects the valley’s ecological identity; combining native planting communities, distinctive habitat-rich edges, and resilient management regimes that strengthen local biodiversity and visual continuity.	Outside Loddon Valley Country Park, identified important wildlife corridors will be managed as ecological assets with minimum widths of 30m or greater if possible. Proposals must broadly demonstrate how they will connect a variety of habitat types at different scales and connect with wider existing networks and be agreed with the Council’s ecologist.	Layouts will be designed around existing healthy trees, where possible, to minimise their loss. Layouts will also take into account root protection areas and access requirements for on-going maintenance.
☐ LC38	☐ LC40	
Existing healthy and well-established trees, including veteran and the next cohort of veteran trees will be retained, except where removal is unavoidable to enable delivery of essential infrastructure, in which case any tree removal must be robustly justified, minimised and phased.	Existing high value hedgerows will be well integrated into the public realm, with sufficient space for management and protection of any hedgerow trees. In rare cases, existing hedgerows may be removed in the interests of better design or could be cut through where it is necessary to create new streets or footpaths or infrastructure connections. However, evidence must be submitted to demonstrate the necessity of hedgerow removal, and how gaps will be minimised to maintain their integrity. Where development punches through an existing hedgerow, the design must include ecological permeability measures and mitigate the fragmentation of a wildlife corridor.	



Ecological corridor with leisure routes to maintain walking and cycling permeability (Milton Keynes).



Existing trees within the Loddon Valley site are well established and act as strong, legible features that should be retained and protected.

Performance Criteria

☐ LC41

- Biodiversity features will be integrated into development areas, into the design of homes, gardens and other buildings and outdoor spaces. Hedgerows should be used as the principal front boundary treatment to all residential plots. The species selected for hedge boundary treatments should be native mixes where suitable space is available. Where space is limited within development areas, more compact and suitable ornamental species may be used.



Insect hotel along public route to school to improve biodiversity and encourage outdoor learning (Houten, Utrecht).

☐ LC42

- The SuDS chain will provide permanent ponds with slopes and planting conditions appropriate to support marginal species in order to enhance their landscape quality and support a varied range of ecological habitats



A landscaped SuDS pond supporting aquatic plants and wildlife habitats while offering flood resilience (Houlton, Rugby).

☐ LC43

- Wildlife connectivity will be provided with input from an ecologist, including where infrastructure such as primary and secondary streets cross ecological corridors.

☐ LC44

- Disturbance to wildlife will be minimised in development adjacent to ecological corridors by allowing only pedestrian and cycle routes and requiring vehicular access to be provided at rear or side of corridor facing buildings.



Pedestrian and cycle only routes fronting homes facing onto the green corridor protecting the grass mix so it can grow and create habitats for local wildlife (Houten, Utrecht).

☐ LC45

- All street lighting will have a reduced impact on nature and wildlife. In ecologically sensitive locations (e.g. adjacent to hedgerows or woodland), an ecologist must be consulted to advise on a site-specific mitigation strategy which may include the creation of dark corridors.

☐ LC46

- Pollinator friendly planting has been incorporated into landscaping schemes within new individual plots, streets, spaces and the wider green and blue infrastructure network.



Carefully considered seasonal plants to provide year-round sources for pollinators (Waddesdon, Aylesbury).

☐ LC47

- Locally relevant native wildflowers or orchards with heritage local varieties are included in the planting plans for communal green spaces.

☐ LC48

- Beyond the street network, trees planted in green links and other areas will, where possible, be predominantly native.

☐ LC49

- Measures to support habitats and species, which align with the local nature recovery strategy and achieve a minimum 20% biodiversity net gain, have been incorporated and will be supported with a long term ecological management plan. Additionally, provision must be made for information and interpretation panels within publicly accessible points to raise public awareness of the value of biodiversity for humans.

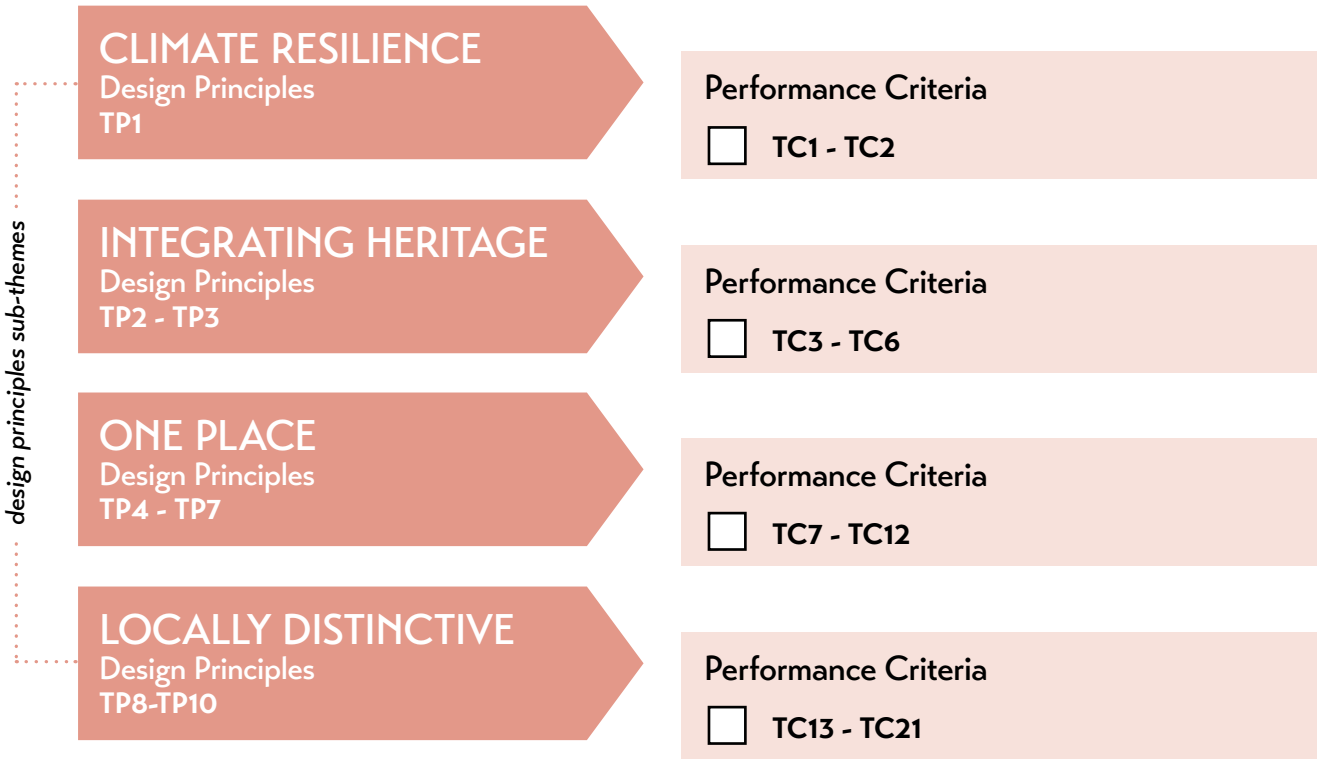
☐ LC50

- Public access to existing woodlands, both ancient and non-ancient, has been determined in consultation with an ecologist to ensure ecological protection. Access routes, viewing points, and recreational use must be limited to designated areas only, with buffer zones managed primarily for habitat protection and low-impact activities such as walking and nature observation. No formal play, lighting, or infrastructure should be introduced within buffer zones unless explicitly agreed through ecological assessment.

Townscape: Structure Summary

The following pages set out a series of design principles related to the Townscape theme, which must be adhered to at all times and clearly demonstrated within submissions.

These principles are organised into sub-themes, each containing a set of performance criteria that Masterplans, neighbourhood design codes, and subsequent proposals will be required to evidence to the Borough Council.



CLIMATE RESILIENCE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

TP1

- Loddon Valley Garden Village must be built to last and set a high bar in the creation of an environmentally and socially sustainable community, where people can work, live and connect with one another in a cohesive, healthy and resilient society. To support this endeavour, the built fabric must embrace proven approaches to urban design and architecture, including a well-connected movement network characterised by streets that prioritise people over cars, and are enclosed and proportioned to achieve a human scale.



Landscape planting and surface materials indicate movement priority is for pedestrians and cyclists over the car (Great Kneighton, Cambridge).

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

☐ TC1

- A carefully, well-designed street network will allow easy, safe and enjoyable walking access to local services in the district and local centres to be achieved.



Wide pedestrian and cycle route with street trees and planting to create an attractive route and informal setting for rest and social interaction (Eddington, Cambridge).

☐ TC2

- Physically attractive and visually pleasing built and natural environments will be achieved, where every effort must be made to encourage people to walk, cycle and dwell and which, over time, nature to become places people are proud to call home.



Active frontages surround public square with street furniture, spill out space, and paved surfaces that give priority to slower speeds such as walking (Peach Place, Wokingham).

INTEGRATING HERITAGE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

TP2

- Design responses must ensure the conservation and enhancement of existing built and heritage assets within and around Loddon Valley and optimise their placemaking potential. This includes maintaining key views to features and landmarks and locating complementary land uses adjacent to sensitive features.

TP3

- Heritage assets both within and near to the site must be historically and culturally connected to Loddon Valley. Those within the site must have a clear role in the new community, contribute towards placemaking and be re-purposed for community uses, enabling residents and users to connect with the cultural and historic use and settlement of the landscape.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

TC3

- Existing heritage buildings will be assigned a clearly articulated function which will help to support the growth of community. It must also be demonstrated how heritage buildings will be carefully integrated into the fabric and landscape of the new development. This includes Hall Farm, the Scheduled Monument of the remains of old St Bartholomew’s Church and surrounds, and other historic buildings across the site. For the community hub, proposals will demonstrate how heritage assets will be celebrated and interpreted to achieve links to the cultural and rural heritage of the location.



Existing building to be retained and re-purposed, along Chestnut Avenue.

TC4

- Sensitive design responses will be achieved where built development occurs at the edges with existing settlements. Proposals must demonstrate of an understanding of the value of the existing built and landscape character, and how this has informed the character of the new place.



Retain country lane character and draw inspiration from existing boundary treatments such as combining hedgerows with low-level fencing (Arborfield).

TC5

- Carter’s Hill will continue to be readable as a standalone hamlet within a generous landscape setting, achieved through a green collar comprised of existing fields, hedgerows and woodland to maintain a clear separation from new development. Development adjoining this green space must create a gradual transition in scale, avoiding abrupt massing with two story dwellings at the edge.



Retain and enhance existing structural planting around Carter’s Hill to maintain a green buffer (Carter’s Hill).

TC6

- The structure and layout of the development will conserve and enhance the setting of St Bartholomew’s Arborfield and how established views and vistas towards the Church from within the development will be retained. Also, that lighting associated with nearby playing fields will not impact the setting or appearance of the church at night.



Maintain existing and create new views to St Bartholomew’s Church as a key landmark for the area’s local identity that can also be used as a wayfinding marker (St Bartholomew’s Church, Arborfield).

ONE PLACE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

TP4

- Loddon Valley will be designed as a single, distinct, cohesive place achieved through a design-led multi-disciplinary approach to key place-making components. Neighbourhood Design Codes and proposals must demonstrate that multi-disciplinary teams have worked together on the layout, design and detailing of the principal unifying features.

TP5

- Loddon Valley must have a clear and legible settlement structure and townscape. Gateways, edges, nodes, corners, landmarks, movement routes and green corridors must be located and designed to reinforce the settlement structure, with a clear hierarchy of streets and centres.

TP6

- A clear spatial hierarchy must be evident in the design, achieved through the ordering of the bulk, height, massing, typology and configuration of buildings, and the scale, layout and design of the streets.

TP7

- The urban structure must be reinforced by attention to detail in design. Each space or surface, regardless of scale, must have a planned purpose and enrich the quality of the human experience.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

TC7

- The delivery of a single cohesive settlement comprising a principal neighbourhood on land owned by the University of Reading and two smaller neighbourhoods to the south and east must be supported by a clear place narrative (to be agreed between all landowners, prior to the submission of the first neighbourhood design codes) which reinforces neighbourhood hierarchy, for example through street design, scale, built form, density and land use.



Consistent hard landscaping materials with structural planting that frames the street and guides movement to create a legible and clear identity (Van Gogh Walk, London).

TC8

- Two primary streets will run through the site:
 - An 'avenue' type, connecting Reading Road with Cutbush Lane East and Lower Earley Way, will form a unifying thoroughfare through Loddon Valley Garden Village for all modes of transport. This will be a broad, formal tree-lined street with generous verges and large detached and semidetached homes set back from the carriageway. Cyclists and pedestrians should be able to move safely along and across the avenue.
 - A 'high street' type, running through the core of the site connecting the 'Avenue' to Mole Road and Mill Lane, will act as the main address for non residential uses and the focus of public life within the principal neighbourhood, with pedestrian priority.
- The primary streets will vary in character and their design, including their junctions, must help to convey their role and function to users.



Shared street for both vehicular and pedestrian and cycle use, framed by formal street tree planting and public art (Ashford – @Turkington Martin).

TC9

- A distinctive, mixed-use district centre will be delivered and focused on the high street within the principal neighbourhood. It must be characterised by compact urban form, higher density development, ground floor retail, commercial and community accommodation and a public square capable of accommodating outdoor community events, spill-out space and mobility hub. Evidence from successful places must be presented to justify the proposed scale and enclosure of the public square, with an explanation of how the design is expected to support and enable successful community events and encourage sustainable transport. Car parking must not be located on the principal street frontage, except for disabled car parking.



Public square, activated with a vertical mix of ground floor retail and leisure use and residential above (Leidsche Rijn, Utrecht).

Performance Criteria

TC10

- Neighbourhoods and built development closer to the edges of the garden village at Sindlesham and close to Church Road, Mole Road and Reading Road must have lower average densities compared with the principal neighbourhood and must include an evidently generous landscape to reinforce the garden village character. Building heights along the Loddon Valley frontage and on sensitive edges at the periphery of the development must step down to respect the sensitive landscape setting. Development must achieve a gradual transition in scale towards its edges.



Buildings with a lower height look out to the landscaped space with frequent tree planting that helps to break up the feel of a continuous built frontage (Derwenthorpe, York).

TC11

- Homes along the high street will principally comprise a mix of town-houses and apartments with continuous frontages and a strong sense of enclosure and compactness. Variation will signal key corners and gateways, define nodes or create vistas to reinforce the settlement structure. In secondary neighbourhoods, the high street type will have a strong sense of enclosure, achieved by bringing buildings closer to the street and accommodating car parking behind. Spatial typologies such as courtyards, mews and alms house configurations are strongly encouraged at the rear to support the integration and activation of spaces used for car parking.



Strong and continuous built form to help define the street with an unbroken pedestrian and cycle route running parallel to encourage the prioritisation of active travel (Eddington, Cambridge).

TC12

- A considered palette of materials will be applied consistently across the settlement, supported by a rationale for the choice of materials across the separate neighbourhoods and centres, to be agreed as part of the neighbourhood design codes. The materials will promote a sense of cohesion across the garden village and be informed by a study of local materials and their use in buildings and public realm within the borough, interpreted and applied to meet contemporary design requirements. The primary streets will have a material palette which unifies the carriageway surface, kerbing, adjacent footpaths and cycleways, lighting, parking bays and crossing point details.



Through careful use of material and detail, development has a sense of continuity and reference the wider settings without resorting to pastiche (Peach Place, Wokingham).

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LOCALLY DISTINCTIVE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

TP8

- Loddon Valley will be distinctly recognisable as a ‘garden village,’ characterised by a richness and generosity in greenspace and landscape, with meaningful village greens acting as focal points within each neighbourhood. The development must be human in scale, demonstrating harmonious ratios between built form and public realm.

TP9

- Loddon Valley will be recognisable as a contemporary Berkshire settlement that has regard to the scale, form and character to Wokingham and neighbouring settlements of Sindlesham, Arborfield and Shinfield, re-interpreting local vernacular in a contemporary way through innovation and best practice, including Modern Methods of Construction.

TP10

- Prior to the submission of neighbourhood design codes, an analysis of local building typologies must be undertaken and documented. This must demonstrate how built form has evolved over time in response to the landscape and urban development patterns. The analysis must demonstrably inform the preparation of neighbourhood design codes including a range of contemporary building typologies capable of being used across the site to reinforce the settlement structure and achieve cohesion.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

TC13

- Opportunities to visually connect places and landmarks within and beyond the site will be optimised at the detailed layout stage to enhance legibility and sense of place. The framing of view corridors, either through built form or landscape must be given special consideration.



Street layout and building orientation frame view to existing landmark to help with wayfinding and celebrate the local asset (Stafford Town Centre).

TC14

- The design of gateways into the site will be unique and distinct to their garden village location, respecting their context; the layout of built development must never follow highway geometry at gateway locations. Designs must protect as much of the existing valuable vegetation as possible. Designs must be inclusive and accessible to all road users, prioritising active travel modes.



The configuration of the bridge, framed by soft landscaping and well-proportioned homes, creates a welcoming transition and a subtle gateway into the new development (Alconbury Weald).

TC15

- The application of relevant local spatial and building typologies will be interpreted for contemporary development and applied to reinforce the settlement structure. Pastiche or homogeneous approaches to architecture will be resisted, particularly on the principal frontages, and thoroughfares.



A variety of roof forms along the street help break up the building frontage and provide visual interest (Oakridge Park, Milton Keynes).

Performance Criteria

☐ TC16

- The built form hierarchy will position important public buildings in visually prominent locations.



The primary school is located near the gateway to the neighbourhood, set within open landscaping to create clear sightlines that support wayfinding and the civic importance of the building (Alconbury Primary School).

☐ TC17

- Centres, the community hub and schools will be recognisable as buildings or places of significance, demonstrating a positive interface with the public realm.



Public realm space with street furniture outside of the civic building that is of sufficient size for public gatherings and spill-out space (Wokingham Market Place @GreenBlueUrban).

☐ TC18

- Dwelling entrances and front gardens can facilitate interaction between neighbours.



Low-level hedges and planting and shared street space encourage informal, neighbourly interaction (Great Kneighton, Cambridge).

☐ TC19

- Public art and provision of space for cultural activities will be integral to the public realm and where possible draw on the cultural identity and heritage of the locality.



Public art that is reflective of local heritage but in a contemporary form (Leicester).

☐ TC20

- New utilities infrastructure including new substations will be well integrated into the urban realm and be located within the development parcels.



Substation integrated into urban fabric (Alconbury Weald).

☐ TC21

- Utilities will be laid in dedicated service margins off carriageway in accordance with 'Living Streets: A Highways Guide for Developers in Wokingham' or any successor document.

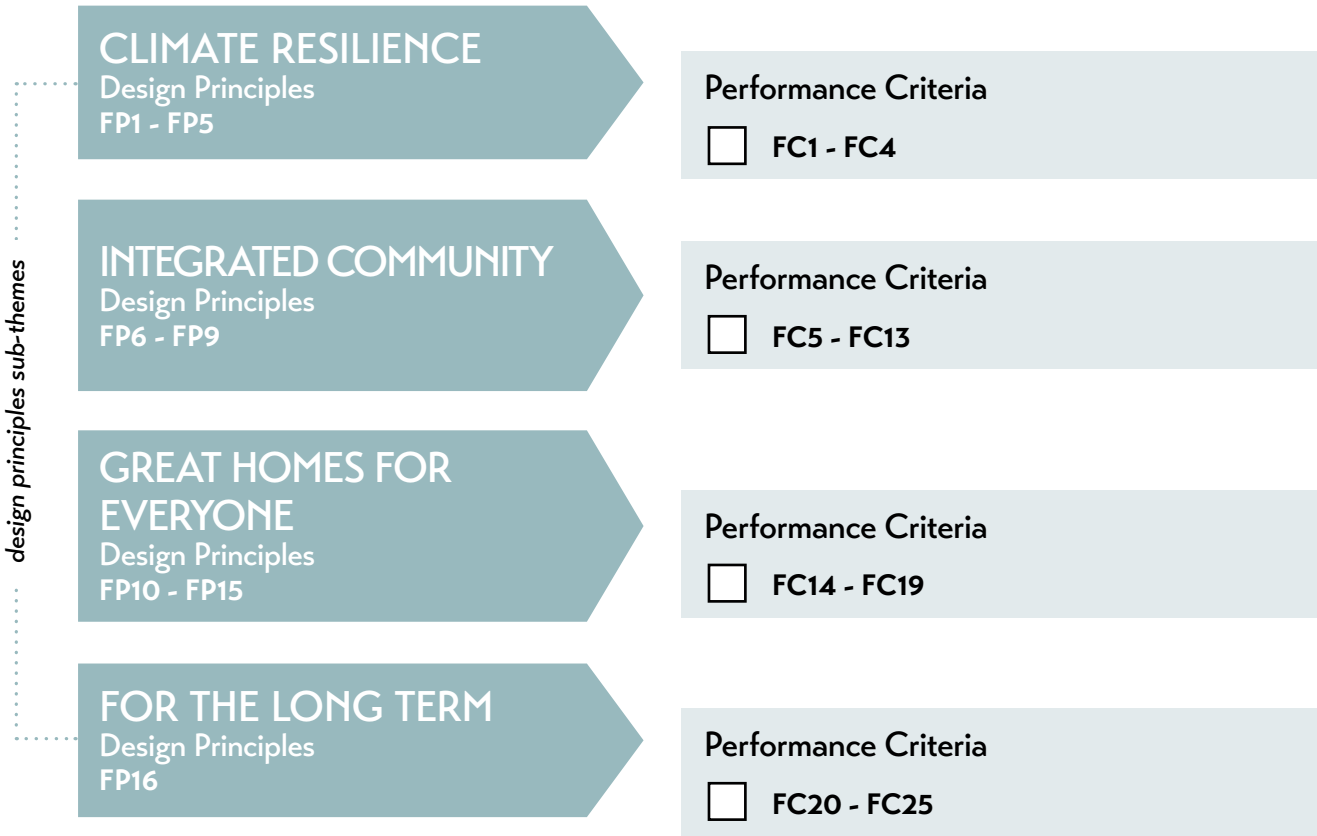


A green verge with street trees and low-level planting that can integrate utilities without disrupting the street scene (Wokingham).

Function: Content Summary

The following pages set out a series of design principles related to the Function theme, which must be adhered to at all times and clearly demonstrated within submissions.

These principles are organised into sub-themes, each containing a set of performance criteria that Masterplans, neighbourhood design codes, and subsequent proposals will be required to evidence to the Borough Council.



CLIMATE RESILIENCE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

FP1 Loddon Valley Garden Village will be an exemplary 21st Century garden village and set the standard for future community development, aiming to be more ambitious than policies and Building Regulations require.	FP3 Buildings must be durable and adaptable to future needs, recognising changing lifestyle requirements over time.	FP5 Land must be used efficiently to minimise the carbon impact of delivering the development. This includes shared use of car parking, community use of school buildings and the delivery of flexible community meeting spaces to accommodate a variety of activities on different scales. During construction phases, the provision and integration of temporary community uses and local retail must be considered to optimise trip internalisation.
FP2 Wherever possible, new homes should exceed the sustainability standards set out in the Building Regulations. Developers should consider the scope to follow the LETI Guide for Climate Emergency Design in seeking to reduce embodied and operational carbon at Loddon Valley.	FP4 People must be able to meet their everyday needs within the Garden Village including access to convenience goods, health care, informal recreation, sports and play, primary and secondary education.	

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

FC1

- Measures to reduce carbon and energy consumption including a fabric first approach will be adopted. The installation of renewable energy generating measures must be seamlessly integrated into the built fabric of the development.



Solar panels on roof orientated to capture maximum sun exposure create an interesting architectural feature on the building (Campbell Square, Milton Keynes).

FC2

- Natural heating and ventilation of homes and workplaces will be maximised through adherence to passive design principles that include building orientation, internal layouts and window sizing which maximise solar gain, allow good passive ventilation and avoid overheating in summertime. Passive design measures must apply at all scales, from the house to the plot layout.



Large brise-soleil system, combined with manually operated shutters prevents overheating in the summer months (Newhall, Harlow).

FC3

- Measures to improve water conservation including rainwater capture and storage, and the installation of water saving devices must be achieved (at the dwelling scale see reference to “The Building Regulations 2010 Sanitation, hot water safety and water efficiency” or any successor document).



Gutters and down pipes along the building frontage help capture rainwater and channel it to either water butts or rain gardens on individual plots. (Great Kneighton, Cambridge.)

FC4

- Rainwater capture must be an integral and positive feature of design, incorporating both wider scale measures to the more granular (outside front door) interventions, ensuring there is enough resilience in the system.



Green roofs on bin shelters to help capture rainfall whilst making a more visually appealing street (Arborfield Garden Village, Berkshire).

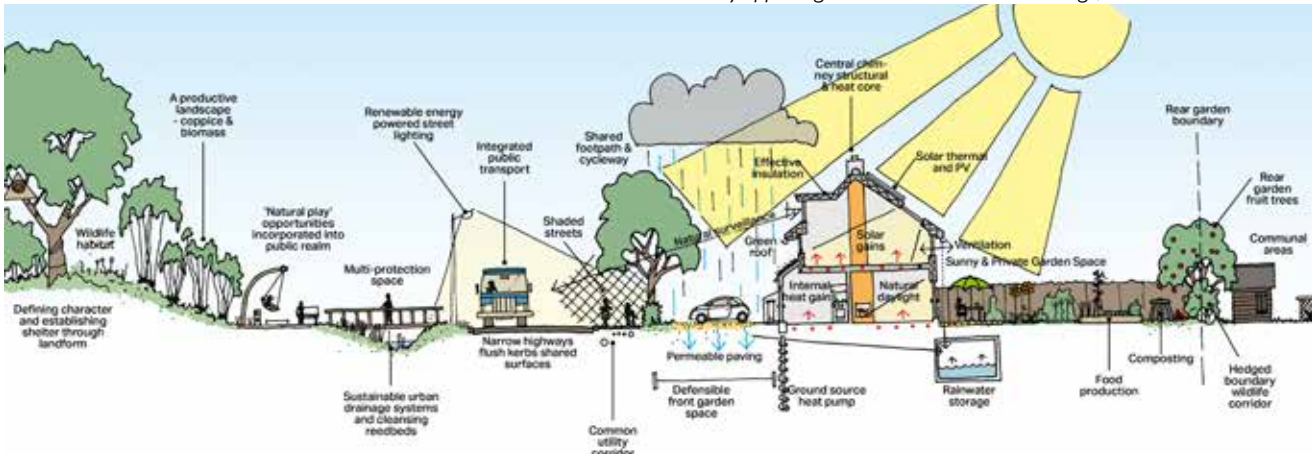


Figure 19: Climate change resistance can be incorporated into all aspects of neighbourhood design.

INTEGRATED COMMUNITY

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

FP6

- Loddon Valley Garden Village must prioritise human health, wellbeing and equity as a critical thread running through each design decision. Proposals must demonstrate and evidence conscious responses to the Marmot principles.

FP8

- The public realm must be a place where residents want to spend time. Landscape design, street furniture, casual safety surveillance and high quality materials must be considered comprehensively to create liveable, sociable streets.

FP7

- Development must deliver a well-designed and legible hierarchy of accessible, vibrant district and local centres, together with community hubs to support residents and facilitate social networks.

FP9

- A comprehensive wayfinding and street furniture strategy must be provided across all parts of the Garden Village to support all users. This must be agreed between all landowners.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

FC5

- The district centre will provide a mix of community spaces, co-working spaces, retail, cultural, play, specialist housing, potentially health uses, and flexible business spaces. All buildings will be well integrated into the urban fabric and need not be standalone. In addition, proposals must demonstrate that community and commercial uses will be phased in as the community grows, with the delivery of an early, purpose-built community meeting space and food shopping in the first phase of development, which may be provided in temporary accommodation.



Active, ground-floor retail units, framed by formal landscaping and a flexible, public realm space that can support a range of activities (Elms Field, Wokingham).

FC6

- Retail and commercial units must be primarily accommodated in multi-storey buildings, with residential or commercial space above ground floor. Ground floor spaces must be designed to be flexible and able to accommodate a range of uses over time without the need for extensive retrofitting. They must have a minimum ceiling height of 4m.



Vertical mixed-use with a commercial ground-floor and spill-out space and residential use above (Newhall Harlow, Essex).

FC7

- The location and orientation of public spaces and spill-out-space will be clearly identified in response to micro-climatic issues. Retail and commercial buildings with spill-out spaces must incorporate retractable canopies or building overhangs where they are likely to be exposed to the sun and rain, to maximise their use-ability.



Café with spill-out space to connect the building edge to the street (Kelham Island, Sheffield).

Performance Criteria

☐ FC8

- The community hub to be provided on the University of Reading’s land, in proximity to the ruins of St Bartholomew’s Church, will act as a gateway to the Country Park and will be seen principally as a location where individuals and groups can meet and pursue common interests. Other non-residential uses including Loddon valley visitor centre, workspaces, pub and a café will make a good contribution to this setting and could be achieved through the reuse of existing buildings.



Conversion of existing buildings into community space and restaurant with provision of outdoor space that has become a social hub and a landmark of the neighbourhood. (Houlton, Rugby).

☐ FC9

- Local centres must be positioned for optimum accessibility by sustainable travel modes and will meet the day to day needs of the local community, including as a minimum local food shopping and a community meeting place.



The local centre is compiled of mixed-use buildings including shops, health services and hospitality, creating a local base that is compact and walkable (Telford, Lawley Village).

☐ FC10

- Accommodation suitable for older people and for people with limited mobility must be located close to the district and local centres, community hub and children’s nurseries.



Shared community facilities with the wider community help integrate older residents into the neighbourhood’s social fabric (Steepleton, Tetbury @Tim Crocker).

☐ FC11

- Schools must be well integrated into the neighbourhoods, and must be easier to access by bus, on foot or by bicycle than by car.



Shared surface space with street furniture prioritises active travel movement to school. (Alconbury Weald Primary School).

☐ FC12

- The primary schools and secondary school must be suitable and available for community use, including in the evenings and at the weekend. They must be easily accessed from bus stops and able to meet a wider set of community needs including adult sports, community meetings and adult learning. Any requirement for adult changing rooms at the secondary school must be agreed with the Council prior to the submission of the Reserved Matters application for the secondary school.



Provision of sports facilities supports the wider community, supporting local recreation (Clay Farm, Cambridge).

☐ FC13

- Measures to support inclusivity must be factored into the design of the public realm, community buildings and public spaces to meet the needs of people with mobility and sight impairment and dementia, including provision of step free alternatives and inclusive design. Safe crossing of the streets, supported by clear sightlines must be provided. Frequent and generous resting places must be integrated into the public realm, particularly along routes connecting elderly housing with local and neighbourhood centres.



Step free access and pedestrian friendly crossing (Alconbury Weald).

GREAT HOMES FOR EVERYONE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

FP10 The housing mix must offer households the opportunity to move house within the site throughout their lifetime as their needs change.	FP12 New homes must meet Nationally Described Space Standards and wherever possible should exceed these standards.	FP14 Affordable housing must be pepper-potted throughout Loddon Valley, with limited cluster sizes to be agreed with the Council.
FP11 Each neighbourhood must offer a wide variety of dwelling types and sizes and tenures. The mix within each neighbourhood must be considered in relation to relevant spatial typologies to reinforce the settlement structure and legibility.	FP13 Homes and gardens must anticipate and meet modern day lifestyle requirements.	FP15 Homes for elderly residents must be integral to the housing mix.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

☐ FC14 Provision for self-build homes on dedicated, serviced plots will be achieved. A dedicated self-build design code must be produced and agreed prior to the submission of Reserved Matters applications for self-build homes to ensure cohesion in scale, height, frontage address, materiality and boundary treatment.	☐ FC15 A mix of homes will be achieved in each phase of the development and within each neighbourhood, in response to the most up to date Housing Needs Assessment.	☐ FC16 Homes within Loddon Valley will be adaptable to the changing needs and contemporary lifestyles of households by offering flexible spaces, low running costs and low maintenance requirements. Practical solutions including integrated kitchen/family rooms, home-working space, dedicated utility spaces for homes of three or more bedrooms and good levels of storage must be evident.
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Homes with a range of styles that create interest and variety along the street with plot passports set out design parameters (Houlton, Rugby).



A cohesive neighbourhood where a mix of houses and apartments are carefully composed around shared green space, creating a balanced and integrated residential environment (Barton Park, Oxford).



Accessible, adaptable and wheelchair user friendly homes (Wandsworth, London @jmarchitects).

Performance Criteria

☐ FC17

- Dedicated and discreet waste storage provision will be provided to meet the waste management regime within Wokingham Borough. Access between storage and collection points will be minimised. In terraced homes, this must include integrated bin storage at the front of the property, preferably as an integral part of the dwelling façade, or alternatively the boundary treatment, unless other forms of direct access between storage and collections points can be achieved.



Storage integrated within front gardens and hidden from the street to create a continuous building frontage that is visually appealing (Chobham Manor, London).

☐ FC18

- All homes must be equipped with smart metering, avoiding the need for external meter boxes, and demonstrate how heat pumps will be placed in discrete locations to minimise their visibility from the public realm and to ensure that occupants in neighbouring properties are not adversely affected by noise from their operation.



Building frontage uninterrupted by utility boxes to create a more attractive street scene (Bicester Ecotown).

☐ FC19

- All dwelling types must have an appropriate amount of private outdoor amenity space. Balconies and terraces for all apartments and sheltered accommodation / extra care facilities must include, at a minimum, rate of 5m² per 1 bed dwelling and 7m² per two bed dwelling. Balconies and terraces will be integral to the design of the building and considered at the initial design stage. Ground floor apartments must have outdoor amenity space that is secure and clearly separated from other semi-private, communal and public spaces with appropriate boundary treatments incorporating balustrading and generous shrub planting.



Provision of a first-floor roof terrace to ensure the property has access to private, outdoor space (Beaulieu Park, Chelmsford).

FOR THE LONG TERM

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

FP16

- In keeping with the Garden Village model, a stewardship strategy committing to best practice must be prepared and agreed prior to the grant of any Outline planning permission and secured through S106 Agreements. The strategy must be implemented in perpetuity for all areas of Loddon Valley through stewardship plans for the Loddon Valley Country Park, strategic green and blue infrastructure, mobility infrastructure and neighbourhoods (including commercial and community assets and the public realm). Community stewardship and travel plan coordination must be included in the strategy.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

☐ FC20

- The intended approach to stewardship can achieve a consistent standard of ongoing upkeep, management and maintenance of all built and natural community assets across Loddon Valley Garden Village including the Country Park, open spaces, play areas, SuDs ponds (unless adopted), public realm and community and other relevant facilities.



Tree planting in the early phases of the new development (Houlton, Rugby).

☐ FC21

- Guaranteed funding mechanisms will be established, demonstrating that sufficient provision for an income stream to fund stewardship activity will be available. This must not be limited to residential properties; income streams from commercial premises and car parking must also be factored in. Furthermore, it must be demonstrated that a fair charging regime will be applied across the whole garden village; this must be made transparent to all prospective residents.



Cricket green, Campbell Park (Milton Keynes).

Performance Criteria

☐ FC22

- During the construction phase, residents will have contact information (fixed landline and email address) for on-site developer representatives; this must be provided as part of a welcome pack in each dwelling. Beyond the construction phase, or upon the completion of each neighbourhood, opportunities for the community to fulfil governance responsibilities will be provided.



Emerging community involvement from early stages (Houlton, Rugby).

☐ FC23

- Future ease and cost of maintenance will be achieved, including the use of hard and soft landscape choices which minimise long-term maintenance requirements. This can complement bio-diversity objectives by including areas of low intervention managed for the benefit of nature.



Edge of development in Newhall, Harlow, where low-intervention zones enrich the ecological value of the place while lowering maintenance burdens (Newhall, Harlow).

☐ FC24

- The landscape strategy will deliver long term ecological management from the outset. Management must be done sensitively at the correct season to enhance biodiversity and minimise disturbance to wildlife. Meadow areas within the Loddon Valley Country Park must be managed through conservation grazing unless it is demonstrated that this is not suitable.



Gently managed landscape creates a generous, biodiverse setting where people, animals, and nature coexist, reinforcing the character and ecological richness of the place (Milton Keynes).

☐ FC25

- Active community stewardship will be evident from the point at which the first residents move into Loddon Valley to encourage good travel behaviour and to support the formation of social networks. This can include activation projects with community involvement and the early use of community meeting places for community-based activities and groups.

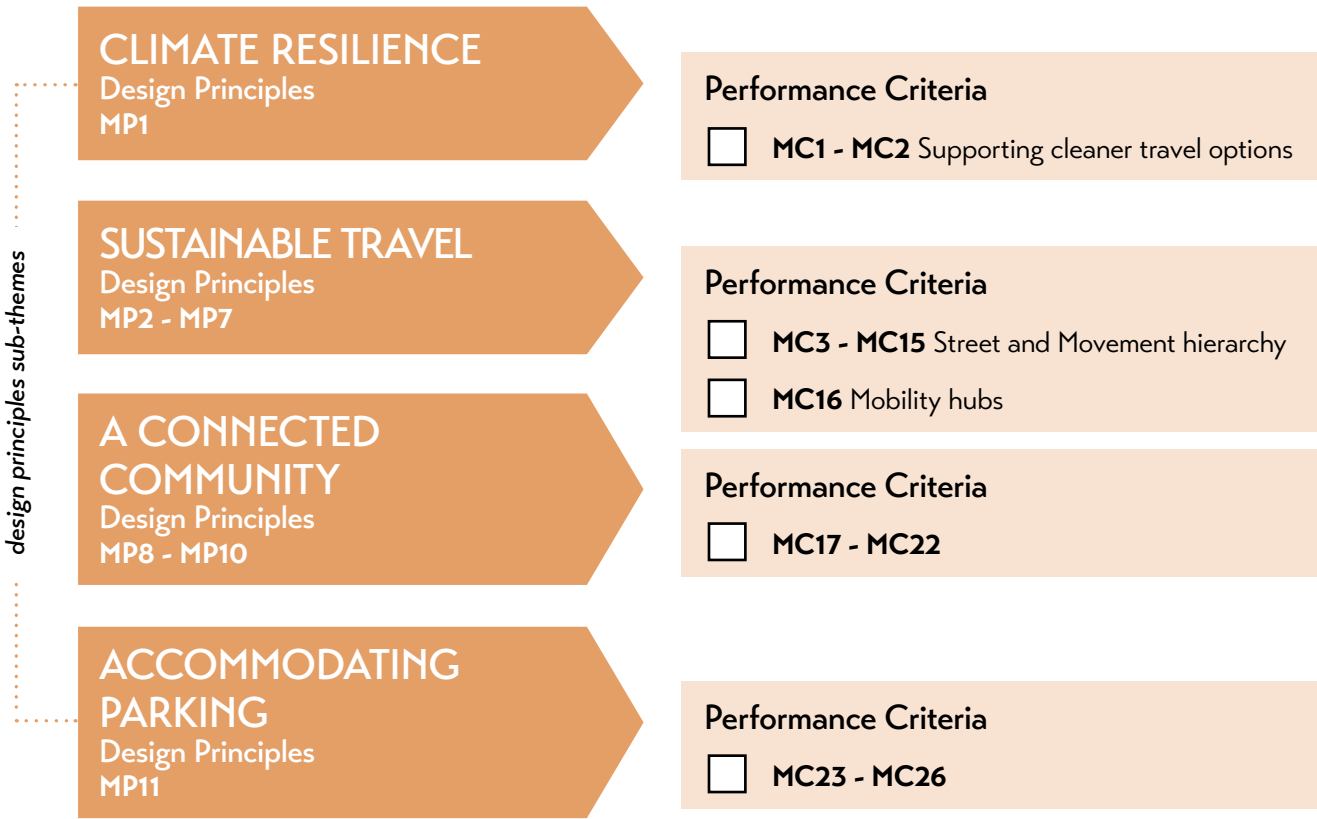


In the early phases of Alconbury Weald, the temporary café became one of the first social anchors for the new community, offering an informal space where early residents, workers, and visitors could build relationships Bohemia café/bistro (in Alconbury Weald @Tim George).

Movement: content summary

The following pages set out a series of design principles related to the Movement theme, which must be adhered to at all times and clearly demonstrated within submissions.

These principles are organised into sub-themes, each containing a set of performance criteria that Masterplans, neighbourhood design codes, and subsequent proposals will be required to evidence to the Borough Council.



CLIMATE RESILIENCE

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

- MP1
- The movement network must support a reduction in carbon emissions by prioritising active travel, integrated bus services, a future rapid transit system and the provision of electric vehicle charging infrastructure for each allocated parking space. Non-allocated parking must provide one charging point for every ten parking spaces, and ducting /future connection points must be incorporated to enable the expansion of provision over time.
- ☐ MC1

Electric vehicle charging, LED street lighting, cycle storage and cycle charging must be integrated into the design of the public and private realms in a manner which limits their visual impact.
- ☐ MC2

Car clubs will be provided and integrated into the design of mobility hubs to reduce support lower car ownership and reduce overall car parking provision.



Provision of EV charging points at key places to facilitate more sustainable transport mode (Wolvercote Mill, Oxford).



Convenient locations for car club spaces that is widely known within the community (London).

SUSTAINABLE TRAVEL

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

MP2

- Sustainable transport must be direct, intuitive and be easily navigated so it is the option of first choice for all journeys and preferable to the car. Priority must be given to Active Travel.

MP4

- A clear movement hierarchy must be created including connector roads, primary, secondary, tertiary and school streets and dedicated Active Travel routes. Streets must be designed with the needs of all modes in mind.

MP6

- Bus infrastructure will be provided to support frequent bus services and be designed to be adaptable as part of a planned future Rapid Transit System (RTS). This will include opportunities and space to change between local bus services and RTS.

MP3

- Within residential neighbourhoods, the car must be treated as a guest, welcomed where necessary and accommodated in an unobtrusive manner, including in off-plot locations.

MP5

- The Active Travel network must be adaptable to future changes in mobility (e.g. micro-mobility) by ensuring suitably generous widths and spaces at key nodes for interchange including within the local and district centres.

MP7

- A network of mobility hubs will be delivered across Loddon Valley including within neighbourhoods, adjacent to schools and within the centres and community hub.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

MC3

- The design and delivery of the development will ensure that sustainable travel options are a more attractive and convenient choice than using the car.



Cycle route framed by vegetated swales and tree planting to create an attractive route (Grey to Green, Sheffield).

Street and Movement hierarchy

MC4

- Connector roads will join Loddon Valley and Thames Valley Science Park to the access points where the road network outside the site has mostly higher speed, volume and capacity. Connector roads must be 30mph maximum, and 20mph in areas with people crossing, cyclists, bus users and mobility hubs.



Mole Road, Wokingham.

MC5

- High quality infrastructure will be provided to break down barriers to movement related to the M4 corridor. Integrated provision for active travel modes and public transport, including the bridge over the River Loddon, must be designed to support people and goods moving on foot, by bike and in vehicles.



A bridge that forms a bold architectural statement, elegantly spanning the valley and embracing the surrounding landscape while enhancing its natural character (Gairnshiel Jubilee Bridge, Scotland @Moxton Architects).

Performance Criteria

MC6

- Primary streets (high street and avenue typologies), and secondary streets will form the backbone of the street network and contain destination places where people come together.



A road that supports primary vehicle movement while maintaining a safe, comfortable environment for pedestrians, with generous footways, safe crossings, and clear visibility (Alconbury Weald).



Primary and Secondary streets are defined with the help of tree planting with a more formal, tree-lined avenue for the main route (Senliz Road, Alconbury Weald - Primary Street).

- Primary and secondary streets must be designed to a maximum of 20mph. On primary streets cyclists must have segregated facilities.



Brooklands, Milton Keynes – Primary street.



Senliz Road, Alconbury Weald - Primary Street.

MC7

- Districts and local centres will be pleasant places to live, where it is easy to access local facilities on foot or by bicycle. The street pattern must naturally convey appropriate speeds, including features to reinforce safe speeds, with junction spacing, crossings, islands, gateways, trees, landscaping and use of the urban built form. Priority will be afforded to pedestrians.



The design of the square subtly incorporates the vehicular route without compromising the quality of the public realm with a carriageway level with surrounding paving, using material changes and subtle detailing, creating a pedestrian priority environment. (Elwick Road, Ashford.)

MC8

- Centres will contain mobility hubs and interchange zones, with quality facilities, and wayfinding. Street width will vary, dependant on a variety of factors, from forward visibility for safety, to designing a sense of enclosure with built form, nodes, edges and landscape structuring.



Mobility hub with communal scooters and bicycles and a place to rest with planting (Mobility Hub Trial West Midlands © Callum Design).

MC9

- Tertiary streets will be designed as shared surfaces and be attractive for walking and cycling with appropriate surface materials, street trees and planting to ensure very slow traffic speeds. They may act as play spaces and community meeting spaces. Plans must demonstrate ambition to deliver best practice in shared street design, drawing on successful examples from other places.



Level streets with minimal signage create a flexible public realm that encourages interaction and slow movement (Elliotts Way, Horsted Park).

MC10

- The principle of ‘School Streets’ will be adopted for streets that accommodate the principal entrances to school site to encourage walking and cycling, improve air quality, make streets safer and reduce parking pressures. Reference should be made to the School Streets Initiative at www.schoolstreets.org.uk.



A street space in proximity of a primary school, redesigned as a modal filter to prioritise children's safety, health, and independence, to deliver the equivalent of a 'school street' by restricting motor vehicle access (Van Gogh Walk, London).

Performance Criteria

MC11

- School streets will facilitate safe drop-off and collection, including waiting spaces, play opportunities, seating and attractive landscape design. They will have no traffic at all during drop off and pick-up windows. Proposals must demonstrate a focus on what school streets need first – i.e. mobility, safety, community, landscape and place qualities. Access for school buses and other essential vehicles must be considered carefully.



A 'school street' outside a primary school, designed to improve road safety and air quality. The project was delivered by the Council to encourage people to make sustainable daily journeys "for themselves and for the planet" (Grove Street, Edmonton @Enfield Dispatch).

MC12

- Active travel routes will adopt a landscape led approach. They will join up multiple places and activities such as the district and local centres, community and sports hub, and will facilitate journeys between school and home. They will function as pedestrian and cycle links without traffic, or alongside the other street typologies. They will create opportunities to walk/cycle along and to cross the River Loddon and M4, and to connect with the wider area.



Segregated cycle route separated by a generous green verge to vehicular movement, successfully creates a safe, uninterrupted active travel link (Houten, Utrecht).

MC13

- Proposals must demonstrate how streets and active travel routes will be able to accommodate electric cargo (e-cargo) bikes which can replace many car journeys, from school runs to shopping trips and family outings. Routes must be generous in width to enable two way movement and avoid conflict between pedestrians, cyclists and mobility users.



A movement corridor wide and smooth enough for comfortable e-cargo movement, with gentle gradients, clear sightlines, and safe crossing points (Cobham Manor).

MC14

- The network of byways surrounding Carter's Hill will be retained, and Active Travel connections to new neighbourhoods created.



One of the existing rural byways surrounding Carter's Hill, framed by hedgerows and open fields, offering a green connection through the landscape (Byways surrounding Carters Hill).

MC15

- All streets will include street trees:
 - Along the primary street:
 - Trees must be on both sides with a minimum of 3.0m verge that can also provide SUDS, bus stops and occasional parking.
 - Within the district and local centres, where the public realm will favour hard landscaping verges will not be required. Trees must be planted in suitably scaled tree pits.
 - Through open parkland, groupings of trees must be planted in a less formal arrangement.
 - Secondary streets must have street trees on at least one side, complemented by shrub planting.
 - Tertiary streets must include informal tree groups and low level shrub planting. Where planting is set back and does not affect sightlines, height restrictions for shrubs would not be necessary.



Primary street with trees on both sides, swales with species-rich grasses and limited, integration of on-street parking that is framed by the street planting (Eddington, Cambridge).



Tertiary street designed for slow movement, with a more informal tree and planting setting (in Newhall, Harlow).

Performance Criteria

Mobility hubs

MC16

- Mobility hubs incorporating high quality infrastructure will be integrated into the district centre, local centres and community hubs and neighbourhoods:
 - A larger hub within the district centre must incorporate safe and secure cycle parking and storage, bicycle, cargo bike and micro-mobility rental, bus stops with covered and comfortable passenger waiting facilities, future RTS infrastructure, access to EV charging and a car club, and delivery lockers.
- Mobility hubs at the community hub and local centres must include safe and secure cycle parking and storage, bicycle and micro-mobility rental bus stops with covered and comfortable passenger waiting facilities.
- Within neighbourhoods, mobility hubs must offer bicycle and micro-mobility rental as a minimum.



(Edmonton Green Cycle Hub,) integrating walking and cycling facilities with public transport and public realm.

A CONNECTED COMMUNITY

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

MP8

- A network of safe, suitable, convenient and attractive off-street cycling and walking connections must be provided between Loddon Valley and settlements and destinations.

MP9

- Connector roads must be designed for all modes, whilst balancing movement and placemaking objectives with designs that respond to the contexts of landscapes and features.

MP10

- Loddon Valley will be digitally connected to support economic activity including working from home, shared workspaces and commercial development, contributing to trip internalisation and lower trip generation.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

MC17

- Provision will be made for a future Rapid Transport System (RTS) to connect with the wider Reading system, with levels of priority through the site. As the RTS would initially be established as a high frequency bus service, provision must be made for the system to adapt and serve new technologies as they come forward.



A modern Rapid Transport System integrated into a green, pedestrian-friendly street-scape (Sheffield).

MC18

- Safe, suitable, attractive and functional, all weather walking and cycling connections will be achieved to Thames Valley Science and Innovation Park, MereOak Park and Ride, Green Park, Green Park Station, Shinfield, Arborfield, Lower Early, Whiteknights Campus, central Reading, Wokingham Winnersh and Winnersh Triangle Station. Links will be provided as part of the first phase of development for each neighbourhood.



A safe, suitable, and attractive all-weather route that provides functional walking and cycling connections between homes and the surrounding green landscape, (in Oakridge Park, Milton Keynes).

MC19

- Strategic active travel routes across the River Loddon and Barkham Brook will be passable during periods of flooding.



Bridge that support active travel movement to ensure people can cross even during heavy rainfall or flooding (Northampton).

MC20

- A bridge carrying the connector road over the River Loddon and M4 motorway must provide a segregated cycle and pedestrian route on one side and pedestrian route on the other site with separation from the vehicular carriageway. The bridge over the River Loddon must be of an exceptional bespoke design to be a visually attractive feature within Loddon Valley Country Park.
- The location and width of the proposed vehicle, pedestrian, and cycle bridge crossing the Loddon Valley and River Loddon must be established through options testing that prioritises ecological integrity, hydrological function, and landscape visual impact.



The bridge sits lightly within the landscape, allowing for views of the valley and complementing the river and surrounding nature while providing an unobtrusive crossing (Ouse Valley Park, Wolverton).

- Bridge alignment, span, and structural form must minimise intrusion into sensitive habitats and maintain the visual openness of the valley corridor. Opportunities to pause and appreciate the view of the Loddon Valley must be integrated into the design of the bridge. Preference must be given to the least impactful crossing solution, demonstrated through comparative environmental and design assessment.
- Bank re-profiling for the bridges must prioritise naturalised and planted edges, gradients must be suitable for tree and shrub planting, for sensitive integration into existing landscape. Hard revetments must be avoided.

MC21

- The new connector road link to Hatch Farm Way must enable Mill Lane to the south of Lower Earley Way to be closed to motorised through traffic and transformed into an Active Travel corridor, complemented with suitable connections to the Mill Lane Gateway and into Loddon Valley. Access to existing properties will be permitted.



Mill Lane, Wokingham.

Performance Criteria

MC22

- Digital infrastructure will utilise the latest fibre and mobile technology to support broadband connectivity and enable Loddon Valley to become fully digitally connected and smart city enabled.



Smart displays help wayfinding and share live travel information, (at Clifton Campus in Nottingham).

ACCOMMODATING PARKING

Design Principles

The following design principles must be followed at all times and evidenced in submissions:

MP11

- A parking strategy must be provided which is related to the size of homes and the proximity of sustainable travel options, including walking, cycling, public transport and micro-mobility. Developments must offer a variety of well-designed parking solutions for homes and must seek to be innovative, recognising the gradual decline in car trips in the UK. All parking areas need to be safe and attractive, with low maintenance landscaping. Car parking must never dominate the street scene.

Performance Criteria

Masterplans, neighbourhood design codes and subsequent proposals must demonstrate to the Borough Council how:

MC23

- Innovative approaches to car parking will be evident within each neighbourhood, with 50% of all new homes accommodating a maximum of one on-plot parking space. Any additional parking for these homes must be provided in shared parking areas within proximity, preferably on a lease basis, to enable future removal and redevelopment.



On-plot parking designed to have minimal visual impact along the building frontage, sitting within front garden planting with a smaller, garage door that uses the same material palette as the rest of the house (Beaulieu Park, Chelmsford).

MC24

- Secure cycle parking provision for every home will be achieved at a minimum rate of one space per bedroom. Cycle parking must be conveniently located, preferably close to the front door of the property, to maximise the convenience of cycling. Cycle parking for apartments must be integral to the design of the apartments and not within parking courts or detached from the building. Secure cycle parking must be located very close to the main entrance of apartment buildings for easy access.



Parking and cycling facilities are embedded within the building form, maintaining a clean street-scape while supporting convenient, sustainable everyday living (Beaulieu, Chelmsford).

Performance Criteria

☐ MC25

- Within the district and local centres, car parking for non-residential uses must be provided on a shared basis in the interests of using land efficiently, and should, wherever possible, also provide for car parking for nearby residential units. An understanding of likely usage patterns and potential operating times will inform parking provision.



Shared cycle parking spaces integrate safely into the public realm, creating a welcoming environment that supports sustainable travel and community use, in Milton Park (Oxfordshire).

☐ MC26

- School cycle parking will be provided at a rate of 1 space for every 3 pupils and 1 space per 5 employees.



Covered, cycle parking that is located close to the building entrance (Trumpington Meadows, Cambridge).

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4.0 Bringing it all Together

This section of the Strategic Design Code weaves together the requirements of the four core themes for several key locations that will be important to the delivery of a cohesive garden village.

This includes:

- The interface between the Loddon Valley Country Park and the principal neighbourhood, where the treatment of the settlement edge warrants special consideration.
- The area of Hall Farm, Chestnut Avenue and the Scheduled Monument of the old St Bartholomew's Church, where a new node will be created, including a community hub and the principal gateway to the Country Park.
- Strategic green corridors or Greenways running through the development, connecting to the Country Park.
- The Central Park located to the south of the district centre, which will offer opportunities for community activities and organised events.
- The gateways into the garden village at Sindlesham, Reading Road and Mole Road, each of which will have its own distinct character informed by the characteristics of their setting and the nature of the planned development.
- The district centre, as the principal node within the garden village, where many functions must be successfully integrated to create a vibrant and viable centre.
- The High Street - a primary street typology that connects key destinations including the district and local centres and schools. It will have distinct points along its length, where, depending on adjacent uses, it will adopt a distinctive character.
- The Avenue - a primary street typology leading from the Reading Road Gateway to the Loddon Valley Bridge Crossing through neighbourhoods to provide connections to the wider street and movement network, including high streets. Featuring wide verges, and generous set backs, they will adopt a leafy tree-lined character.

The illustrations here demonstrate how the design principles and performance criteria relating to landscape, townscape, function and movement must be applied to future design in a comprehensive manner to deliver exemplary places. There may be other designs which also meet the performance criteria and deliver on the design principles; it will be for the applicants to demonstrate that any variations to the images depicted here will be equally effective in meeting the requirements of this code.

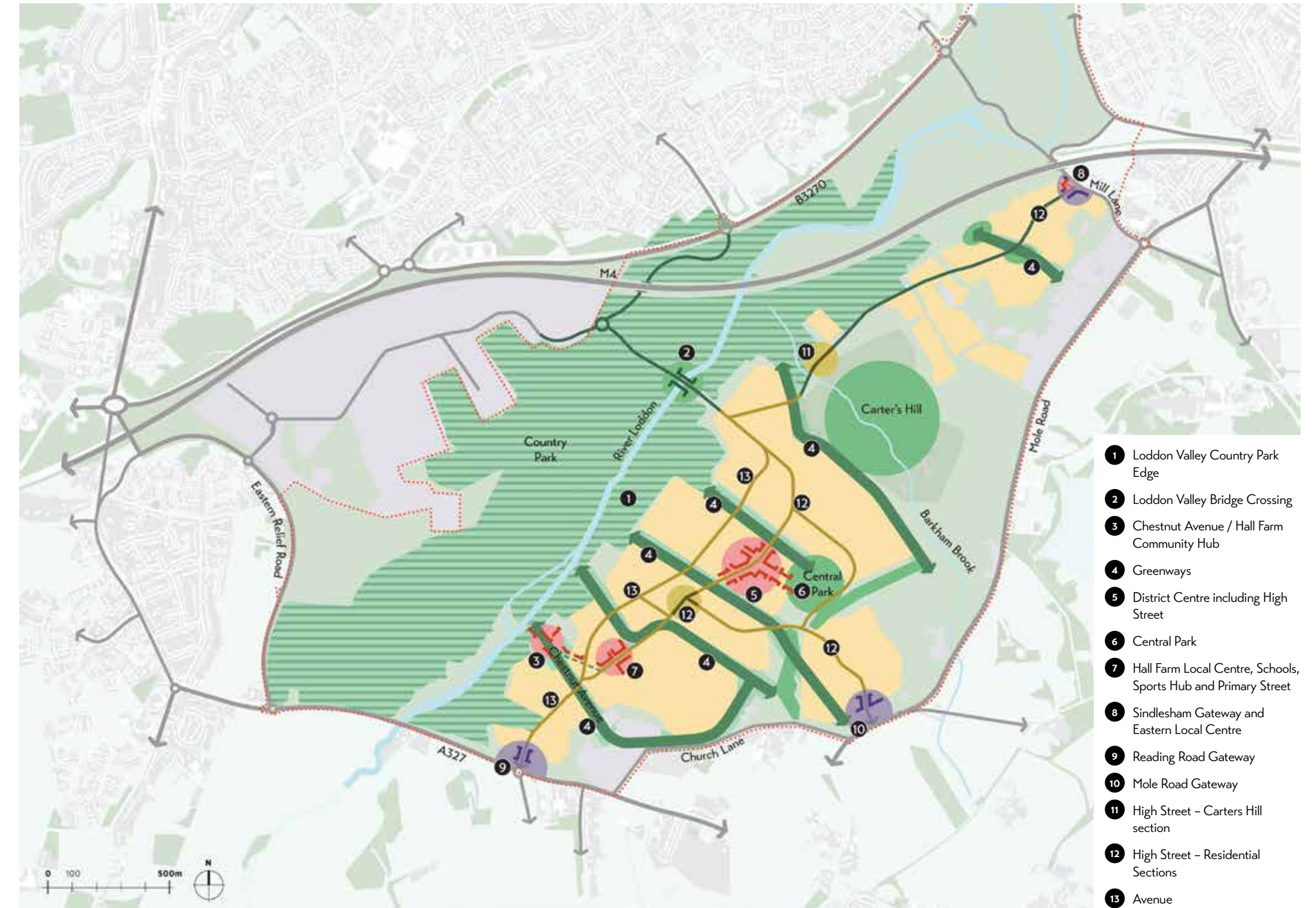


Figure 20: Key Location Plan

Key Places

1 LODDON VALLEY COUNTRY PARK EDGE

This edge provides an important interface with Loddon Valley Country Park which forms the multifunctional heart of the wider green and blue infrastructure network, linking Black Swan Lake and Swallowfield, and including the Barkham Brook through Carter's Hill.

Safe, attractive, suitable and accessible active travel and recreational routes permeate the Country Park between Chestnut Avenue / Hall Farm Community Hub and landmark bridge across the River Loddon, towards destinations such as the Thames Valley Science and Innovation Park and Lower Early.

The Country Park features a range of spaces, primarily natural green space, including SANG, with retained and additional landscaping. Opportunities for play for all groups and ages are located close to the neighbourhood edges with play on the way are integrated into the wider network. The Country Park also plays a strategic role in managing surface water flooding and enriching biodiversity as an accessible centre piece of Loddon Valley's green infrastructure network, offering a rich variety of landscaping that to protects and enhances wildlife and ecology.

- 1 Forms the heart of the wider green and blue infrastructure network connected to wider wildlife and ecological corridors (LC36, LC43)
- 2 Includes a range of attractive and well- managed spaces, including SANG, informal amenity space, natural greenspace and areas of structural landscaping, with priority given to nature and biodiversity. (LC10, LC11, L49, TC2)
- 3 Integrates areas of play and "Play on the Way" features for all age groups and genders. (LC18)
- 4 Retains and enhances existing landscape features, including field boundaries which are enhanced to structure development with green corridors and recreation and active travel routes. (LC38, LC40)
- 5 Additional landscaping features include informally arranged trees and hedgerows, orchards, grasslands and wild flowers and comprise native pollinator friendly species that are suited to the local landscape, riverside setting, are climate resilient and contribute to biodiversity net gain. (LC29, LC46, LC47, LC48, LC49)
- 6 Surface water attenuation features are integrated as naturalistic features and benefit from marginal landscaping to contribute to softened developed edges and the wider natural amenity the Country Park. (LC2, LC3, LC4, LC5, LC42)
- 7 Attractive homes overlook the Country Park edge and provide natural surveillance and are set back from hedgerows boundaries planted with native species to grow to a height of 1m (LC16)
- 8 Permeable access is provided from neighbourhoods via quiet streets and greenway corridors into a network of active travel and recreational routes in the Country Park, with accessible, safe, attractive, all-weather links across the River Loddon and to Shinfield, Thames Valley Science and Innovation Park and Lower Early. (LC10, LC13, LC15, FC13, MC12, MC13, MC18, MC19)
- 9 Vehicular streets are excluded to minimise disturbance to wildlife (LC44)
- 10 Lighting is designed to optimise user comfort, safety and minimise impact on wildlife, through considerations of height, spacing, luminaire brightness, and colour temperature. (LC45)

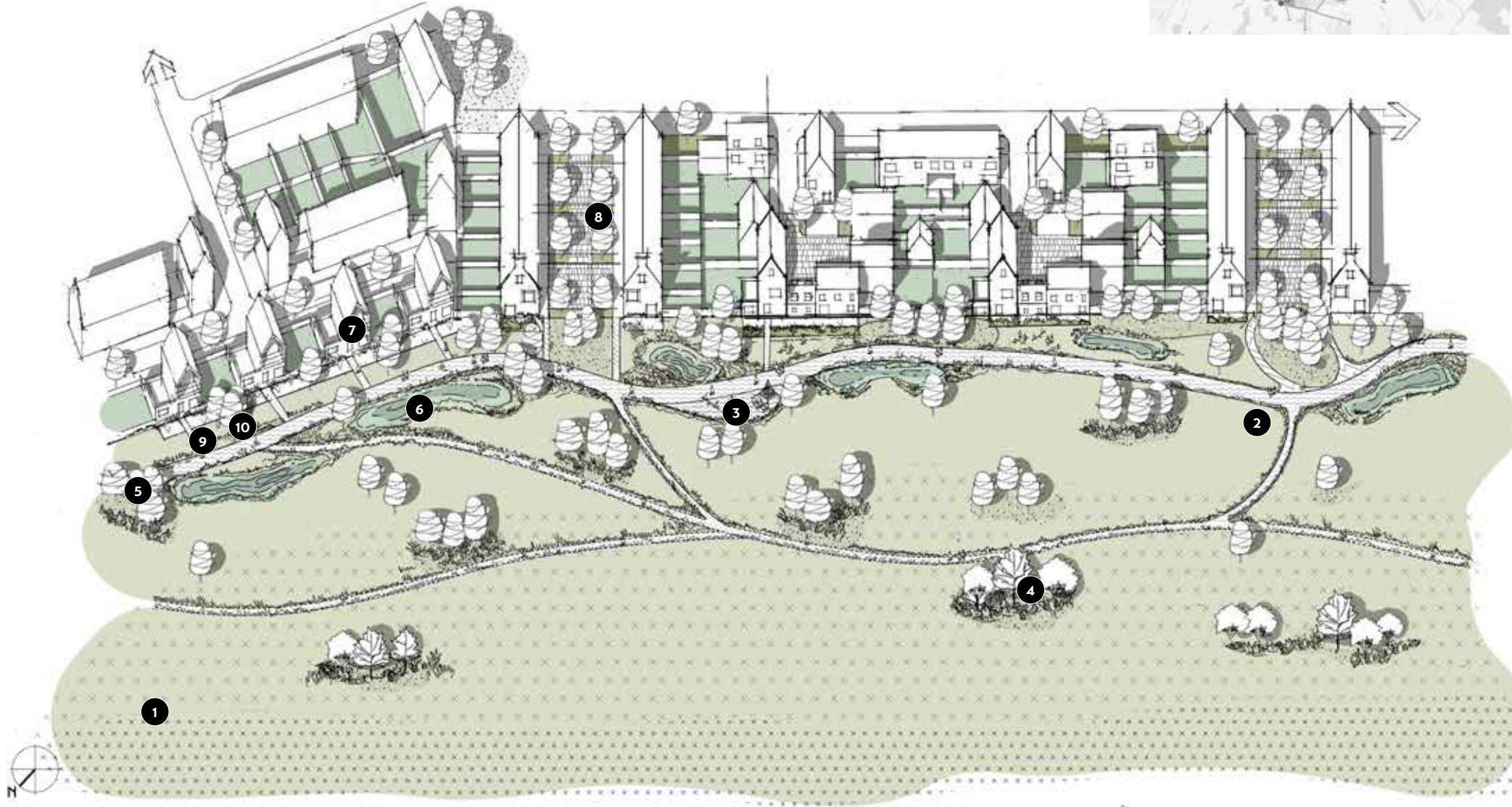


Figure 21: Loddon Valley Country Park Edge Illustration



Key Places

2 LODDON VALLEY BRIDGE CROSSING

The Loddon Valley Bridge forms part of the main connector route that provides access for all modes into Loddon Valley from the Thames Valley Science and Innovation Park, Lower Early and wider localities to the north.

Designed with an iconic bridge, it defines one of the key gateways into the garden village and has been designed to be visually pleasing when viewed from the connector road and when viewed from the riverside walks and cycleways as being well set within the landscape of the Loddon Valley Country Park.

- 1 Creates a striking landmark and focal point, contributing to Loddon Valley's identity that will be experienced by all users approaching the new settlement. From within the Country Park the bridge will be visible from the riverside footpath and cycleway and via glimpses from the wider network of recreational routes, providing interest and supporting legibility. (TC2, TC4, TC13, TC14, MC5, MC20)
- 2 Designed as an attraction in itself, the bridge incorporates features that enhance the experience, including viewing platforms, framed with landscaping and seating that will provide elevated views of the bridge and wider river valley landscape. (TC2, TC13, TC14, MC5, MC20)

3 The bespoke bridge design strikes an optimum balance between architecture and engineering, to achieve an elegant, visually lightweight structure that is appropriate for the river valley landscape. The design allows for natural daylight to penetrate beneath and provide a positive riverside experience. Generous headroom and widths between piers and river edge provide space for pedestrian and cycle routes and margins on both sides of the river under the bridge. (TC2, TC4, MC5, MC18, MC20)

4 A contextually appropriate palette of materials embellishes the bridge structure, with colours and textures that work at a pedestrian scale. Attention to detail has been given to the quality and finish of surfaces, abutments, piers, parapets, guardrails and handrails, and street furniture. The choice of materials minimises the carbon intensity of the bridge in balance with its intended design life. (TC4, TC12, FC1, MC20)

5 Safe, attractive and accessible step-free connections are provided for both pedestrians and cyclists between the riverside and the bridge, its viewpoints and walking and cycling routes on the connector road. The wayfinding strategy for Loddon Valley delivers features at this crossing to support the user experience. (LC10, FC13, MC12, MC13, MC18, MC20)

6 The bridge has a multi-modal function. Motorised vehicles are accommodated on a vehicular carriageway. Active travel routes are separated from the carriageway with margins matching the approaching verge widths. Active travel infrastructure includes segregated walking and cycling provision on one side and shared cycle and pedestrian provision on the other side. (LC10, MC4, MC5, MC12, MC13, MC18, MC20)

7 The impacts of the bridge and approaches on shade-sensitive habitats have been minimised in its design. Biodiversity enhancing features are also integrated into the design, including wildlife crossings under the approach roads and beneath the generous bridge span. (LC36, LC41, LC43, MC20)

8 Earthworks, such as embankments on the approach to the bridge have been designed to be blended in with the Country Park landscape, with features including trees and hedgerows planting, grasslands and wildflower planting, of native, climate resilient and pollen friendly species. The landscape features provide amenity and biodiversity net gains. Extensive use of large embankments should be discouraged. (LC9, LC29, LC36, LC41, LC46, LC47, LC48, MC20)

9 Public art features include lighting of the bridge to highlight its design features. Wider lighting of the carriageways and active travel routes optimise user comfort, legibility and safety of the bridge, whilst minimising potential impact on sensitive wildlife. This is achieved successfully by carefully considering the height, spacing, luminaire brightness and colour and avoiding glare or light pollution in the Country Park's dark sky. (LC45, TC19, MC20)



Ely Southern Bypass (Cambridgeshire)



Northampton Waterside Bridge



Wharf Road Bridge, Newbury (@Google)

Figure 22: Loddon Valley Bridge Crossing exemplars



Ely Southern Bypass (Cambridgeshire)



Oxpens River Bridge (Oxford)



Northampton Waterside Bridge



Gainshiel Jubilee Bridge Moxton Architects



Ordsall Chord (Manchester)



Oxpens River Bridge (Oxford)

Key Places

3 CHESTNUT AVENUE / HALL FARM COMMUNITY HUB

Hall Farm Community Hub acts as a key gateway into the garden village from the Country Park via Chestnut Avenue. It is an important asset, providing an attractive and memorable venue with a vibrant grouping of community led mixed uses with community spaces, a Country Park visitor centre, local retail, small scale employment and co-working space. The hub has been delivered by retaining and re-purposing the most characterful buildings alongside new development that includes a residential mix.

The network of lanes and byways, mature landscaping and Old St Bartholomew's Church ruins act to provide an attractive setting, enhanced with improvements to the lanes and byways and additional landscaping. Chestnut Avenue, which crosses the garden village and Country Park provides a key active travel and recreational connection from Shinfield and the Thames Valley Science and Innovation Park and leads south to Aborfield.

- 1 The mix of community uses include Country Park visitor centre, small scale local retail, food and beverage court, employment and co-working space and community space with residential uses to provide active frontages along street network (TC2)
- 2 Scale and massing of built forms vary to reflect the informal grain clustering and grouping of buildings that create character. (TC3, TC16)
- 3 Access, car parking and servicing is discretely located in well overlooked courts (MC25)
- 4 Residential car parking and cycle parking are located on plot or in residential courts (MC18, MC19)
- 5 New built forms echo agricultural forms and reinterpret their features and details with a contemporary approach, building in a fabric first approach to sustainable design, integrating passive design features. (TC3, TC15, FC1, FC2)
- 6 The community hub offers a positive interface with the public realm with buildings and frontages that are notably significant for their purpose (TC17)
- 7 Traffic is calmed on approaches to the community hub to support priority given to active forms of travel (MC3, MC6)
- 8 The residential offer includes low density detached and semi-detached homes and higher density terraced and courtyard homes that reflect the rural character of neighbouring built form and complement the retained dairy buildings. (TC3, TC15, FC15)
- 9 A park is located where active travel routes converge with flexibility for informal recreation, gathering and community hub events (LC10, LC12, LC13, LC15)
- 10 Active travel routes provide attractive, safe and suitable connections to Hall Farm Local Centre and adjacent Primary, Secondary School and Sports Hub, and north to the Country Park, Thames Valley Science and Innovation Park and Shinfield. (MC12)
- 11 Attenuation features are integrated into the park and wider green margins (LC2, LC3)
- 12 Chestnut Avenue has been enhanced and provides a strong visual connection from the community hub towards St Bartholomew's Church in Aborfield Village (TC6)
- 13 Existing lanes and byways are integrated into the street pattern as tertiary streets, maintaining an informal character with shared space to enhance character and be attractive for active forms of travel. (MC9, TC1)
- 14 The most characterful buildings, valued as local heritage assets, have been retained and re-purposed, together with mature landscape assets to provide an attractive destination and enhanced setting for integrating the remains of Old St Bartholomew's Church. (FC8, TC3)
- 15 Existing trees and hedgerows have been retained and enhanced with additional landscaping with pollinator friendly, native and climate resilient species to provide amenity and shade (LC38, LC39, LC40, LC46, MC15)



Figure 23: Chestnut Avenue / Hall Farm Community Hub Illustration

Key Places

4 GREENWAYS

The greenways are the green corridors that span between neighbourhoods and form part of the wider green and blue infrastructure network with frequent north-south connections between the Country Park, Central Park and southern edges of Loddon Valley. The corridors are designed to function as attractive corridors for amenity and nature with active travel and recreational routes.

Many are structured to integrate the existing network of lanes and byways hedgerows and trees. They include Chestnut Avenue and northern gateway into the site via the Hall Farm Community Hub. They also establish a positive setting and relationship with the Barkham Brook, The Holt, Gravel Hill Wood, surrounding fields and the lanes and byways that surround Carter's Hill, helping to maintaining its distinct identity and sense of rural tranquillity.

Further landscaping enhances these features and enriches ecology and biodiversity. Opportunities for play are integrated into these corridors for all groups. Residential development overlooking these edges has variety but with soft landscaped edges that contribute to the greenways' natural character.

- 1 Forms a key part of the wider green and blue infrastructure network in connecting the Country Park to the north with other locations including Carter's Hill, Central Park and the southern fringes and acting as wildlife and ecological corridors (LC36, LC43)
- 2 Includes attractive and well managed informal amenity spaces, natural greenspace with priority given to nature and biodiversity and integrating play areas. (LC10, LC11, LC14, LC21, LC48, TC2)
- 3 Well-defined areas of play are integrated in greenways for all age groups and genders and includes "Play on the Way" features. (LC14, LC17, LC21, LC23, LC24)
- 4 Edges are overlooked by attractive homes with active frontages to provide natural surveillance of routes and play areas either on one or both sides. (LC16)
- 5 Access for walking and cycling provided and excludes vehicular streets to minimise disturbance to wildlife, except for the role that lanes and byways play to facilitate vehicular access to existing properties at Carter's Hill (LC44)
- 6 Permeable access from neighbourhoods provided via quiet streets and green corridors into accessible, safe, attractive, all weather active travel and recreational routes, which integrate existing lanes and byways and provide connections to wider green and blue infrastructure destinations. (LC9, LC12, LC14, FC13, MC9, MC13, MC14)
- 7 Retains and enhances existing trees and hedgerows with additional landscaping including trees, hedgerows, grasslands and wild flowers comprising native pollinator friendly species that are climate resilient and contribute to biodiversity net gain. (LC38, LC39, LC46, LC47, LC48, LC49)
- 8 Surface water attenuation features are integrated as part of a wider network and benefit from marginal landscaping to contribute to softened developed edges and wider amenity, ecology and biodiversity benefits. (LC2, LC3, LC4, LC5, LC42)
- 9 Lighting is designed to optimise user comfort, safety and minimise impact on wildlife, through considerations of height, spacing, luminaire brightness, and colour temperature. (LC45)

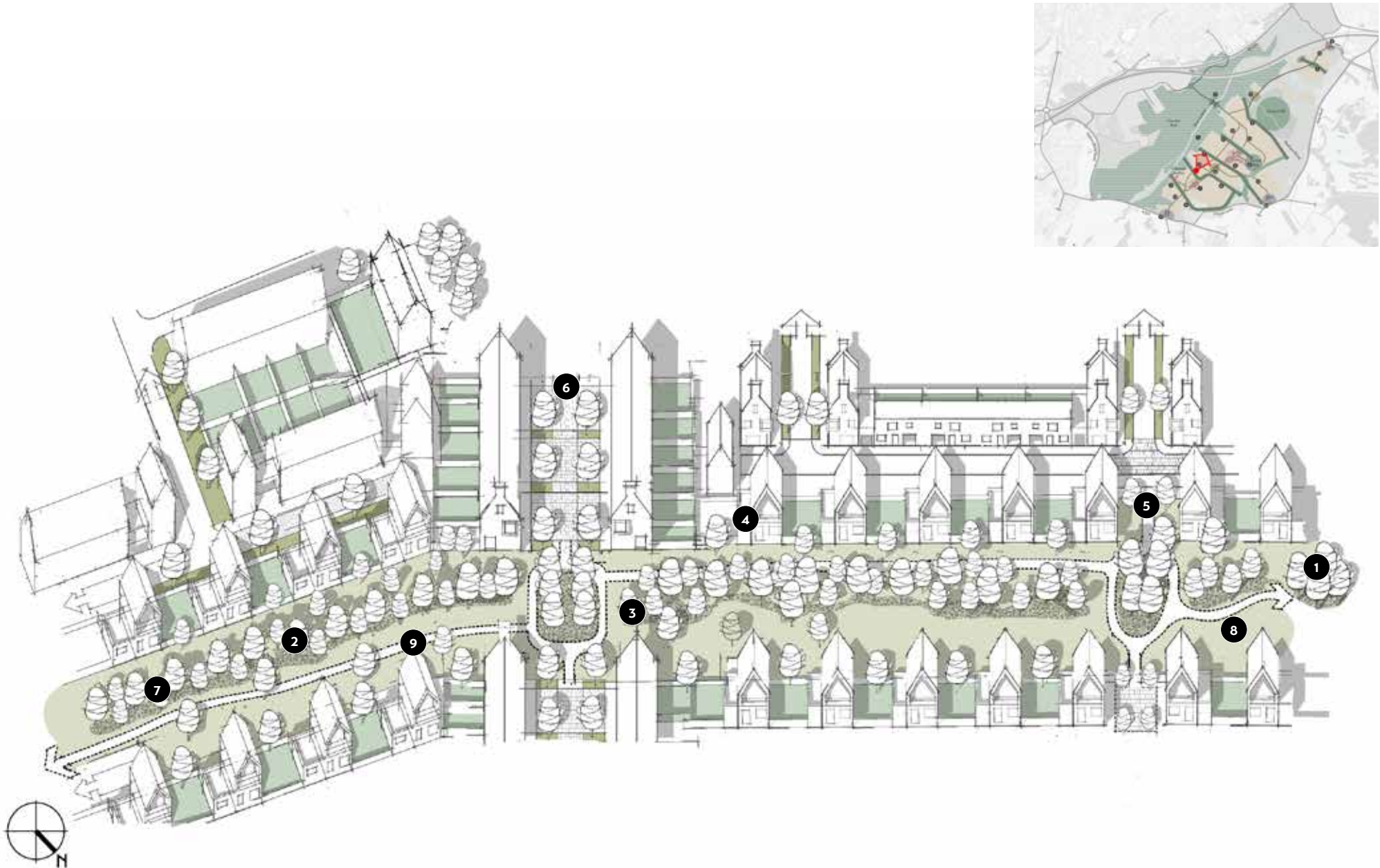


Figure 24: Greenways Illustration

Key Places

5 DISTRICT CENTRE INCLUDING HIGH STREET

The district centre is Loddon Valley's compact, attractive and vibrant primary destination that is easy to reach and well connected to the wider network of local centres, schools, sports and community facilities serving the neighbourhoods.

Developed with a distinct urban character, the centre provides a rich offer of retail, health, cultural and community facilities, alongside spaces for small businesses and co-working which enclose the high street and civic space. The public realm is generously appointed and is well landscaped to be a prime focal point for events and activities overlooked by attractive buildings with colonnades and canopies to allow activities to spill outdoors.

A wider residential offer complements the mix to suit a range of needs and lifestyles with a high density mix of apartments, town house and mews houses which adds to the role of the district centre as Loddon Valley's heart.

- 1 Creates a vibrant, primary mixed-use destination where a range of mixed uses is located to serve Loddon Valley (FC5, MC7)
- 2 Buildings of an increased and proportionate scale are focussed on a vibrant central civic space and high street and accommodate a rich mix of uses at ground and upper floors, with adaptable floorspace formats and continuous active frontages. Includes provision for food-store. (LC13, LC16, LC17, LC19, TC9, TC16, TC17, FC5, FC6)
- 3 Colonnades and canopies allow activities from ground floor units to spill outdoors and benefit from shade and shelter. (FC7)
- 4 Civic space acts as an attractive and vibrant urban room for outdoor events and activities with space oriented to maximise sun and daylight, and feature high quality hard landscaping, tree planting and public art. (LC6, LC7, LC12, LC13, LC19, TC17, TC19, FC7)
- 5 Civic space connects district centre to southern parkland and will be landscaped to incorporate trees and pollinator friendly planting and integrate SuDS features. (LC2, LC46)
- 6 Residential offer comprises apartments or maisonettes, terraced town-houses and mews terraces and includes accommodation for older people and people with limited mobility in easy reach of centre. (LC12, TC9, FC10)
- 7 Residential built form is structured in scale and density to achieve a transition from centre to wider neighbourhoods. (TC16)
- 8 High street affords priority to active and sustainable forms of travel with frequent crossing opportunities, high quality carriageway and pavement surfacing and integrates a public transport interchange and mobility hub that is adaptable to become part of future rapid transit network. (LC17, LC19, MC7, MC17, MC16)
- 9 Traffic is calmed on approaches to the district centre (MC7)
- 10 Tree planting in streets and spaces provide shading and cooling with generous canopies. Associated tree pits are designed and utilised as part of the surface water drainage for these areas. Alternatively, trees are accommodated in more formalised rain gardens. (LC2, LC3, LC6 & LC7)
- 11 Car parking, access and servicing are discretely located behind main frontages and within larger blocks in variety of forms. (multi-storey, podium, under croft, mews) (TC9)
- 12 Non-residential parking is shared to optimise the efficient use of space. (MC25)
- 13 Residential car parking includes off plot spaces available for hire. (TC9)

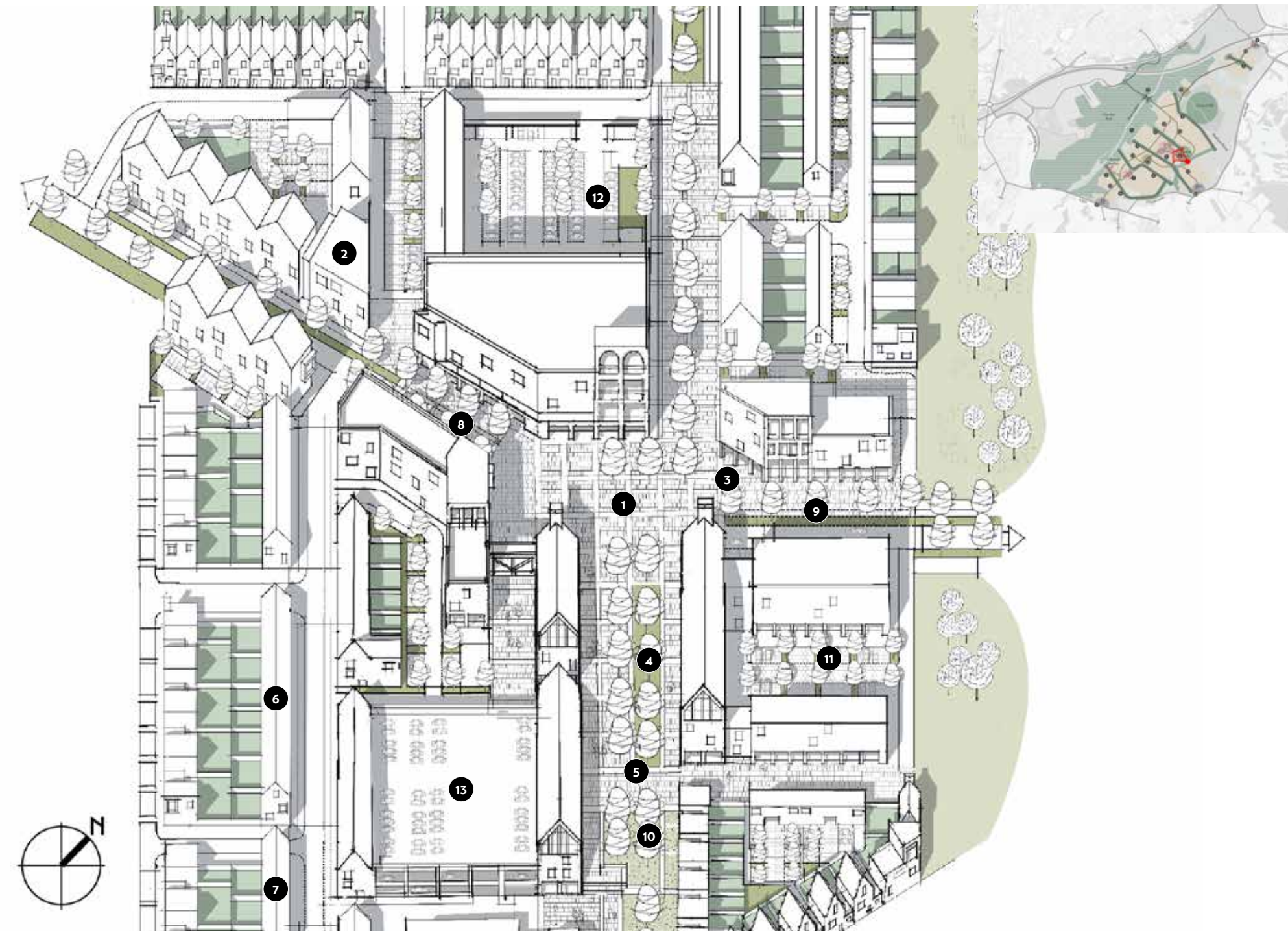


Figure 25: District Centre Illustration

Key Places

6 CENTRAL PARK

Central Park is closely connected to the District Centre and is a key destination that is set within a biodiverse, multifunctional and inclusive environment providing a range of opportunities for informal sports, play, horticulture and informal recreation for groups of all ages and genders.

The park has been designed to connect adjoining neighbourhoods to the north, south, east and west, is overlooked by homes facing onto the park and carefully integrates over and underground sections of a high voltage transmission line corridor.

- 1 Attractive, centrally located multifunctional park integrates nature and natural amenity which frame locations for play, sports, horticulture and informal recreation (LC13, LC14, TC2).
- 2 Edges of residential neighbourhoods address parkland edge are well-landscaped with active frontages with soft boundary treatments (LC16).
- 3 Power line and easement corridor is integrated through the park with areas of landscaping and varying developed edges (LC31)
- 4 Play areas provide natural and equipped features for all groups of age and gender (LC18, LC21, LC23, LC24)
- 5 Space is provided to facilitate a variety of sports activities for all groups of age and gender (LC18, LC21, LC24, LC24, LC25)
- 6 Space is provided for allotments, community food growing and community orchards (LC26, LC47)
- 7 Existing trees, woodland and hedgerows are retained and enhanced with planting of climate resilient, locally native and pollinator friendly species (LC38, LC40, LC48).
- 8 Incorporates 30m ecological buffer from ancient woodland to south connecting with Barkham Brook (LC37)
- 9 Integration of surface water attenuation with wetland planting enhances landscape quality and supports biodiversity. (LC2, LC3, LC4, LC5, LC42)
- 10 Active travel and recreation routes provide access to surrounding neighbourhoods and the wider green and blue infrastructure network and permeate through the park to provide access to play areas, allotment and orchards and sports facilities in all weathers. (LC15, MC12, MC15)
- 11 High street through the park is framed with tree planting and wider areas of landscaping and include frequent junctions and crossings to encourage lower vehicle speeds of no more than 20mph. (MC6)
- 12 Wildlife crossings across high streets, including bus route provided to strengthen wildlife connectivity. (LC42)
- 13 Bus gate is located on one of the high streets to manage vehicle flows (MC17)
- 14 Lighting of streets, active travel routes and play space and developed edges optimise user comfort, safety and minimises impact on dark corridors, through considerations of height, spacing, luminaire brightness, and colour temperature. (LC45)

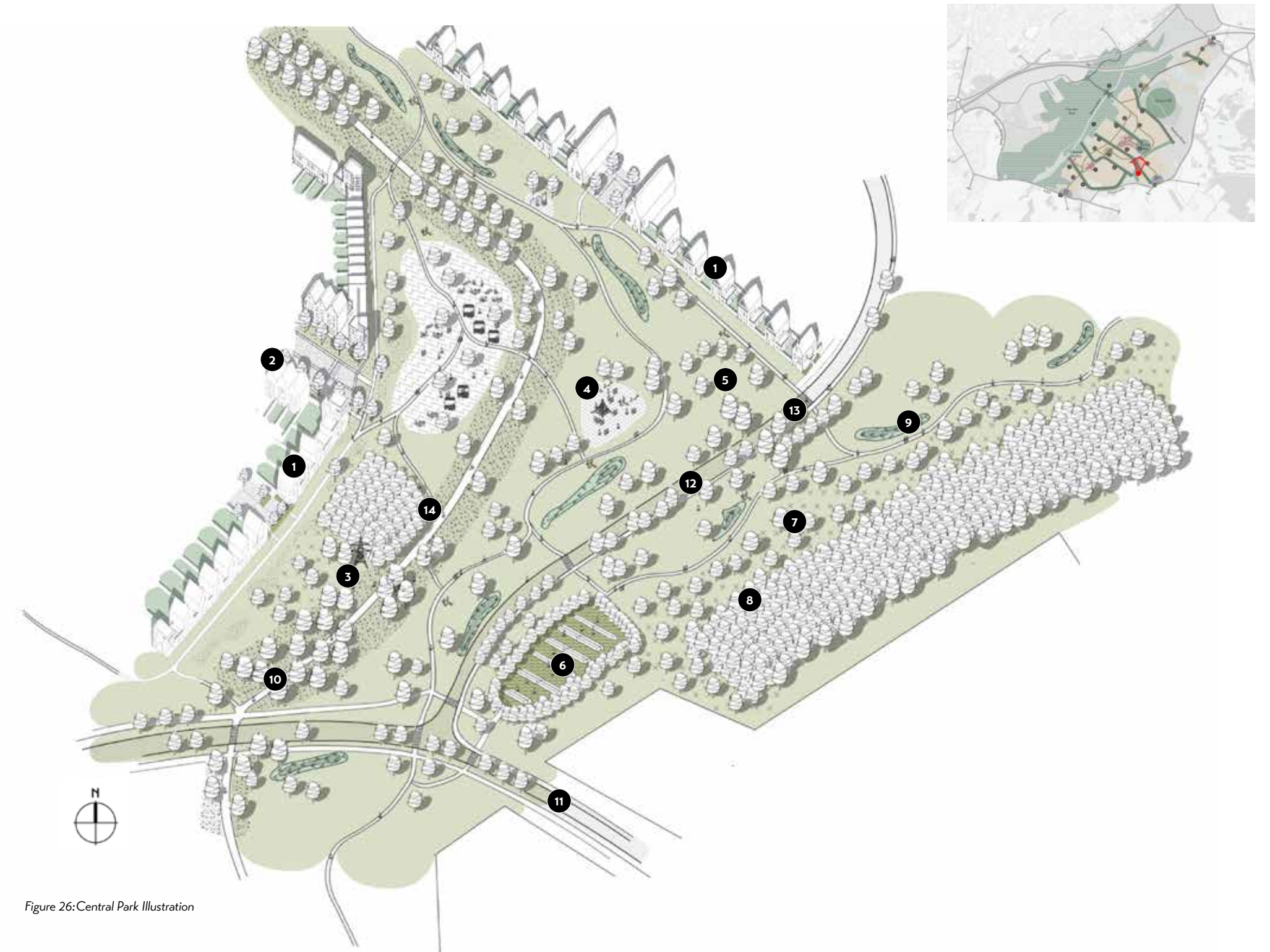


Figure 26: Central Park Illustration

Key Places

7 HALL FARM LOCAL CENTRE, SCHOOLS, SPORTS HUB AND PRIMARY STREET

Hall Farm Local Centre is co-located with primary and secondary schools and integrated sports hub on the high street to create a lively destination that is second only to the vibrant District Centre. Its proximity and connection to the Hall Farm Community Hub, reinforces its important role and requirement for bus stops to be co-located with a mobility hub to maximise its accessibility.

The multifunctionality of the local centre has required the high street to play an important role in being designed to slow and manage vehicle flows. Buildings are set back to allow the high street to integrate a linear square and create space for gathering and activities outside the schools, shops and community facilities, bus stops and mobility hub.

- 1 Local retail, community and residential uses frame the linear square to north in buildings of an increased and proportionate scale, with continuous and active frontages and ground floor canopies and colonnades that encourage activities to spill outdoors into the public realm. (LC13, LC16, LV17, LC19, TC16, TC17, FC6, FC7)
- 2 The sports hub is integrated into the secondary school and is available for community use for adult sports, meetings and adult learning. (FC11, FC12)
- 3 The residential offer comprises a denser mix of apartments (within small scale apartment blocks or above mixed use at ground floor) or maisonettes, focussed on the high street and includes accommodation for older people and people with limited mobility in easy reach of local centre. Terraced town-houses and mews terraces behind support interface with neighbourhoods. (TC11, FC10)
- 4 Small apartment blocks mark prominent corners within residential areas (TC16)
- 5 The high street corridor widens to form linear spaces with attractive and inclusive public realm, created with hard and soft landscaping, public art and prioritises outdoor activities, active modes of travel, public transport and encourages slow vehicle speeds. (LC12, LC13, LC14, LC15, LC17, LC19, TC19, FC7, FC13, MC6)
- 6 Traffic is calmed on approaches to local centre and schools (MC6)
- 7 Active travel link to Hall Farm Community Hub. (MC12)
- 8 Bus stops are co-located with a mobility hub to provide an interchange in the linear square which is adaptable to future forms of movement and logistics, including rapid transit, e-cargo bikes and e-scooters. (MC6, MC16, MC17)
- 9 Street trees add to the character of the high street and linear square providing amenity and shade, and planted with climate resilient, pollinator friendly species hard and soft landscape areas with sufficient root zones. Associated tree pits are designed and utilised as part of the surface water drainage for these areas. Alternatively, trees are accommodated in more formalised rain gardens. (LC2, LC3, LC6, LC7, LC9, LC46, MC15)
- 10 SuDS are integrated along high street and in green space near the sports hub. Features include, swales, rain gardens and utilise tree pits. (LC2, LC3)
- 11 Access and parking for vehicles and servicing for local centre uses are discretely located behind the local centre buildings and well managed to ensure spaces are available and accessible. Outside school hours, parking at the school is available for the sports hub. (MC25)
- 12 Residential car parking is located on plot, on street, in mews configuration or in well overlooked car parking courts, along streets to the rear of the main street. (TC11, MC23)

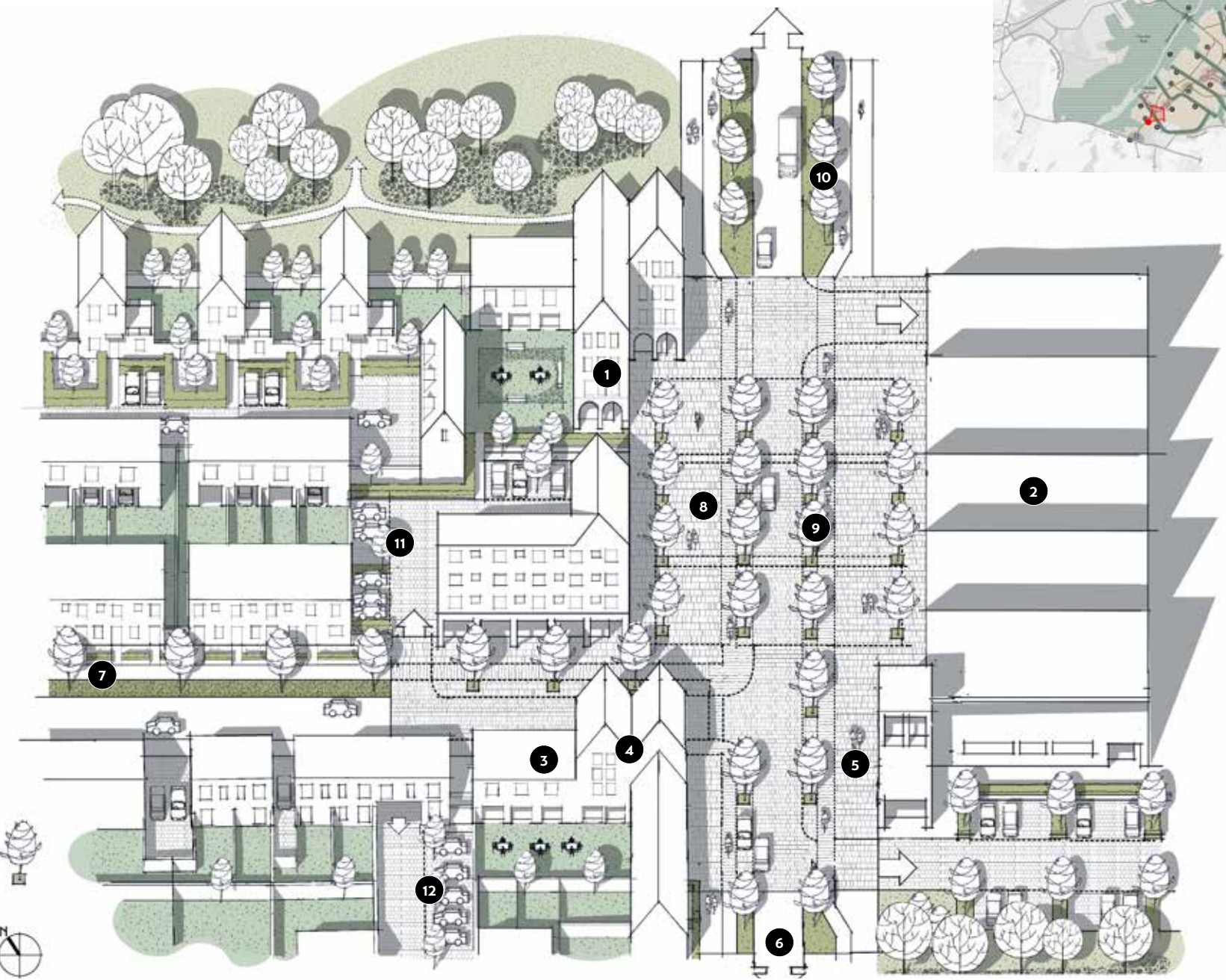


Figure 27: Western Local Centre, Schools, Sports Hub and Primary Street Illustration

Key Places

8 SINDLESHAM GATEWAY AND EASTERN LOCAL CENTRE

This main eastern entrance into Loddon Valley is co-located with a local centre to form the Sindlesham Gateway. Its design has been inspired by the rectangular enclosure of Hatch Farm to provide an attractive, vibrant and welcoming enclosure around the main vehicular access and public square.

Within easy reach by walking and cycling, this local centre is ideal for locating bus stops for public transport access and providing a mobility hub, with sheltered and comfortable waiting facilities for bus services and safe and secure facilities for cycle parking and storage.

By discretely locating car parking and servicing to the rear, the public space can be fully activated and enclosed by a mix of local retail and community uses with colonnades and canopies that offers opportunity for activity to spill outdoors and into the square. A mix of residential homes also frame this space to help create a vibrant gateway.

- 1 Distinctive and bespoke design of the built form, square and roundabout is informed by the rectangular form and character of the existing re-purposed farmstead building overlooking the Gateway (TC4, TC19)
- 2 Buildings of a proportionate scale, with a mix of local retail and local community space and homes on upper floors, frame public square with active frontages and integrates the primary access roundabout to form an attractive, context informed and place focussed gateway (LC12, LC16, LC19, FC9)
- 3 The public square provides an attractive “outdoor room” for meeting, socialising and allows activities to spill outside from local centre uses. A high quality hard and soft landscape response is required (LC13, TC19)
- 4 Front boundaries integrate soft landscaped, pollinator friendly treatments to help deliver amenity and biodiversity benefits. (LC41, LC46)
- 5 Good enclosure, landscaping, surface treatments, frequent junctions and crossings and surface treatments all act to convey an avenue to be driven at no more than 20 mph. (MC5, MC12)
- 6 Accessibility prioritises sustainable transport modes, with walking and cycling routes and crossings, a high-quality public realm, mobility hub, co-located with bus stop and car club facilities (LC15, MC2, MC7, MC16, MC17)
- 7 Access and shared car parking is located to the rear and shared between local centre uses (MC25)

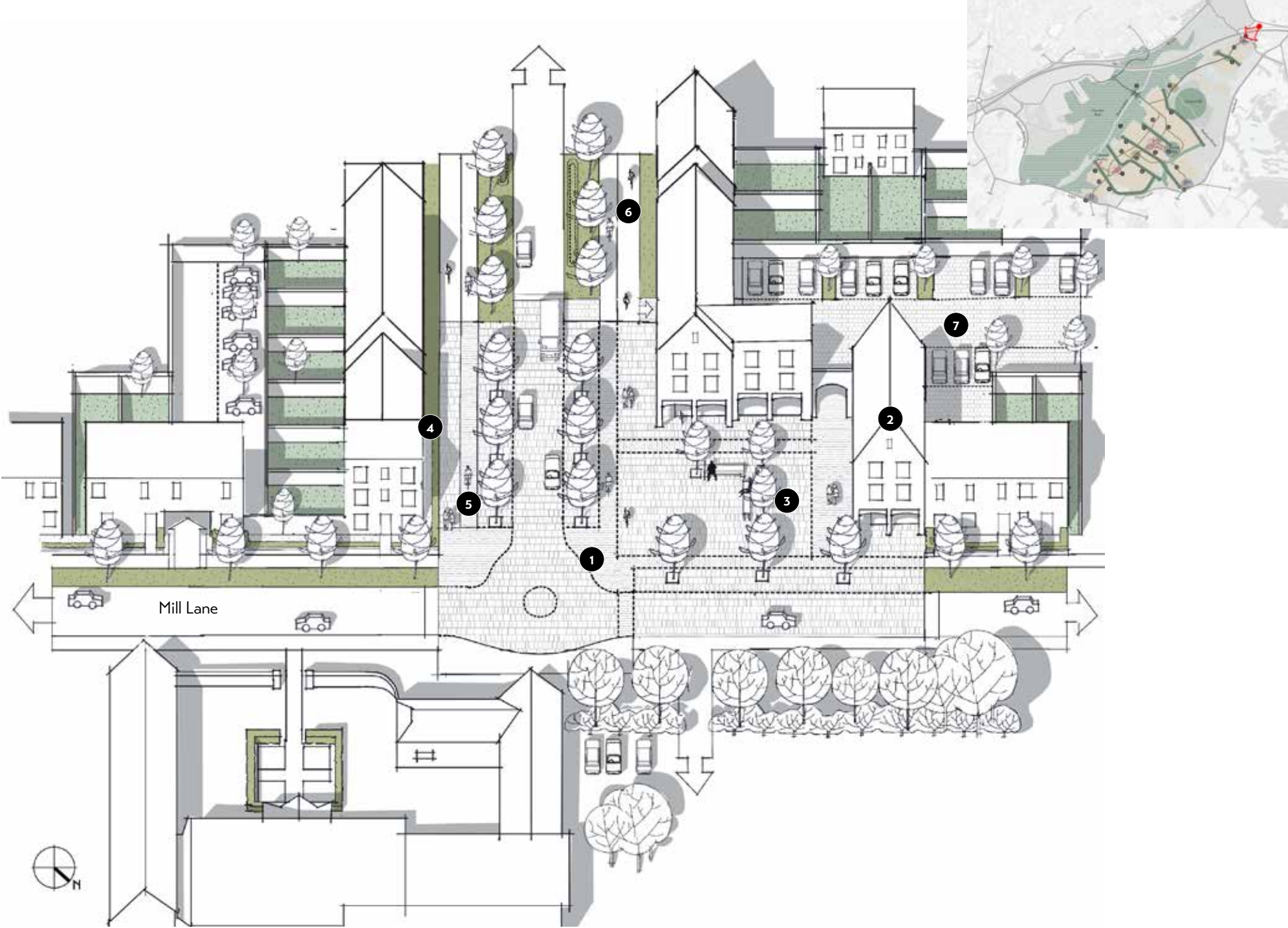


Figure 28: Sindlesham Gateway and Eastern Local Centre Illustration

Key Places

9 READING ROAD GATEWAY

Reading Road Gateway is the main western entrance to Loddon Valley onto the main avenue that spans the site and provides access to the high street serving the local and district centres and schools.

With this edge having a rural character, defined with a strong belt of hedgerows and trees, development is set back to allow for green space and landscaping to enforce the existing landscaped edge adjacent to Reading Road and be connected to the wider green and blue infrastructure network.

- 1 Well landscaped western entrance retains existing features with development set back from Reading Road. Allows for some separation with natural green space with grassland and native planting to form part of the wider green infrastructure network, including Loddon Valley Country Park to connect habitats and support biodiversity (LC10, LC13, LC28, LC36, LC37, LC48, LC49, TC2, TC15)
- 2 Existing trees and hedgerows are retained where possible and support character of gateway. (LC38, LC39, LC40)
- 3 Additional native planting includes pollinator friendly and climate resilient species that support the rural character and filter views towards the development edge. (LC9, LC48, LC49)
- 4 Residential edge, combined with generous landscaping, creates a softer interface. (TC10, TC14, TC15)
- 5 Soft boundary treatments provide a clear distinction between private gardens and open space. (LC17)
- 6 Front boundaries integrate soft landscaped, pollinator friendly treatments to help deliver amenity and biodiversity benefits. (LC41, LC46)
- 7 Integration of water attenuation with wetland planting enhances landscape quality and supports biodiversity. (LC2, LC3, LC4, LC5, LC42, TC20)
- 8 Connector road is designed to minimise the removal of existing trees and hedgerows adjacent to the Reading Road roundabout and is where walking and cycling routes are narrower to tie into existing shared provision. At the development edge, the connector becomes an avenue with wide tree-lined verges and separate footpath and cycle provision. (TC8, MC6)
- 9 Residential enclosure, landscaping, surface treatments, frequent junctions and crossings, and surface treatments all act to convey a street to be driven at no more than 20 mph. (MC6, MC12)
- 10 Reduced low-level lighting is provided adjacent to developed edge and at gateway entrance. (LC45)
- 11 Roundabout entrance integrates public art as an entrance feature to Loddon Valley. (TC19)



Figure 29: Reading Road Gateway Illustration

Key Places

10 MOLE ROAD GATEWAY

Mole Road Gateway is the least prominent entrance to Loddon Valley, reflecting the sensitive rural character and wider undulating landscape at this edge. Low density development is set back, allowing for a rural setting to be retained and for additional landscaping to filter views of buildings from Mole Road. Walkers, cyclists and horse riders also benefit with a new off-road route between Ellis's Hill and Church Hill and access to a new network of active travel and recreational routes across Loddon Valley to the new Country Park.

- 1 Gateway is modestly scaled to provide, soft edge, reflect the undulating rural landscape and reinforce separation of the garden village from Aborfield. (LC28, LC30, LC36, LC37, TC2, TC10, TC14)
- 2 Development generously set back from Mole Road by field retained to function as natural green space with grassland and native planting to provide screening and form part of the wider green infrastructure network to connect habitats and support biodiversity. (LC13, LC28, LC29, LC36, LC37, LC48, LC49)
- 3 Lower density development favours larger plots and, when combined with generous landscaping, creates a softer edge responding to the rural edge and neighbouring character of Arborfield. (TC10, TC14, TC15)
- 4 Soft boundary treatments add to soft developed edges and provide a clear distinction between private gardens and open space. (LC17)
- 5 Front boundaries integrate soft landscaped, pollinator friendly treatments to help deliver amenity and biodiversity benefits. (LC41, LC46)
- 6 The gap between existing byways at Ellis's Street and Church Lane is filled with provision for walking cycling and horse riding along the landscaped edge and connects with a wider network of byways, active travel and recreational routes. (LC15, TC2, MC12)
- 7 Existing trees and hedgerows are retained where possible and support the character of the gateway. (LC38, LC39, LC40)
- 8 Additional native planting includes pollinator friendly and climate resilient species that support the rural character and filter views towards the development edge. (LC9, LC48, LC49)
- 9 Integration of water attenuation features with wetland planting enhances landscape quality and supports biodiversity. The pumping station is screened from view with landscaping. (LC2, LC3, LC5, LC42, TC20)
- 10 Accessibility prioritises sustainable transport modes, with walking and cycling routes and crossings, and bus route. (MC3, MC6, MC17)
- 11 Good enclosure, landscaping, surface treatments, frequent junctions, crossings, and surface treatments all act to convey a street to be driven at no more than 20 mph. (MC6, MC12)
- 12 Quiet streets are formed with soft boundary treatments to create a soft rural facing edge. (LC17, TC2)
- 13 Reduced low-level lighting is placed adjacent to the developed edge and at the gateway entrance. (LC45)

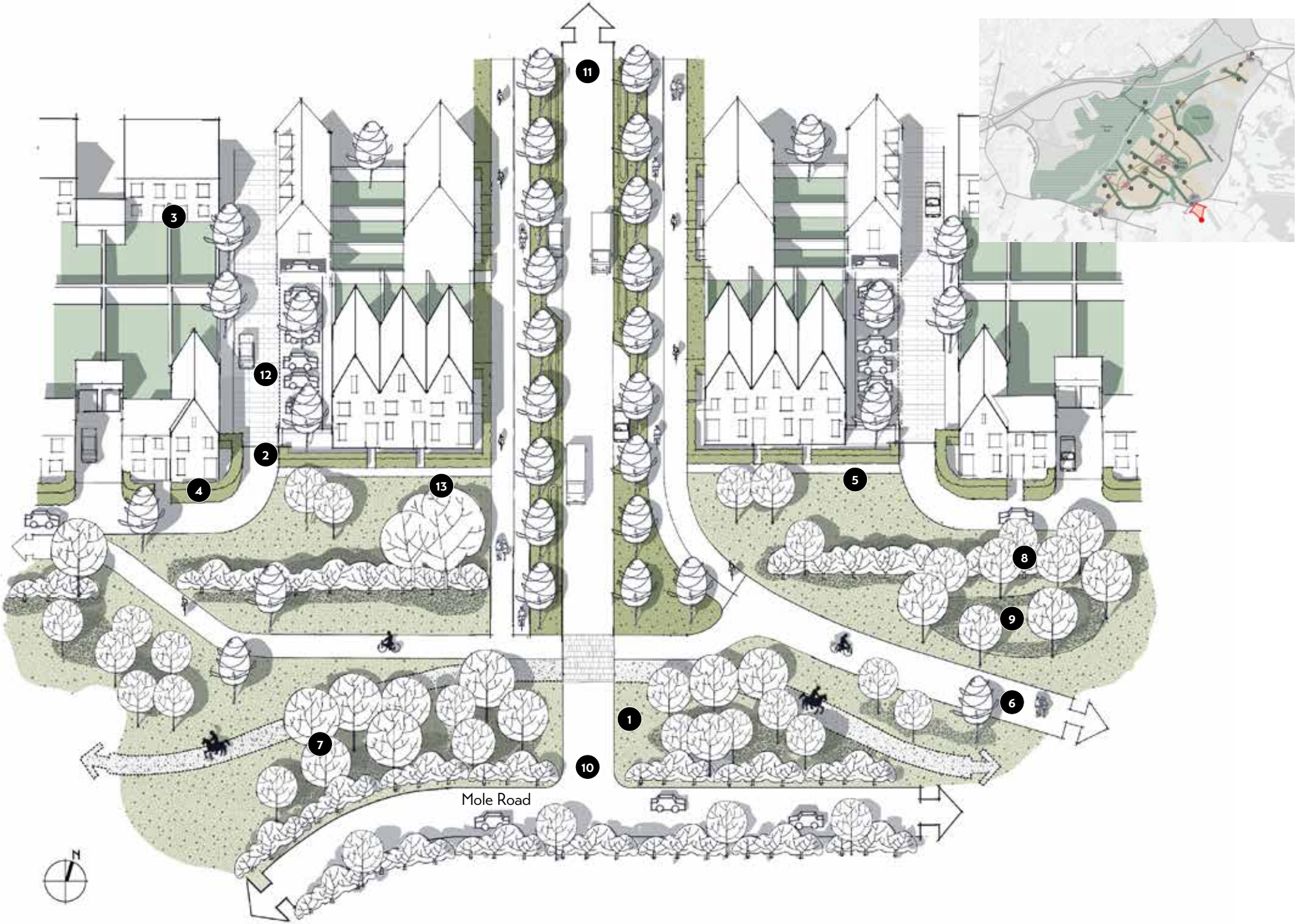


Figure 30:Mole Road Gateway Illustration

Key Places

11 HIGH STREET - CARTERS HILL SECTION

To achieve a good sense of separation and minimise the encroachment of development on Carter's Hill, the avenue is aligned to the north of The Holt and Gravelpit Wood. The semi-rural and woodland character is reflected in the primary street design.

Pedestrians and cyclists benefit from continuous active travel features. The design has added interest by varying the width of verges which feature natural forms of landscaping, generous tree planting and integrated swales. Wildlife crossings and sensitive lighting contribute to the semi-rural design.

- 1 Semi-rural character relates to woodland setting of The Holt and Gravel Pit Wood and integrates additional landscaping to add interest and variety to the travel experience to be attractive, comfortable and safe at all times (TC1, TC2, TC5, TC8).Alignment to the north of The Holt and Gravelpit Wood contributes to physical and visual sense of separation between new neighbourhoods and Carter's Hill. (LC28)
- 2 Verges to vary from a minimum 3.0m width, integrates natural grass land, wildflower planting, drainage features and native trees capable of large canopies. (LC2, LC3, LC6, LC7, LC8, LC9, LC42, LC46, LC49, FC4, LC49, MC14)
- 3 Active travel routes consistent with primary street corridor standards with connections to wider active travel and recreational routes to the Country Park and greenway network with wayfinding features. (LC15, FC13, MC6)
- 4 Wildlife crossings strengthen wildlife connectivity. (LC43)
- 5 Street lighting optimises user comfort, safety and minimises impact on dark corridors, through considerations of height, spacing, luminaire brightness, and colour temperature. (LC45)

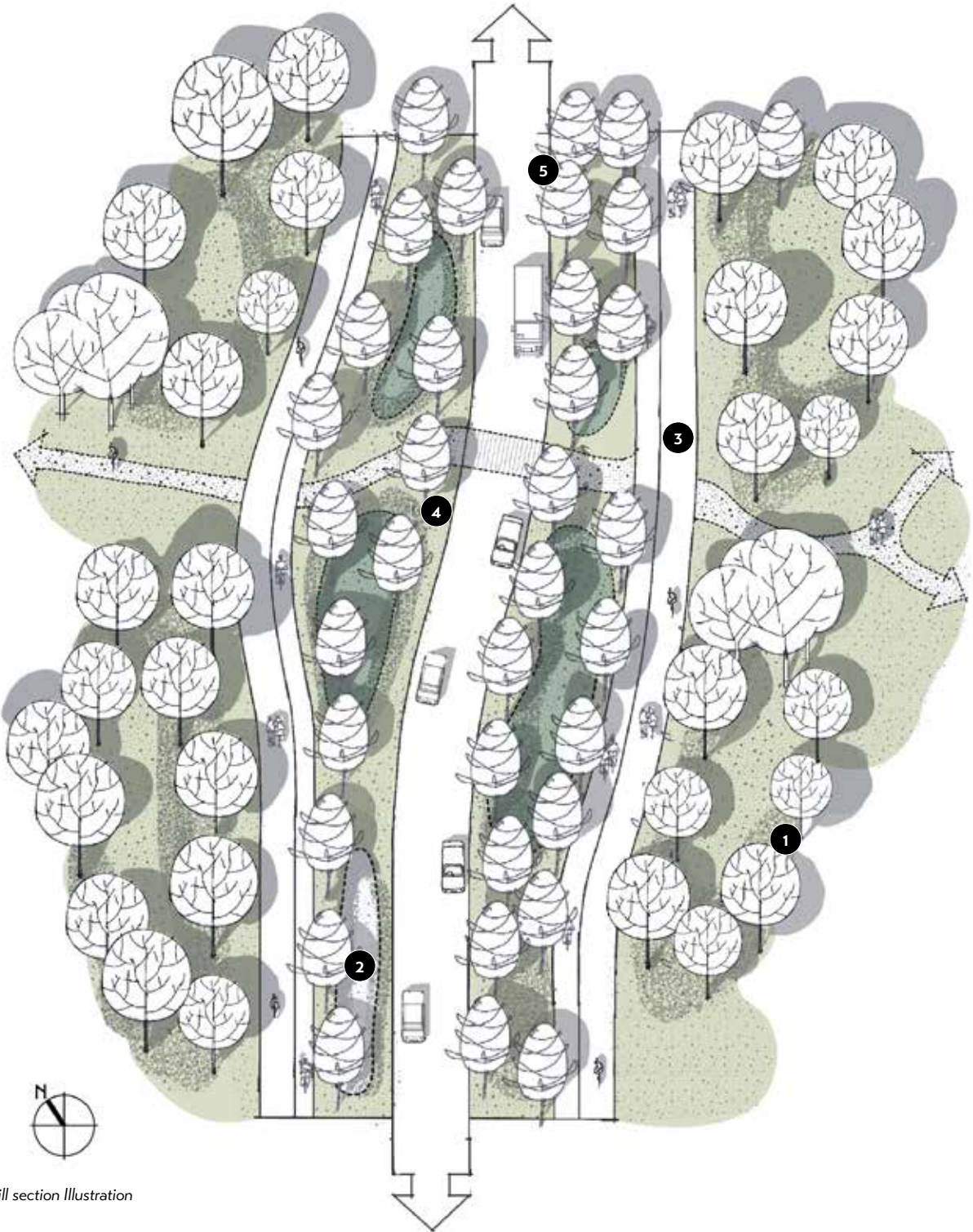


Figure 31: Primary Street - Carters Hill section Illustration



Key Places

12 HIGH STREET – RESIDENTIAL SECTIONS

Beyond the district and local centres, the high street is a focus for residential neighbourhoods and has an important function as a linear place as well as the main multi-modal and corridor that connects Loddon Valley’s destinations.

Its well enclosed character, combined with frequent junctions, crossing and well-landscaped verges encourages low vehicle speeds. By integrated walking and cycling routes the street also provides an attractive, safe and comfortable environment for active travel.

- 1 High street safely connects district and local centres, primary and secondary schools, community spaces and residential neighbourhoods for all travel modes with a recognisable and thoroughfare (TC1, TC2, MC6).
- 2 High street is adaptable for new forms of movement and logistics, including rapid transit, e-cargo bikes, e-scooter with adequate widths of carriageways and active travel routes, balanced with placemaking objectives. (MC12, MC13, MC17)
- 3 Frequent crossings with clear sightlines and frequent siting of resting places with benches create a more inclusive design. (FC13)
- 4 Town-houses and apartments with continuous and active frontages provide good enclosure with limited set backs to define legible thoroughfare (TC10)
- 5 Street trees add character, provide amenity and are planted with climate resilient, pollinator friendly species in wide verges with sufficient root zones to provide generous canopies for shade (LC7, LC9, LC46, MC15)
- 6 Swales are integrated into verges (LC2, MC15)
- 7 Front boundaries integrate soft landscaped, pollinator friendly treatments to help deliver amenity and biodiversity benefits. (LC41, LC46)
- 8 Good enclosure, landscaping, surface treatments, frequent junctions, crossings, and surface treatments all act to convey a street to be driven at no more than 20 mph. (MC6, MC7, MC12)
- 9 Residential car parking is provided to the rear and integrated into streets with courts, mews and almshouse configurations to activate these streets and spaces (TC10)

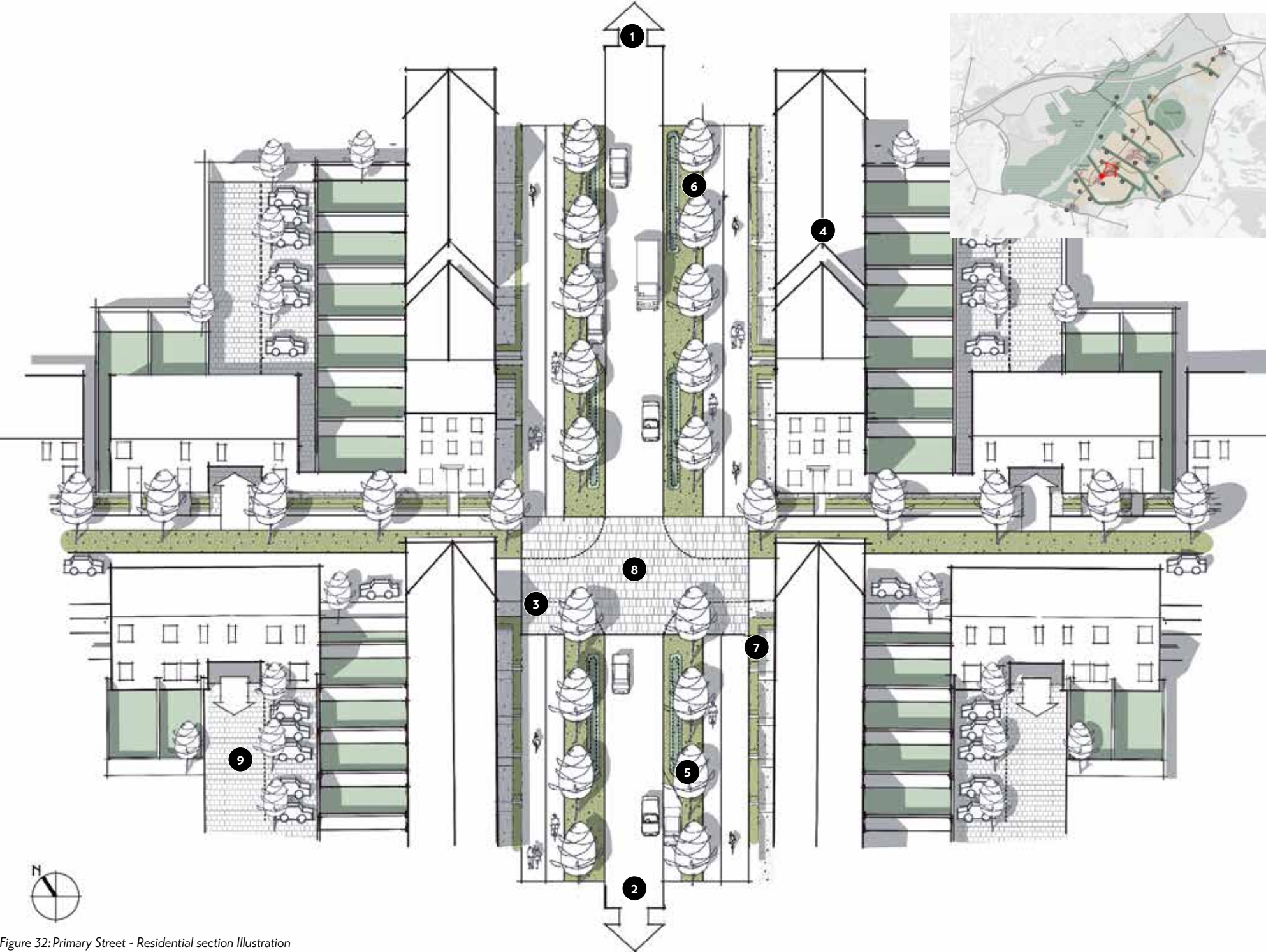


Figure 32: Primary Street - Residential section Illustration

Key Places

13 AVENUE

The Avenue will accommodate any necessary through movement, ensuring the High Street local centre and district centre remain relatively traffic 'light'. Whilst it must accommodate relatively higher volumes of traffic, it is essential that the needs of all users are thoroughly catered for to ensure safe movement, particularly at peak times.

Relative to the high street, development set backs are more generous to allow for shared private vehicular access to homes. Built forms convey a strong sense of continuity, with frontages following broadly consistent building lines. With frequent junctions, crossings and well landscape verges. In the tradition of planned avenues, the street will be characterised by formal street tree planting and by integrating walking and cycling routes, avenues provide attractive, safe and comfortable environments for active travel. To counter the impact of vehicle movements, the Avenue must have a strong residential character, providing a pleasant place to live.

- 1 The Avenue is connected to high streets and a wider network of school streets and residential streets. Avenues also provide access to the wider network of active travel and recreational routes along a recognisable main thoroughfare. (TC1, TC2, MC6).
- 2 The Avenue is adaptable for new forms of movement and logistics, including rapid transit, e-cargo bikes and e-scooters. The detailed design of the street encourages and supports safe Active Travel, separate cycle lanes are expected (unless it can be demonstrated these are not necessary for safe cycling by all users) balanced with placemaking objectives. While the street is wide and generous in nature, carriageway width should be moderated and may be no greater than 6.3m if agreed with the local highway authority (MC12, MC13, MC17)
- 3 Frequent crossings with clear sightlines and frequent siting of resting places with benches create a more inclusive design. (FC13)
- 4 A variety of homes are composed along avenues to convey a strong sense of continuity, with active frontages with generous set backs to define a legible thoroughfare. (TC10)

- 5 Street trees add character, provide amenity and planted with climate resilient, pollinator friendly species in wide verges with sufficient root zones to provide generous canopies for shade (LC7, LC9, LC46, MC15)
- 6 Swales are integrated into verges (LC2, MC15)
- 7 Front boundaries integrate soft landscaped, pollinator friendly treatments to help deliver amenity and biodiversity benefits. (LC41, LC46)
- 8 Good enclosure, landscaping, surface treatments, frequent junctions and crossings, and surface treatments all act to convey a street to be driven at no more than 20 mph. Corridors allow for generous verges which can vary in width to accommodate changes in carriageway alignment to manage traffic speeds. (MC6, MC7, MC12)
- 9 Homes are served by private drives with shared access to minimise vehicular crossovers of pedestrian and cycle routes. (TC10)

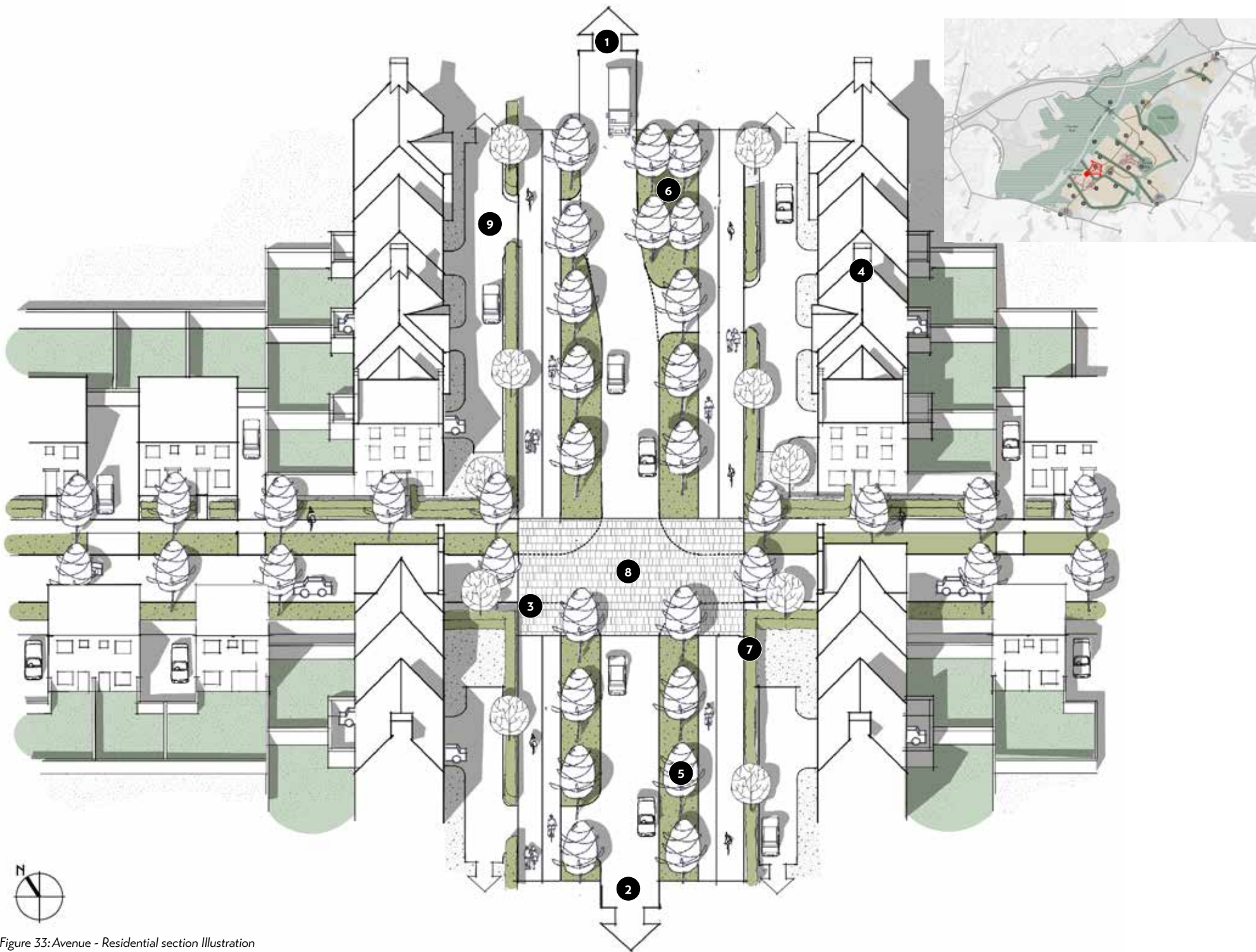


Figure 33: Avenue - Residential section Illustration

5.0 Requirement for Neighbourhood Design Codes

Neighbourhood Design Codes will be required as a condition of any Outline planning permission and will play a fundamental role in setting out more detailed design requirements for each neighbourhood (or phase within a neighbourhood). They must respond positively to the requirements of the Strategic Design Code and demonstrate how the design principles and performance criteria will be achieved at the detailed design stage.

Codes may be used by different housebuilders or developers and their design teams; there is benefit in each landowner adopting a uniform approach to coding to encourage consistency, and to ensure stakeholders and members of the community develop a clear understanding of how coding works. This section provides a suggested structure and highlights some essential coding content. The Borough Council may supplement this if they consider it necessary.

Neighbourhood Design Codes must be informed by analysis and site-wide strategies (set out below) to secure cohesion across Loddon Valley Garden Village.

Pre-coding: site-wide considerations

Site-wide matters that need to be addressed between the landowners and agreed with the Borough Council prior to the preparation of the neighbourhood codes include:

- Research and analysis of the traditional structure and layout of Berkshire settlements to identify distinctive spatial typologies and utilise them to generate contemporary spatial typologies that can guide the design of new development in a more context sensitive way.
- Preparation of a site-wide palette of materials and colours to inform/guide the selection of materials within each neighbourhood.
- Preparation of a surface materials and planting palette to achieve cohesiveness in the design of street types and open spaces, particularly for the primary streets, at the gateways and within centres.
- Preparation of a wayfinding strategy with consistent signage throughout.
- A lighting and street furniture strategy with consistent elements of street furniture and lighting for the development areas and wider green and blue infrastructure.
- Site wide stewardship strategy.
- Site wide public art strategy.
- Site wide drainage strategy.
- Site wide Play Strategy.

Neighbourhood Design Codes

Each neighbourhood design code must include at least the following four elements:

1. Vision & Neighbourhood Masterplan
2. Design Objectives
3. Regulatory Plan
4. Design matters to be coded

1. VISION & NEIGHBOURHOOD MASTERPLAN

The Vision and Neighbourhood Masterplan should be prepared to form part of the Neighbourhood Design Code and therefore be prepared in parallel with the development of the Code itself. This must clearly define the area to be coded. It must set out how the neighbourhood or phase will contribute to the delivery of the site-wide vision and provide a masterplan as the basis for coding. The masterplan must be deliverable, meaning it is capable of being evolved into feasible development schemes. The masterplan must be agreed with the Borough Council prior to the commencement of coding.

2. DESIGN OBJECTIVES

Design objectives must make clear about what is to be delivered in the neighbourhood or phase, and how the vision will be secured through qualitative measures.

3. REGULATORY PLAN

Regulatory Plan are required for each agreed neighbourhood or phase. They must form part of the Neighbourhood Design Code to build on key masterplanning parameters and layer in further detail on design requirements listed below to ensure development (including by multiple parties) achieves high quality, cohesive outcomes. Regulatory Plans must be based on AutoCAD plans to secure design fixes for:

- Defined areas green and blue infrastructure between development parcels.
- The location of NEAPS.
- Primary and, subject to phasing, secondary street networks, including fixed alignments and point of access into development parcels.
- Individual development parcels for mixed uses, education, and residential areas.
- Active travel and recreational connections.
- Built form considerations, structuring spatial typologies such as gateway and marker buildings, vista stops, heights, key frontages, groupings.



Figure 34: Examples of approved Regulatory Plans for strategic sites

4. DESIGN MATTERS TO BE CODED

The design code requirements, can be structured by key placemaking components to set out the detailed requirements that apply. The Regulatory Plan will play a key role in showing where they will apply and inform the detailed design requirements of new development.

A possible structure of requirements is set out below:

Sustainability and Climate Resilience

- Overarching sustainability requirements relating to layout, building design, drainage, water, waste and energy

Landscaping and Public Realm Design

- Informal Open Space requirements
- Key Spaces / Edges (E.g. Loddon Valley Country Park, Carters Hill Edge, Chestnut Avenue, Greenways)
- Formal Open Spaces, including areas of play (LAPs, LEAPs, NEAPs and MUGAs) and sports pitches
- Design for ecological mitigation and BNG
- Landscape within development parcels
- Planting Strategy
- Surface and Foul Water Management Strategy
- Public Realm Materials including streetscapes, spaces in the neighbourhood areas, district and local centres, community hub, schools and gateways and in the wider green infrastructure network
- Street Furniture
- Wayfinding Strategy
- Public Art
- Lighting
- Strategy for retention and incorporation of trees and hedgerows and measures to mitigate against any loss of features

Movement and Access

- Access points, with details of the gateway designs
- Active travel network
- Recreational route network including route types
- Public Transport network, stops and district centre interchange
- Design of mobility hubs
- Street hierarchy and street typologies – design and specifications
- Design details of bridge crossings over the River Loddon and M4
- Demonstration of how streets facilitate permeability across neighbourhoods and within individual parcels, especially to support active travel and recreational walking and cycling
- Vehicular parking on streets
- Cycle parking on streets

Design Requirements for Mixed Use Key Locations / Spatial Typologies

- District Centre
- Primary and secondary schools
- Sports Hub
- Sindlesham Gateway & Local Centre
- Hall Farm Community Hub
- Mole Lane gateway
- Layout requirements
- Residential typologies that apply to mixed use components
- Care accommodation
- Mixed use building design requirements (including access arrangements, internal configuration, waste storage and ventilation)
- Car Parking – typologies that apply only to mixed use key locations (e.g. courts, shared parking areas, mews etc)

Residential Built forms

- Urban Design Principles for residential layouts
- Design requirements that apply to specific spatial typologies
- Housing types related to specific spatial typologies
- Residential design details – integrating building features and applying the materials palette
- Integrating residential car parking – typologies that apply for specific residential spatial typologies, including further details on the difficult to get right types of car parking – frontage / courts
- Cycle parking for all types of housing
- Waste storage and collection
- Boundary typologies

Energy and Waste Management

- Utilities – integrating sub stations and pumping stations
- Community refuse and recycling

Appendix A: Local Plan Policy SS13

POLICY SS13: LODDON VALLEY GARDEN VILLAGE

- 1. The area identified as Loddon Valley Garden Village Strategic Development Location, as shown on the policies map, is allocated for a beautifully and imaginatively designed community including housing, employment, social and physical infrastructure.
- 2. The garden village will be delivered in accordance with the development, place shaping, and delivery principles set out below.

DEVELOPMENT PRINCIPLES

Phased delivery of:

- a) Around 3,930 dwellings, of which at least 2,700 dwellings will be delivered by 31st March 2040, including:
 - i. 40% affordable homes, in accordance with Policy H3;
 - ii. 100 custom and self build serviced plots;
 - iii. 20 Gypsy and Traveller pitches; and
 - iv. Specialist accommodation, including accommodation for older persons.
- b) Around 100,000 m2 of research and development floorspace or equivalent trip generating activity within use class E(g), B2, B8 and other complementary uses, through an extension to the Thames Valley Science and Innovation Park.

- c) Schools, including:
 - i. Two 3-form entry primary schools (including appropriate onsite early years provision); and
 - ii. An 8-form entry secondary school, with additional land reserved to enable expansion to 12-form entry with sixth form.
Each school should include space for the integrated teaching of pupils with special educational needs and disabilities.
- d) A district centre providing a range of services and facilities in a location central to the planned housing, to include retail, leisure, employment, cultural, and health uses;
- e) Two local centres providing day to day retail and other local community uses;
- f) A multi-functional country park which is accessible to settlements beyond the garden village; and
- g) A solution to avoid or mitigate the impact of development upon the Thames Basin Heaths Special Protection Area through the provision of sufficient Suitable Alternative Natural Greenspace (SANG) (subject to monitoring of the quality and quantity standards).

PLACE SHAPING PRINCIPLES

- 3. The siting, layout, and form of development, including landscaping should:
 - a) Draw on and enhance the site’s context, changes in topography and its considerable natural assets such as the River Loddon and Barkham Brook, irreplaceable habitats, and hedgerows, trees, woodland and other features;
 - b) Protect and retain the permanent physical and visual sense of separation of Arborfield and the defined settlements of Arborfield Cross and Shinfield;
 - c) Be designed around a series of walkable neighbourhoods, each providing a range of accessible services and facilities. Where important local facilities are necessarily located beyond the neighbourhood, these should be linked by accessible and attractive routes which support and encourage active travel. The promotion of community facilities for shared use, such as outdoor and indoor sports and leisure provision will be strongly encouraged;
 - d) Establish a comprehensive and integrated network of high-quality and attractive active travel routes, greenways and bus services within the garden village and to destinations in the wider area;
 - e) Incorporate measures to protect the separate identity of Carter’s Hill;

- f) Incorporate measures to conservation and enhancement of heritage assets, including listed buildings, through appropriate design and the provision of sufficient space;
- g) Locate district and local centres where they are accessible to the planned housing, and are of an appropriate scale to meet the day-to-day needs with a range of retail (including food store of around 2,500m2), leisure, cultural, community, health and service facilities;
- h) Locate higher development densities around the district and local centres, transport nodes, and along public transport routes subject to site specific sensitivities such as landscape, character and heritage;
- i) Locate new buildings, except those for water compatible uses, outside areas of flood risk, with development planned for sequentially, by placing the most vulnerable development in the lowest areas of flood risk; and
- j) Draw on the recreational and ecological opportunities of the River Loddon and Barkham Brook to create a multi-functional country park which provides coherent ecological networks, recreational opportunities and active travel connectivity.

DELIVERY PRINCIPLES

- 4. The delivery of the garden village must be supported by a comprehensive package of infrastructure to support a self-sustaining, thriving and healthy community including the following.

MASTERPLANNING

- 5. To ensure that development comes forward in a strategic, coordinated and comprehensive manner, delivery should be led by a single agreed vision and masterplan for the whole garden village that demonstrates how the principles established in this policy and supporting guidance in Appendix C have been considered to ensure high quality development. The masterplan must be produced in partnership between the council, developers, landowners and key stakeholders, and involve consultation with the local community. Development proposals on individual land parcels must accord with the principles and requirements set out in the agreed vision and masterplan. The masterplan must provide:
 - a) A coordinated and comprehensive landscape led approach to development of the whole Loddon Valley Garden Village to avoid piecemeal and ad-hoc development proposals;

- b) A strategy for the quantum and distribution of land uses, access points, design and layout principles (including a strategic design code) which draws on a detailed understanding of the area’s characteristics, opportunities and constraints;
- c) A strategy for the timely delivery of facilities and infrastructure necessary to support each phase of delivery and the garden village as a whole;
- d) A strategy for creating a distinctive and sustainable community, embracing the best of town and country and that delivers climate resilience; and
- e) A strategy for integrating and implementing arts and cultural activities including public art.

LANDSCAPE AND GREEN AND BLUE INFRASTRUCTURE

6. Development proposals should devise and implement a comprehensive strategic landscape and green and blue infrastructure strategy that:
- a) Provides a new country park incorporating the River Loddon and Barkham Brook that contributes to, and enhances, coherent ecological networks and habitats, which are integrated into the wider green and blue infrastructure beyond the garden village;
 - b) Protects and enhances the identified attributes of the River Loddon Valued Landscape and Barkham and Bearwood Valued Landscape;
 - c) Provide a network of connected, accessible and high-quality open spaces that includes tree lined streets, opportunities for local food growing and natural play, that integrate with the wider green and blue infrastructure network;
 - d) Retains, and incorporates appropriate buffers for, ancient woodland, ancient or veteran trees, watercourses, hedgerows, and other trees into the connected green and blue infrastructure of the site;
 - e) Provides a network of safe, attractive, landscaped and accessible public rights of way across the site, and where appropriate demonstrates how they connect into the existing rights of way network;
 - f) Contributes to establishing the Loddon long distance footpath for active travel; and
 - g) Establishes clear and robust arrangements for future maintenance.

DRAINAGE AND FLOOD ALLEVIATION

7. Development proposals should devise and implement a comprehensive drainage and flood alleviation strategy that:
- a) Provides high quality sustainable drainage systems (SuDS) that are integrated into the wider landscape and green and blue infrastructure strategy, including mitigation at source and makes a positive contribution to attractive open spaces, and improvement to biodiversity and water quality;
 - b) Considers and takes opportunity as appropriate to improve the management of flood risk and reduce the risk of flooding to areas beyond the garden village; and
 - c) Establishes clear and robust arrangements for future maintenance.

BIODIVERSITY

8. Development proposals should devise and implement a comprehensive ecological strategy that:
- a) Achieves a measurable biodiversity net gain of at least 20% as calculated using the latest statutory metric;
 - b) Shows how priority habitats and ecological features will be protected and enhanced, having particular regard to any Biodiversity Action Plan and Local Nature Recovery Strategy priorities;
 - c) Provide a suitable buffer between the built development and ecological areas, including (but not limited to) Local Wildlife Sites, areas of irreplaceable habitat and areas of priority habitat; and
 - d) Provide measures to avoid and mitigate the impact of development on the Thames Basin Heaths Special Protection Area. This will include the provision of sufficient and accessible Suitable Alternative Natural Greenspace on-site (as set out in Policy NE3).

HOUSING

9. Development proposals should devise and implement a comprehensive housing strategy that:
- a) Provides a mix of housing types, sizes (including those suitable for extended family living), and tenures that reflect the identified housing needs and demands as set out in the council's most up to date evidence of housing need;
 - b) Applies designs which support spaces suitable for home working; and
 - c) Shows how the mix of housing types, sizes and tenures will be coordinated through each phase of delivery.

EMPLOYMENT AND JOBS

10. Development proposals should contribute towards a wide range and mix of employment, skills and training opportunities in different sectors of the economy, including small-scale business space and small/medium sized flexible units, within district and local centres as appropriate.

SUSTAINABLE DESIGN AND CONSTRUCTION

11. Development proposals should devise and implement a comprehensive energy and sustainability strategy that:
- a) Applies passive design principles to ensure that form, orientation, building typologies, development densities and green and blue infrastructure are appropriately used to reduce energy demand and deliver climate resilient neighbourhoods;
 - b) Implements the energy hierarchy at all scales and demonstrates a fabric first approach;
 - c) Ensures that the total operational energy demand at completion of the Loddon Valley Garden Village is met from renewable or low-carbon sources on site, prioritising opportunities for heat networks, community energy initiatives or other solutions which take advantage of the scale of the development;
 - d) Provides measures to reduce the whole-life impacts by creating adaptable, durable buildings and employing construction methods and materials which minimise embodied emissions; and
 - e) Provide measures to reduce water consumption.

TRANSPORT

12. Development proposals should devise and implement a comprehensive sustainable transport strategy that has been informed by a detailed Transport Assessment and:
- a) Provides layouts, street designs and associated measures that are safe, suitable and convenient for all users, that prioritise active travel, and facilitates high quality public transport services both within and to key destinations beyond the garden village. This will include:
 - i. The phased delivery of active travel and public transport measures;
 - ii. An on-site dedicated network of segregated facilities for pedestrians and cyclists that integrate with active travel networks, including the Public Rights of Way network; and
 - iii. The provision of new and improved off-site connections for pedestrians and cyclists, providing safe, suitable and convenient access to the surrounding communities, facilities, services and employment opportunities including the Thames Valley Science and Innovation Park, MereOak Park and Ride, Green Park, Green Park Station, Shinfield, Lower Earley, Winnersh and Winnersh Triangle Station.
 - b) Demonstrates that the design of the access arrangements and the associated highway improvements take into account all the planned development; and
 - c) Ensures that development will not have a severe adverse impact on the local and strategic highway networks, nor an unacceptable impact upon highway safety, following the inclusion of suitable measures to mitigate the impact.

UTILITIES

13. Development proposals should devise and implement a comprehensive utility and digital infrastructure and communications strategy. This will include the:
- a) The phased delivery of water, foul water, sewerage and electricity upgrades; and
 - b) The phased delivery of Fibre to the Premises (FTTP) connectivity, including access to full-fibre gigabit-capable broadband; and 4G and 5G mobile technologies.

MINERALS AND WASTE

14. The potential for on-site minerals resources which may be winnable through prior extraction should be informed by minerals resource assessments. Where viable, development proposals should respond and implement a strategy for prior extraction.

STEWARDSHIP

15. Development proposals should proceed in accordance with an agreed strategy for the long-term governance and stewardship arrangements for community assets, including country park, open spaces, public realm areas and community and other relevant facilities.

Appendix B: Engagement Report

PUBLIC ENGAGEMENT STAGE

1. WHAT WE SET OUT TO DO AND WHY

Wokingham Borough Council is developing a strategic design code for Loddon Valley Garden Village, that will provide a framework to inform how this new community takes shape over time. The goal is to ensure that future growth is not only well-designed, but also deeply connected to its landscape, heritage, and the people who will call it home.

This design code takes a strategic approach, focusing on the foundational elements of land use and activities alongside access and movement. In time, more detailed codes will follow, building on this foundation to shape focusing on streets and spaces, and architectural form and detail.

Together, these codes will provide a clear, design-led framework to ensure Loddon Valley Garden Village grows as a distinctive, sustainable, and connected place.

To achieve this, the council and its appointed project team of planners, designers, and engagement specialists have taken a place-based approach, built on local insight. Rather than designing in isolation, the team set out to listen first – to understand how existing nearby neighbourhoods function, what residents value about them, and what lessons they hold for future development.

The public engagement process was a way to ground this process in lived experience. By exploring nearby towns, neighbourhoods and villages with residents, the project team could see first-hand how people relate to their surroundings; what feels distinctive, comfortable, or problematic. This was never intended to be a tick-box consultation, but a genuine collaboration between professionals and the community to help define what good growth looks like in this part of the borough.

At its heart, this stage of consultation work was about connection: connecting local knowledge with design expertise, past experience with future ambition, and the everyday realities of place with the aspirations of a new settlement.

2. THE TECHNIQUES WE USED

The first stage of research combined on-foot and digital walking tours, designed to capture the subtleties of how people experience a place; from how streets flow and landscapes frame views, to how infrastructure supports daily life.

On offer was a programme of 19 guided self-guided tours; 15 in-person across 5 days and 4 online during evenings to accommodate those who cannot make the in-person tours. These were held across Wokingham, Shinfield, Arborfield, and Sindlesham, each selected for its proximity to the proposed garden village site and for the different qualities it could reveal. These places offered a spectrum of built forms, from historic centres to newer estates, allowing residents and the project team to explore both successes and challenges in design, layout, and character.

Each walk lasted between 1-2 hours and was led by members of the project team, with participation from residents, council officers, and other stakeholders. The routes were structured to prompt open discussion, not formal feedback. Participants were encouraged to share observations as they walked, how the street layout worked, how green space was integrated, where accessibility could be improved, and how safety and sociability were supported.

For those unable to attend in person, digital walking tours mirrored the same routes through an online format. Using mapped imagery and shared screens, participants joined evening sessions from home to discuss place qualities in detail. This format often drew out more reflective, thematic insights, around infrastructure delivery, resilient housing, biodiversity, and movement networks.

All discussions were recorded through notes, maps, and photographs. The findings from the physical and digital sessions were then combined into one integrated analysis, providing both grounded observations of walking the routes and the considered reflections from online participation.

This mixed-method approach, experiential, inclusive, and iterative, has produced a deep understanding of local character and community priorities. It provides the foundation for the next stage of the Design Code; translating these shared insights into principles that will shape the design of Loddon Valley Garden Village for years to come.

Through all walking tours, participants shared thoughtful, grounded insights about what makes a good place to live - and what must be improved if new development is to succeed. The conversations revealed a community that is both pragmatic and forward-looking: people want Loddon Valley Garden Village to be beautiful and sustainable, but above all, they want it to work.

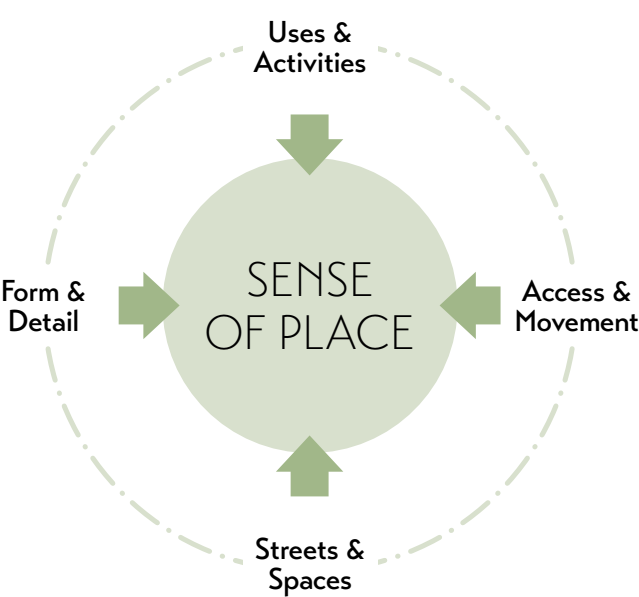
THE MESSAGES WE GOT BACK

Five key themes emerged consistently across all engagement sessions: the need for integrated infrastructure, resilient and inclusive housing, connected green infrastructure, safe and accessible movement, and a high-quality public realm that supports everyday life. Each reflects not only practical priorities but also a shared desire for balance, between growth and landscape, innovation and identity, ambition and care. Below these five themes have been expressed across the four categories of:

- Uses & Activities, 1:50,000 – what town planners do
- Access & Movement, 1:10,000 – what highway engineers do
- Streets & Spaces, 1:5,000 – what landscape architects do
- Form & Detail, 1:100 – what architects do

These four scale categories, linked in an approximate way to the professional disciplines concerned with the built environment, were used to introduce the walks, and helped to give participants a “way of thinking” when they analysed the different locations. Why certain places are loved and cherished, while other places leave people feeling indifferent or worse, distressed can be complex, so this simple structuring device helped to unlock the issues in a direct way.

It was suggested that when all four elements are coordinated and supportive of one another, the elusive sense of place can be achieved. However, when the four elements are disconnected, mismatched or developed in isolation from one another, it becomes difficult for a new development to have a positive sense of place.



1. INTEGRATED INFRASTRUCTURE

Land Use & Activities

Participants emphasised the importance of early, coordinated infrastructure delivery. Roads, GP surgeries, schools, and public transport should be planned and delivered alongside new homes, not years later. Growth must be supported by essential services from the outset, ensuring that new neighbourhoods feel complete and functional from day one.

Access & Movement

Congestion around Lower Earley and routes into Reading was a significant concern. Residents want infrastructure designed for realistic traffic volumes, with reliable public transport, safe cycling routes, and well-connected walking paths that reduce car dependency.

Streets & Spaces

Public spaces and community facilities should be well-located and easy to reach on foot or by bike. Integration between housing areas, schools, and shops was seen as key to building a sense of place.

Form & Detail

Infrastructure design should be high-quality, sustainable, and adaptable, from bus shelters and lighting to drainage and utilities, ensuring long-term resilience and a consistent design character across the village.

2. RESILIENT AND INCLUSIVE HOUSING

Land Use & Activities

Participants supported a varied mix of homes, adaptable for families, older residents, and people with disabilities. Affordability was a recurring concern, with strong calls for a meaningful proportion of social and affordable homes, including three-bedroom family houses.

Access & Movement

Parking was a major theme: residents viewed “car-free” zones as unrealistic in this setting. They want parking to be convenient and well-integrated, avoiding layouts where cars dominate or are hidden too far from homes e.g. placing the car port or driveways and garages behind the home cause issues for families with small children bringing in weekly groceries.

Streets & Spaces

People want streets that feel lived-in and sociable; with active frontages, green verges, and safe places for children to play. Apartment buildings of three to four storeys were seen as acceptable where well designed and integrated, such as at the Hornbeam Estate.

Form & Detail

Quality and durability were repeatedly raised. Homes should be robust, energy-efficient, and capable of future adaptations such as level access, wider doorways, or hoists; features to be designed in from the start, not retrofitted later.

3. CONNECTED GREEN INFRASTRUCTURE

Land Use & Activities

Residents view the landscape as the defining structure of Loddon Valley Garden Village. The wetlands, meadows, and woodlands should shape development rather than sit around its edges. Maintaining green and wetland corridors that connect north to the Thames was seen as essential for both wildlife and wellbeing.

Access & Movement

People want green routes that are walkable and safe, allowing movement through the landscape while protecting sensitive habitats. Paths should connect key destinations while supporting recreation and ecological value.

Streets & Spaces

Natural spaces should feel rich and characterful; favouring wildflower planting, native species, and informal landscapes that encourage biodiversity. There was enthusiasm for spaces that serve both nature and people, with wetlands that are partly accessible and partly protected.

Form & Detail

Participants encouraged collaboration with local nature and wildlife groups to guide design and stewardship. Sustainable drainage systems (SuDS) were seen as essential, particularly in known flood-risk areas. Features like swift bricks, nesting boxes, and pollinator planting should be embedded in design from the outset.

4. SAFE AND ACCESSIBLE MOVEMENT

Land Use & Activities

Movement through neighbourhoods should prioritise inclusion and safety. Residents want places where walking, cycling, and public transport are realistic, convenient choices for everyday trips.

Access & Movement

People highlighted the need for wide pavements, dropped kerbs, and smooth surfaces suitable for wheelchairs, mobility scooters, and double buggies. Lighting should be well designed and maintained; bright enough for safety without creating glare or ecological harm.

Streets & Spaces

There was strong recognition of gendered experiences of safety. Women in particular raised concerns about narrow or poorly lit alleyways. The community wants wider, well-lit connections that still integrate with green routes, balancing safety and ecology.

Form & Detail

Design elements like materials, signage, and boundary treatments should enhance legibility and comfort. Car use should be acknowledged pragmatically, with good visibility and clear layouts that support both vehicles and pedestrians safely.

5. QUALITY PUBLIC REALM

Land Use & Activities

Participants want a clear heart for the village; a civic space, town square, or shared green that provides a focal point for community life. Facilities such as playgrounds, sports areas, and community buildings should be designed to encourage activity and social connection.

Access & Movement

Sports and recreation facilities need to be well served by walking and cycling routes, as well as parking that supports match days and local use without disrupting nearby homes.

Streets & Spaces

People called for vibrant, inclusive public spaces with colourful planting, natural materials, and varied seating that supports both gathering and quiet reflection. Wildflower meadows and pollinator-friendly species were strongly preferred over heavily managed lawns.

Form & Detail

Sustainability should be visible and tangible; from solar panels and efficient heating systems to rain gardens and green roofs. High-quality materials, with coordinated street furniture, and cohesive detailing will ensure the public realm feels distinctive, welcoming, and built to last.

MINI APPENDIX OF GOOGLE MAPS NOTES

Loddon Valley Garden Village location – general notes

- Roads, schools + GPs need to come early - can't wait till houses are full. We have seen what happens around Earley.
- Balance growth with green + social space. People want liveable, not crammed.
- Walking/cycle trails should run through to Thames, not get cut off.
- Wetlands + SuDS are key – already flood issues nearby.
- Wildlife corridors – keep continuous northwards, not patchy.
- Need proper nature access for locals but screened bits too for habitats.

Lower Earley Way N / Hatch Farm Way

- Traffic nightmare – constant tailbacks, especially rush hours.
- Probably needs widening or small roundabout.
- Becoming a cut-through (“rat run”) into Reading – will get worse with new builds.
- Boy racers at night – loud + unsafe. Smaller speed bumps maybe – still ok for emergency vehicles.
- Floods easily near junction – should tie into SuDS plan.

Rushey Way / Kilnsea Drive

- Mix of family homes + social housing nearby – accessibility must be thought about early.
- Need for new GP + school before next housing wave.
- LED lights out for months at a time – felt unsafe.
- Pavements are too narrow for buggies/wheelchairs. Dropped kerbs missing in places.
- Flooding at Showcase Cinema roundabout all year – standing water, poor drainage.
- People want colour + greening – current areas look tired. Use low-maintenance shrubs, wild flowers.
- More play spaces needed – Loddon Valley LC nearby but too far for small kids.

Showcase Cinema / Flood Zone

- Always floods – needs proper drainage + SuDs.
- Close to wetlands – future homes here must factor flood resilience.
- Should stay as a managed wetland corridor – tie into nature network north to Thames.

Sindlesham / Earley Environmental Group

- Local group already active – earleyenvironmentalgroup.co.uk. Good partner for nature co-design.
- Keen to link reserves + new wetland areas.
- Don't over-manicure green space. Wild planting, native species.
- Add swift bricks, bat boxes – basic wildlife design code.
- Walking/cycle routes along green corridor northwards.

Hatch Farm Way / Flood Corridor

- High flood risk area – water can cut off both Earley + Loddon Valley if not managed.
- Current SuDs not enough. Needs natural drainage + overflow paths.
- Maintain wetlands as flood buffers + public amenity (screened in parts).

Shinfield

- Sports Pavilion (3G pitch) – parking a big issue. 200+ cars on match days, no room.
- Residents are fed-up with what feels like overflow housing.
- Stub streets everywhere – one-way only, too narrow. Emergency vehicles can't get through.
- “Manual for Streets” should be the rule, not an afterthought.
- Must have public access to wetlands/wildlife areas but also protect habitats. Maybe board-walks or trusts manage access.

Winnersh Triangle

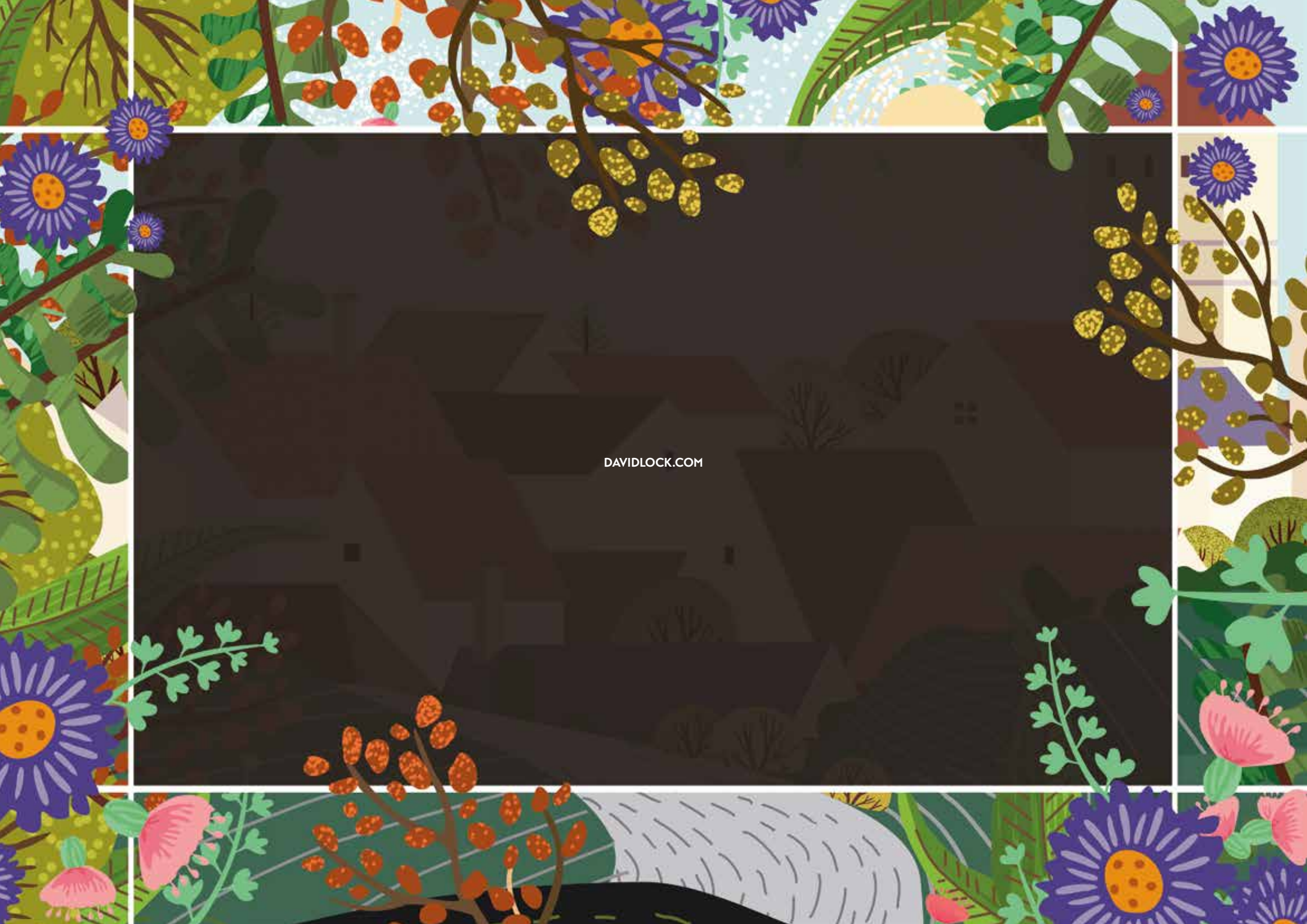
- Commuter hub – underused car park could be park + ride.
- Road into station too tight – congestion risk with new housing.
- Better cycle link + signage needed. Easy win for new residents' travel habits.

Housing Design – general notes

- Adaptable homes: hoist support, level access, wide doors.
- Extra-care housing model good – independent but with on-site help.
- Mix of housing types but focus on 3-bed family homes with driveways. “No car zones” unrealistic here.
- Equal bedroom sizes – avoid one box room.
- Dining rooms not needed – open kitchens better.
- Flats ok if small blocks (3–4 storeys max), underground parking helps.
- Colour + design variation needed – area feels bland.
- Green energy – solar, heat pumps, battery storage should be standard.
- Keep flood resilience + biodiversity tied to housing design.

Lower Earley (general)

- Needs a civic heart – no real town square or gathering place.
- Lighting balance tricky – LED good for planet, bad for safety if too dim. Residents are now adding their own.
- Road design must allow emergency access + parking without blocking.
- Manual for Streets again – embed into code.
- Women's safety big concern – alleyways too narrow + dark. This must be fixed.
- Clarify if public gets to see outcomes + feedback again. People want to know if their input matters.



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