

Tilehurst Parish Council



Neighbourhood Development Plan

*A vision for the future
2022-2037*

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1. INTRODUCTION

1.1 The ***Tilehurst Parish Council Neighbourhood Development Plan (NDP)*** – often abbreviated to Neighbourhood Plan (NP) - has been created by the Tilehurst NDP Steering Group on behalf of Tilehurst Parish Council. It covers the Parish of Tilehurst and it will shape the growth of the parish from now until 2037, the timeframe coinciding with the West Berkshire Local Plan Review to 2037 (LPR). It will be reviewed every five years.

1.2 The Tilehurst NDP provides a vision for the future, and sets out planning policies to realise this vision. These planning policies have regard to the *National Planning Policy Framework (NDPPF)*, National Planning Practice Guidance (PPG), and the strategic policies of WBDC's *Local Plan*. The planning policies have been based on evidence

1.3 If successful at referendum, the NDP will form part of the development plan for West Berkshire¹, meaning that it will form the basis for determining planning applications.

What is a Neighbourhood Plan?

1.4 The NDP process was introduced through the 2011 Localism Act. It adds a locally prepared lower tier to the suite of planning policy documents that guide planning decision making.

1.5 A NDP establishes general planning policies for development and the use of land and associated social, environmental and economic issues in a defined neighbourhood area. It can specify where new homes and offices should be built, and what they should look like. It can contain a vision, aims, allocate sites for specific types of development, and include planning policies. It can also identify proposed projects and actions which fall outside the scope of a NDP.

1.6 Within parishes, Town and Parish Councils lead on their preparation with involvement from the local community.

Why has a NDP been prepared for Tilehurst Parish?

1.7 The intention of a Tilehurst NDP is to ensure that Tilehurst Parish residents have a greater say in the way that the area grows and changes. There is a desire to see all future development which reflects the needs of local people and brings benefit to the parish. In this context, 'development' means housing, sports and leisure facilities and infrastructure. The Plan can allocate sites where housing development can take place, where facilities can be improved, areas that can be protected from developments and improvements to the infrastructure.

1.8 It is recognised that part of the 'village' of Tilehurst resides within Reading Borough Council. Whereas the term 'village' can mean the whole community or whole settlement, however, in this document the term 'parish' is used to describe the whole area of the civil parish of Tilehurst, shown on the map at Figure ?? in Appendix B, which is part of West Berkshire Council. This usage is generally clear from the context.

What does the Tilehurst NDP cover?

¹ Development Plan for West Berkshire: <https://info.westberks.gov.uk/localplan>

1. The plan outlines background facts and figures that influence life in Tilehurst. A significant part of the evidence collection involved consultation with residents including a household survey, the results of which, together with input from other community consultations, helped formulate the policies contained in this plan.

1.10 A final short section describes how the policies and identified projects will be delivered. Throughout the document reference is made to the Tilehurst Parish Neighbourhood Development Plan – Residents’ Survey (henceforth referred to as ‘the survey’), the **outcome** of which can be found at: <http://www.tilehurstpcNDP.org.uk/Residents-survey-results-analysis>. A summary of the survey is shown at Appendix A.

How was the Tilehurst NDP prepared?

1.11 Work on the Tilehurst NDP commenced in May 2015 when the Tilehurst Neighbourhood Area was designated by West Berkshire District Council (WBDC). The designation of the Neighbourhood Area is the first formal stage in the preparation of an NDP.

1.12 A Steering Group was set up and meetings, held in the Parish Offices in both Calcot and Clements Mead which were open to the public. During the Covid-19 outbreak, these meetings were held on-line via Zoom and live-streamed on Facebook. The minutes were published on the NDP website (www.tilehurstpcNDP.org.uk) and throughout the development of the NDP, progress was reported to the Parish Council at their regular council meetings.

1.13 While the Plan progressed, community events were held to inform and involve residents to provide an opportunity for feedback and comments. Flyers were also distributed to every household in the neighbourhood area and notices were placed on parish notice boards, local church publications, Parish Council website (www.tilehurstparishcouncil.gov.uk), and a photograph competition was held to encourage responses (see webpage). Furthermore, the community received updates on the progress of the Plan and upcoming events through Facebook, Twitter and through articles in the Tilehurst Directory. Throughout the process, the local community were able to ask questions or make comments by email or in writing.

1.14 Following on from the exhibition, the results from the Survey and the developing draft policies were published on the NDP website for comment, and support was offered to those without internet access. The results of the exhibitions and the Survey were published on the NDP website. Developing draft policies were published on the NDP website for comment. As with the Survey, support was offered to those without access to the internet.

Planning and legislative context

1.15 The Localism Act 2011 requires that any Neighbourhood Development Plan (NDP) must relate to the development and use of land within the designated neighbourhood area. It also requires that NDPs must comply with national and European legislation.

1.16 Only a draft NDP can be put to referendum and adopted if it meets a number of tests known as Basic Conditions. The prime basic conditions and other legal requirements that a draft neighbourhood plan needs to meet are:

- The plan must have appropriate regard for national policies and advice contained in guidance issued by the Secretary of State

- The plan must not constrain the delivery of important national policy objectives. The National Planning Policy Framework (NDPPF) is the main document setting out the government’s planning policies for England and how these are expected to be applied.
- The policies contained within a neighbourhood plan should be in general conformity with the strategic policies of the development plan). The strategic policies of the development plan are currently contained within the Core Strategy Development Plan Document², which in turn forms part of the Local Plan. West Berkshire District Council are currently undertaking a review of the Local Plan to cover the period to 2037. Upon adoption, the LPR will supersede the Core Strategy and the other documents that form part of the Local Plan, ie. Housing Site Allocations DPD and the saved policies of the West Berkshire District Local Plan 1991-2006. The NDP will need to be reviewed upon adoption of the LPR to ensure that it remains up-to-date and takes account of all available evidence
- The NDPPF states that a plan should not promote less development than set out in the Local Plan or undermine the strategic policies. Any neighbourhood plan cannot include strategic policies, but must focus on non-strategic policies
- The policies in the plan must contribute to achievement of sustainable development
- Does not breach, and is otherwise compatible with EU Obligations.

1.17 The NDP will form part of the development plan for West Berkshire, if successful at referendum.

1.18 Our vision for a better Tilehurst, which has driven this plan, is described in the following chapters on each policy area along with the context and justification for each policy, project and actions. In essence our vision is:

- To engender a spirit of community and cooperation within the disparate parts of the parish
- To ensure that all new developments follow site design guidelines and all dwellings are built with climate change in mind.
- To move away from a dependency on vehicular traffic by encouraging greater use of footpaths and cycle ways

² Core Strategy DPD (adopted 16 July 2012): <https://info.westberks.gov.uk/corestrategy>

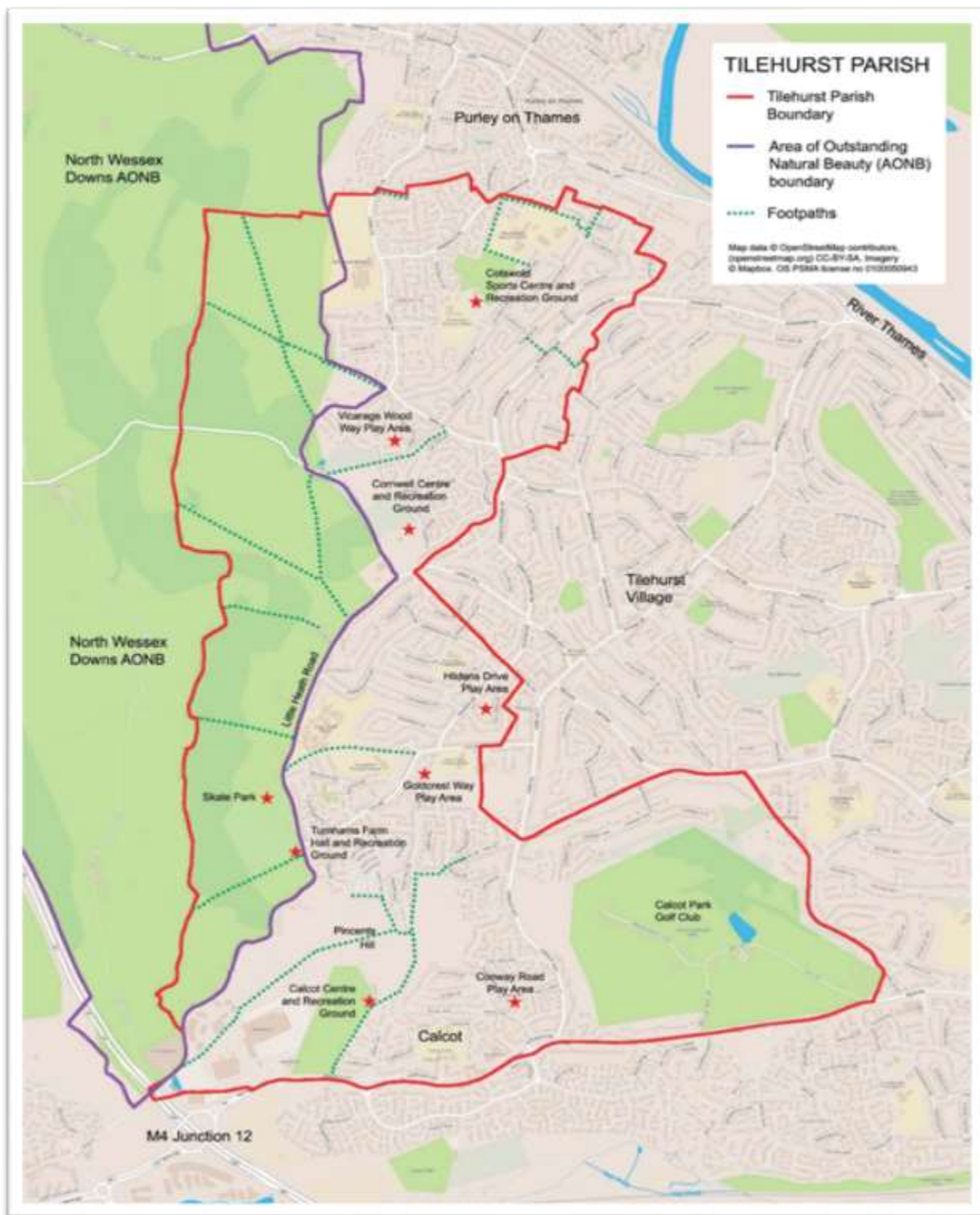


Figure 1.1 - Map of Tilehurst Parish and surrounding area

2. EXECUTIVE SUMMARY

2.1 Over the past one hundred years Tilehurst has suffered from the lack of any coherent development plan and, without a clear vision or strategy. As a result, the area has seen piecemeal house building that has created more problems than it solved and contributed to overloading of our basic infrastructure. Based on current national census data and our own Survey information, the number of dwellings has increased from a little more than 190 in 1911 to just under 6,000 now, with the population increasing from about 500 to over 14,000 today.

2.2 Growth has been uncoordinated with no central plan. New houses have been built on farmland, derelict land, fields and in the North Wessex Downs Area of Outstanding Natural Beauty (NWD AONB). More housing is under consideration through West Berkshire Council's planning cycle of determining future housing needs. There is little or no visible investment in the local infrastructure. The Parish has no GP surgeries and one of two sub-post Offices within the parish has recently closed.

2.3 The Residents' survey overwhelmingly (84%) showed that Tilehurst was deemed to be full and no new developments should take place. People value the open spaces to the west of our boundary and within the parish and are against any further developments which lack consideration of infrastructure requirements to support a functioning suburban area. There is a perception that infrastructure investment has not kept pace with development and that a period of time is now needed to absorb the recent fast pace of housing development and to allow the infrastructure to 'catch up'. However, it is acknowledged that there is, and will be for the foreseeable future, a requirement for new homes in the area - but that any such development should, wherever possible, be small, infill types or only be on 'brownfield' sites. These developments will be in alignment to the West Berkshire Council (WBC) Local Plan which comprises of the Core Strategy Development Plan document (DPD), Housing Site Allocations DPD and the Saved Policies of the West Berkshire District Local Plan 1991, shown at Appendix C, and as part of their Housing and Economic Land Availability Assessment (HELAA) document and the emerging draft Local Plan Review, which have proposed, in Tilehurst Parish, to build 175 dwellings over the next 15 years.

2.4 Over the past few years, there have been a number of sites where housing has been completed including The Ridings with 35 houses. There is one site under development at Stoneham Park with 66 dwellings and there are 16 single dwelling sites for new homes that have been approved but work has not yet started. An outline planning application has been made for a new 64-bed Care Home which equates to 33-37 dwellings. [See Section 7 –Approach to Future Housing Developments]

2.5 It is essential that any further developments are planned and built with an appropriate infrastructure and reflecting the need to protect the environment due to climate change. Developments of this nature will require very close monitoring and scrutiny to ensure that the agreed policies and principles are adhered to.

This NDP will not be allocating any specific areas for new housing development, but the Parish Council will continue to carefully scrutinise any development proposals if and when they arise.

2.6 This NDP will designate two areas of the Parish as Local Green Spaces together with the existing recreation grounds (See section 9.4).

2.7 The various sections of this plan will present a picture of Tilehurst Parish as seen through the eyes of the community. The overwhelming view is that Tilehurst does not have a distinctive identity and character. It is a dormitory village from where residents travel to other locations in the Thames Valley and London for work, shopping, entertainment and health care. The Parish has no single centre at its heart which makes it more difficult to build a shared sense of community. Geography and previous lack of planning are obstacles to building a single community spirit. This is not to say that our residents are against a single community spirit or opposed to change but rather that change should be managed sensitively, reflecting the needs of the community and to protect the environment. This view was summarised and supported through the consultation process³ in the form of four principles.

2.8 The four principles are:

1. To encourage and make it possible for people to live the whole of their lives in the parish.
2. To endeavour to ensure that any new residential developments will be within the existing Settlement Boundary and not in the NWD AONB or other green spaces.
3. To make provision for the future needs of the community. For example, lifelong housing, cycle paths, children's centres, youth and sports facilities and business hubs.
4. To follow, wherever possible, the recommendations of the Building Better, Building Beautiful Commission's report of January 2020. These are:
 - a. To determine an appropriate mix of homes, shops and commercial premises
 - b. To encourage our community to vote digitally on each new development
 - c. To ensure that any new developments, where it is a requirement, are built with sustainable power sources
 - d. To improve air quality across the whole of the parish particularly around schools
 - e. To ensure that trees are planted in our existing green areas **and** within all new developments including planting trees native to the Thames Valley and our micro climate.

2.9 These principles have been taken forward by way of policies or projects within this plan.

- We will work with relevant commissioning bodies, WBC, landowners and developers to recommend provision for a doctors' surgery or additional capacity in existing practices. We will support development only where there is appropriate and timely investment in the surrounding infrastructure. A more local surgery would reduce current travel requirements to out-of-parish GP Practices which in turn would help tackle climate change.
- We will accept limited housing developments on brownfield sites or infill and that the relevant housing densities should retain the village feel even though the survey results showed that over 80% of respondents **do** not want any further development. These smaller developments could make provision for a small commercial /retail unit and/or a link to a 'community/business hub'.
- We will encourage any new developments to be designed sympathetically and provide green spaces within the development.
- We will encourage new housing developments to be fitted with solar panels, recycled water systems, an electric car charging point and battery storage facilities and other appropriate emerging technologies.

³ See Appendix A – Survey summary results and the full survey results at <http://www.tilehurstpcnp.org.uk/Residents-survey-results>

- We will work with the Highways departments to ensure that road ways should not be built on top of utilities to make it easier to access for repairs and new installations without disrupting road users.
- We will encourage road ways to be designed to accommodate Remotely Controlled Vehicle (RCV) taxi pods, bus stops and with sufficient off-road parking for residents and visitors. This will be linked to creating car free areas within developments
- We will try to ensure that street lighting should be minimal and at a low level. Typically, 'warm white' LED lighting which causes lower impact to nature.

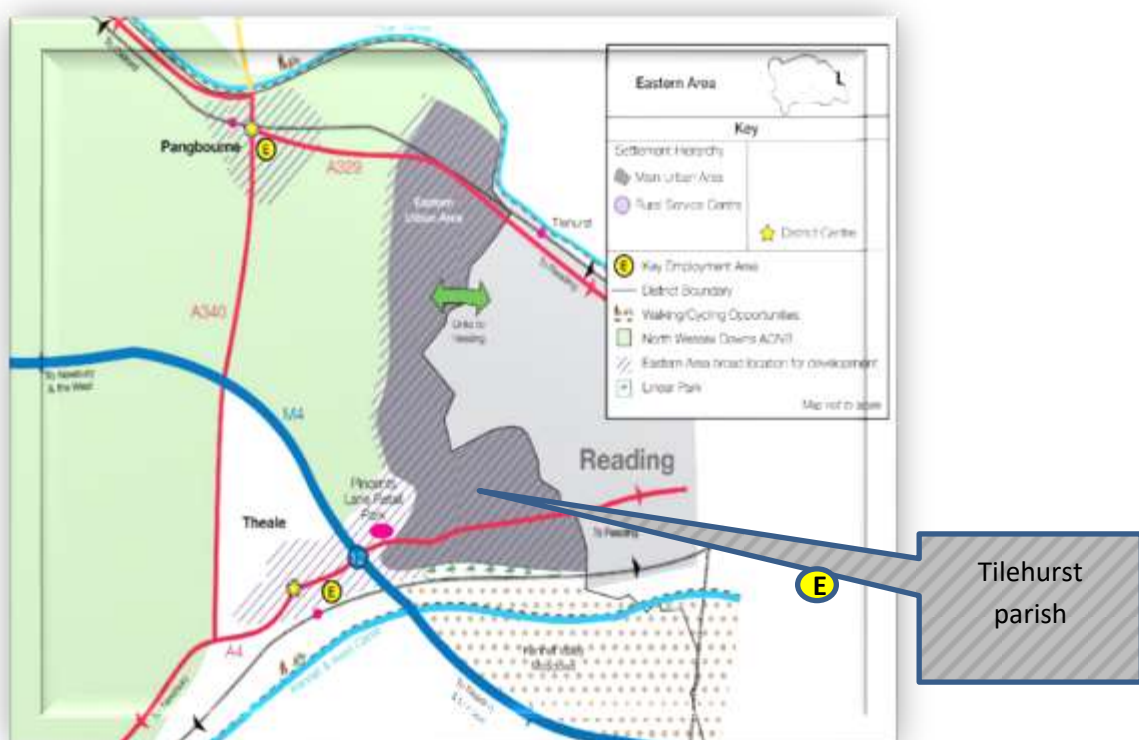
2.10 Many people are now working from home which may not always be a conducive environment for best productivity. To assist with this, the NDP proposes to encourage the provision of 'hyper-fast' broadband or equivalent emerging technologies and the development of business hubs across the Parish. Improved communications will not only improve business but also improve the lifestyle of the community and the schools and accessibility to on-line learning.

2.11 There is strong nation-wide emphasis on retaining and improving biodiversity. The Plan addresses this need by requiring new housing developments to provide green spaces, trees and green routes along with other wildlife friendly features. It is also paramount that existing and new green areas are formally protected as 'local green spaces', where possible.

2.12 There is a strong desire to ensure that Tilehurst strives to be more than just a dormitory village. To this end policies and projects will encourage the retention of existing facilities and the introduction of new facilities where these will not damage the buildings/rural feel of the parish.

2.13 All of these requirements are being proposed in the TPC Village Design Statement [see Appendix E], which is a major project in our NDP. Proposals and Plans for any future housing development must conform to all the policies in the Plan.

Figure 2.1 - shows Tilehurst Parish and the surrounding Eastern Urban Area linking to Reading Borough. [Map supplied courtesy of WBC Planning Department]



3. BACKGROUND TO TILEHURST PARISH

3.1 Tilehurst was first recorded in 1291, when it was listed as a hamlet of Reading in Pope Nicholas III's taxation. https://en.wikipedia.org/wiki/Tilehurst_-_cite_note-VCH-2 At this time, the settlement was under the ownership of Reading Abbey, where it stayed until the Dissolution of the Monasteries. Tilehurst became an extensive parish, which included the tything of Theale as well as the manors of Tilehurst, Kentwood, Pincents and Beansheaf.



Figure 3.1 - Old Tilehurst circa 1900

3.2 The name Tilehurst comes from the Old English 'tigel' meaning 'tile' and 'hurst' meaning 'wooded hill'. Alternative spellings have included Tygelhurst (13th century), Tyghelhurst (14th Century), and Tylehurst (16th century). The present spelling became commonplace in the 18th century. From Saxon times up until 1967 tiles had been produced in this area using local clay and there were several kilns in the Norcot and Calcot areas. The tile industry prospered in the latter part of the 19th and early 20th century and was the major employer alongside farming.



Figure 3.2 -Tilehurst Triangle circa 1910

3.3 The civil parish of Tilehurst was established as 'Tilehurst Without' as part of the boundary re-organisation in 1909. Although it was part of Reading it retained its village status until the 1950s. It then became part of Newbury District Council which is now the unitary authority of West Berkshire.



Figure 3.3 - Tilehurst circa 1925

3.4 Seventy-five years ago, Tilehurst was more of a farming community rather than the urban sprawl of today. It consisted of seven farms, three small holdings, 195 houses, one pub and three chapels with less than 1000 people living there. Since then, Tilehurst has grown to more than 6,000 dwellings, with more under development. It has one care home, two retirement homes, three churches and still one pub. More than 14,000 people live within its boundaries

stretching from the M4 in the south to Purley-on-Thames in the north. It borders Reading in the east and the North Wessex Downs Area of Outstanding Natural Beauty to the west overlooking the Thames valley with the woods and farmlands of the Sulham Escarpment.

3.5 The geology of most of the parish is partly sand with limestone bands and clay. The Sulham escarpment is mainly friable limestone, flint and marl. There are also a number of known sink holes. Although the River Thames is not within the parish boundary, Tilehurst is part of the Thames Valley. It may be hard to believe but geologically speaking some three million years ago, the Thames was something like 163 metres higher than today, so the whole of the Parish would have been under water. Hence the different geology ranging from chalk, gravel and clay.

3.6 Tilehurst has a Site of Special Scientific Interest (SSSI) just to the west of the village, 'Sulham and Tidmarsh Woods and Meadows'. Tilehurst and the surrounding area have four local nature reserves: Blundells Copse, Lousehill Copse, Mclroy Park and Round Copse. These show a range of common birds and animals from fallow deer to wrens and robins.

3.7 Growth has been piecemeal with no central plan. New houses have been built on farmland and in the NWD AONB and more are planned on open fields and green spaces.



Figure 3.4 - The Corporation boundary marker with Reading Borough in Chepstow Road



Figure 3.5 - Tilehurst today

The two maps below demonstrate the amount of housing development over the past 73 years with the Settlement Boundary unchanged. The left-hand map shows Tilehurst Parish in 1947 and the right-hand map in 2020.



Figure 3.6 - Tilehurst Parish 1947

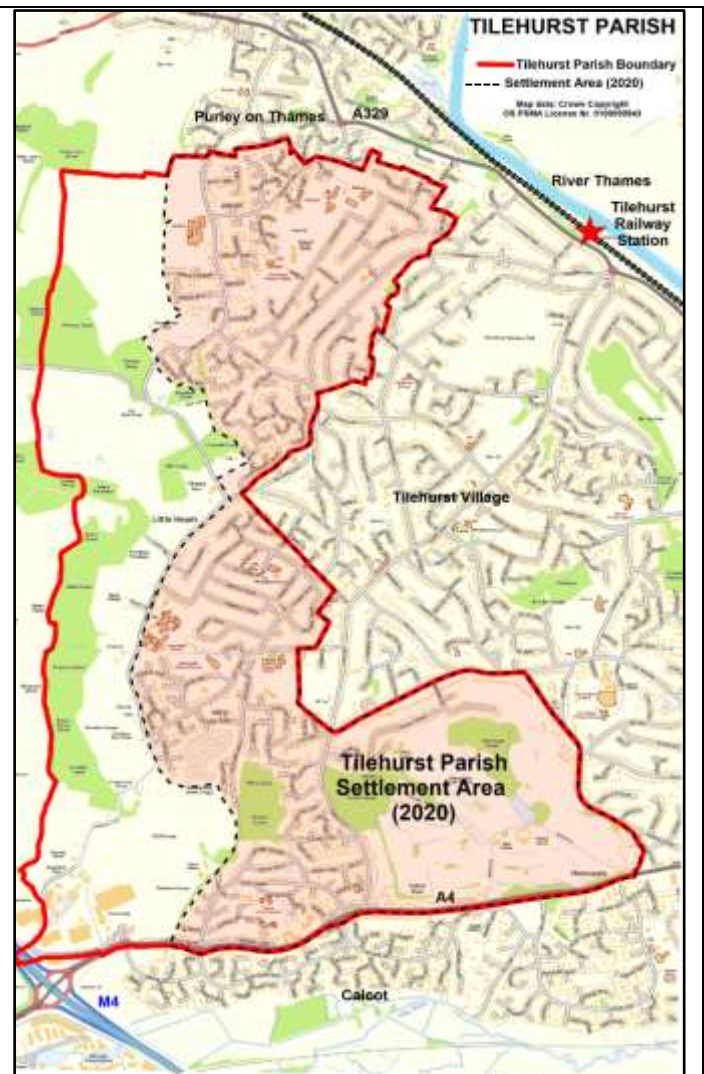


Figure 3.7 - Tilehurst Parish 2020

4. STRATEGIC VISION FOR TILEHURST for 2037

A Vision for Tilehurst in 2037 – a message from the future

4.1 This is what we would like to say about Tilehurst in 2037.

- Tilehurst has a distinct character that makes it more than just a dormitory village.
- Growing families and people at all stages of their lives choose to live here.
- There is a good supply of affordable housing.
- There are plentiful jobs in the expanding financial, technology and services sectors around Reading and the Thames Valley, whilst the arrival of the Elizabeth Line, previously known as Crossrail, has significantly improved transport links into Central London and beyond.
- Many Residents chose to work locally and run businesses from their home or local premises



Figure 4.1 – A typical working environment in office and in home

- Initially drawn by the location, Residents have discovered a diversity of local attractions.
- Tilehurst borders the open countryside of the North Wessex Downs Area of Outstanding Natural Beauty (NWD AONB) and, despite being quite densely populated; it has a real sense of being an escape from the city.



Figure 4.2 - Part of the NWD AONB looking over the Sulham escarpment and a view over the Thames Valley

- Pollution has been significantly reduced due to the increase in electric car use, the decrease in overall personal car journeys as working from home will be more common, the advent of communal driver-less taxi pods and hyper-fast broadband.



Figure 4.3 - A typical taxi-pod courtesy of NAVYA

- Some 25 years ago, in the mid-1990s, much of the parish was reasonable prosperous but it also contained some of the more deprived areas in West Berkshire. Now, there is a real sense of community: everyone who lives and works here is sharing in its success.

To make this happen

4.2 We would like to give Tilehurst a distinct character that makes it more than just a dormitory village to Reading and London – we would like to make it a desirable place to bring up a growing family.

4.3 Within the parish, we would need to have access to:

- highly rated local primary and secondary schools
- excellent sports and recreation facilities
- excellent health facilities including GP surgeries, a minor injury clinic, NHS and private dentists
- a range of local shops to complement larger shops further afield
- effective ‘joined up’ transport links within and beyond the parish
- a built environment that is designed to minimise crime.

4.4 We would like to make Tilehurst a good place to live for all age groups with a **real sense of being an escape from the city**. Our vision is that there:

- is adequate provision of suitable properties for older Residents to downsize into as children move away from the parental home
- is affordable accommodation available for newcomers particularly those in key worker jobs
- is good provision of nurseries, children’s centres and youth clubs
- is adequate provision for sports and leisure facilities

- is careful planning and protection of sightlines: the hilly nature of Tilehurst is taken into account and capitalised on where new houses, shops and other facilities have been built or redeveloped, preserving views into the NWD AONB and across the Thames
- is good pedestrian/cycle access to the countryside without needing to get into a car
- are 'green spaces' within the built-up area that have been protected, maintained and developed for sports and leisure activities.

4.5 In addition, it is important that:

- development bordering the Area of Outstanding Natural Beauty is seen as a gateway to the countryside for all Residents, rather than a hard barrier between town and country
- development minimises depletion of natural resources and encourages the use of the latest technology.

We recognise many Residents may choose to work from home or close to home. Hence:

- There is a sustainable local economy
- There is a reduced impact on the climate due to less commuting
- There is hyper fast internet connectivity / broadband access for all
- Those wishing to extend or add a home office are encouraged
- 'Community hubs' created for business and community use, are thriving, offering shared resources and places to meet colleagues and customers.
- Sufficient off-street parking is available for small commercial vehicles

Everyone who lives here is sharing in its success – a real sense of community

- Funding for Infrastructure is carefully allocated in line with the Neighbourhood Plan.
- Infrastructure is being upgraded to meet the needs of the community.
- Projects that help build communities have been prioritised.
- The 'community hubs', which have evolved from existing Parish Council centres and recreation grounds, are in frequent use by a wide cross-section of the community. They are provided with appropriate facilities and resources to meet community needs and expectations in the 21st century.

5. NEIGHBOURHOOD PLANNING RESIDENTS' SURVEY – KEY FINDINGS

Objective

5.1 To provide an opportunity for all households in Tilehurst to give their views about future developments in the parish.

Tilehurst Parish Council 2019 Residents' Survey

5.2 A paper copy of the survey was distributed to each dwelling in Tilehurst Parish in July 2019 inviting all Residents over the age of 15 to complete it. To maximise participation and remove any barriers due to lack of internet access or feeling uncomfortable using the internet or by personal preference, Residents were given the option of responding either on-line or using the paper version.

5.3 A little flexibility on the end date of 30th November was allowed. Most respondents (748) chose the online version whilst 159 paper copies were submitted. These were then input by the Steering Committee to enable true data analysis to be undertaken.

5.4 The results of the Survey clearly said that we want Tilehurst to be a place where:

- the importance of our natural setting and green spaces are recognised and protected
- that there is an opportunity to explain and promote the Area of Outstanding Natural Beauty
- green spaces are conserved and recreation areas improved
- the unique and distinctive pattern and the balance between our buildings and open spaces is maintained and enhanced where government directive make this impossible, new buildings are built on brownfield or infill sites and are designed and built for the future, with climate change in mind and use of modern materials is mandatory to reduce energy usage
- no further development should take place on any open green space or woodland within the parish boundary and in the AONB
- there is sufficient local provision for Residents' health and educational needs
- crime is reduced
- youth facilities are enhanced

5.5 The summary of results is shown at Appendix A and the full survey results are on the Parish Council website <http://www.tilehurstpcNDP.org.uk/Residents-survey-results>

6. BUILDING TYPES AND DESIGN – ‘BUILDING BETTER, BUILDING BEAUTIFUL’

6.1 The objectives and policies in this section seek to ensure that the current and future housing requirements of the parish are served adequately and conform to a Village Design Statement. The following policies should make it easier and convenient for people and developers to agree on the need for future dwellings and to their design. All new developments should comply with the policies of the West Berkshire Development Plan.

6.2 Although no specific housing site allocations are being proposed in this Plan, the following basic policies are being put forward to ensure that any future housing development conforms to the agreed standards.

6.3 Thus, the objectives and policies in this section seek to ensure that the current and future housing requirements of the parish are served adequately and conform to a Village Design Statement, an outline of which is at Appendix E. These policies should make it easier and convenient for people and developers to agree on the need for future dwellings and to their design. All new developments should comply with the policies of the West Berkshire Development Plan.

Key Objective

To ensure that all new housing developments provide a range of housing types to suit the needs of all residents and to fit into a newly created character of Tilehurst, reflecting the siting, features and facilities, layout and design. These dwellings will be eco-friendly, generate their own electricity through solar panels and battery storage, recycle bath/shower water for toilet flushing, employ rainwater harvesting and use efficient heating systems with zero use of fossil fuels, whilst maintaining a supply of clean, fresh air.

Policy H1: Housing Development Principles

Any new developments that take place must comply with the following parameters:

- Provide a mix of types of homes and tenures that make it possible for all sectors of the community to live the whole of their lives in the parish if they so wish with a focus on the provision of both ‘starter’ homes and downsizing homes as well as the opportunity to increase house size as families grow. Developments should reflect the needs of all sectors of the community including disabled and elderly residents.
- Be located on suitable brownfield sites or infill sites and be within the settlement boundary. Any new development will incorporate the ‘Building for Life’ 12 principlesⁱ or any evolving changes.
- Respond positively to the end “Building for Life” 12 principles.
- Consider existing residents in any adjoining buildings in respect of overlooking, access to natural light, outlook and amenity space.
- The preparation of a Village Design Statement will be encouraged for all development, including community involvement. The Village Design Statement will reflect the policies set out in this plan. This Statement will then be included in any planning submission after consultation via the Parish Council and will fulfil the requirements of a Design and Access statement.

Context and Justification

6.4 Although the Parish Council recognise the need for new housing, Tilehurst has seen much uncoordinated growth over the past forty years. Areas of farmland are now housing estates and even areas of the NWD AONB have been used for housing. Hence there is a need for a coordinated approach. A vast majority of residents surveyed felt that Tilehurst was “full” and should not allow any further large developments. Where houses were needed, they should be built on suitable brownfield sites, infill or old, semi derelict, garage blocks and on previously developed land where opportunities exist. No houses should be built on greenfield sites outside the settlement boundary as it was clearly shown during the coronavirus pandemic that these sites were needed for the mental well-being of local residents and those who lived in the surrounding towns.

6.5 Tilehurst has a general mix of housing but very little ‘affordable’ housing. This was evident from the Residents’ Survey with 28% of Residents expressing that there should be more affordable housing and 23% showing more homes were needed for the elderly. Each new residential development, irrespective of size, should include open market, affordable housing and social housing in accordance with the policy requirements set out in West Berkshire’s Development Plan Document (DPD).

6.6 Downsizing, as referred to in the above Policy H1 includes moving from relatively large houses to smaller, but not necessarily very small homes, typically a bungalow or ground floor flat. These will be built to ‘Lifetime Homes’ and the ‘Building for Life’ 12 principlesⁱⁱ and also providing accommodation suitable for the elderly Residents and those with disability.

6.7 In all new housing developments, insufficient provision has been made for additional shops, GP practices, schools or any community hubs and/or business hubs. Amenity development will provide a high quality of amenity and privacy for both occupants of the development itself and neighbouring properties and land, having regard to such issues as overlooking, access to natural light, outlook and amenity space in accordance with WBC policy DC30.

6.8 In terms of infrastructure, the Parish will receive part of the CIL on adoption of the Neighbourhood Plan and there may at times be a requirement for additional site-specific infrastructure to be secured via legal agreements. The funding that is generated by any new developments within the parish boundary should seek to provide the necessary infrastructure for additional health facilities.

Policy H2: Affordable Homes

To provide affordable homes at an appropriate density taking into account the surrounding area. These homes would be either low rent, for purchase or for shared ownership.

- To ensure that for each new residential development of 5 or more dwellings, irrespective of size, will include open market, affordable housing (first homes and shared ownership) and social housing in accordance with the policy requirements set out in the latest part of West Berkshire’s Development Plan.**
- To confirm adherence to the minimum requirements of the Development Plan on affordable housing and will look favourably on higher numbers. Onward selling will also be at the regulated percentage of market rate at the time of sale. This will be controlled via a legal agreement”.**

Context and Justification

6.9 From 28 June 2021, the Government's First Homes programme came into effect. A Written Ministerial Statement has been published, which sits alongside the NDPPF, includes a new type of affordable home ownership and falls within the normal definition of affordable housing for planning purposes. The update followed a consultation in February 2020 and is the latest initiative to help first-time buyers onto the property ladder. There are national standards that First Homes need to adhere to, including:

- A First Home must be discounted by a minimum of 30% against market value; and, after the discount has been applied, the first sale of the home must be at a price no higher than £250,000 (or £420,000 in Greater London).
- The discount must apply to the home each time it is sold in perpetuity (so local communities can continue to benefit from the scheme).
- First Homes should be sold to people that meet the First Homes eligibility criteria which includes priority for first-time buyers with a combined household income no greater than £80,000 (or £90,000 in Greater London).

6.10 Affordable homes will be integrated into developments in design, layout and location so as not to be distinguishable from other homes on the development. Affordable housing is normally expressed as 70% of the open market price. Social housing is where the rent is set at a sustainable and affordable level for lower paid workers and for many people's first step into the housing market.

6.11 The housing density should reflect the existing density and will include small (1–2 bed) apartments and terraced dwellings, bungalows and larger homes (3–5 bed semi-detached and detached). The mix will be determined in consultation with the local Residents, the developers, WBC, housing associations and the Parish Council.

6.12 The West Berkshire *Core Development Plan* addresses this need. [See Appendix C].

Policy H3: Domestic Energy & Sustainability

To ensure that sustainability considerations are applied, all new developments shall be designed to incorporate energy management technology to be carbon-neutral from 2025, (in line with the Government decision to prevent the installation of gas boilers from that date).

- **All new houses or dwellings should be encouraged to have a system of green energy for the provision of heating plus 'water saving/re-use efficiency' systems.**
- **All new dwellings to have at least one electric vehicle (EV) rapid charging point**
- **All such energy-saving installations will be the responsibility of the developer, the costs of which will be incorporated into the purchase price of the new dwelling.**

Context and Justification

6.13 The UK Government has adopted a target for net-zero carbon emissions by 2050. The planet is getting warmer and action needs to be taken to reduce temperature leakage from houses. Fossil fuels are beginning to run out and future heating has to come from renewable sources. A change in the Building Regulations requires all new homes built after 2025 will not be connected to the gas mains and cannot use mains gas as a source of heating and cooking. [Note that air-sourced heat pumps have approximately one third of the carbon footprint of a traditional gas boiler and hydrogen boilers even less].

6.14 Climate change, energy and fuel ‘poverty’ are fully acknowledged universal issues. As part of our contribution to improvements and to achieve sustainability through the encouragement of sustainable design and construction, all new developments are to:

- Be designed to be carbon-neutral, which gives rise to zero emissions to air and which will improve overall air quality
- Minimise energy use and maximise energy efficiency, and major development to consume less non-renewable energy than the development it replaces. New developments must incorporate on-site renewable energy sources – currently including, but not limited to, solar panels, battery storage units, biomass boilers and heat pumps, cavity wall and loft insulation – and such installations will be the responsibility of the developer.
- Incorporate sustainable ‘green’ planting including new woodland trees and hedges and, where practical, the use of green walls and roofs.
- Minimise water consumption through efficient and effective design with rainwater harvesting systems and greywater recycling.

Policy H4: Parking – Internal & External

Provision will be made, where appropriate, for a garage, or garages, that is/are of sufficient size to allow the internal parking of car(s) in addition to a reasonable number of parking spaces for visitors and the disabled. Provision will also be made for the appropriate storage of cycles and motorcycles.

6.15 Tilehurst Parish Council (TPC) will endeavour to raise the awareness, for all new developments, of the National Planning Policy Framework, Policy CS13 of the West Berkshire Core Strategy (2006–2026) and Policy DC35 of the emerging draft LPR.

6.16 The emerging LPR states that any new dwelling shall not be occupied until the ‘relevant transport infrastructure is delivered in a timely manner’ and appropriate provision is made for cycle parking in accordance with the approved drawings and this area shall thereafter be kept available for the parking of cycles at all times.

6.17 This policy will be included in the Tilehurst Parish Village Design Statement [See Appendix E].

Context and Justification

6.18 Although Tilehurst is perceived as more of an urban rather than a rural parish, the majority of residents commute to their place of work outside the parish. The latest official data (Census 2011) showed that 84% of the working population travelled to work by private transport involving travel to locations that are not easily reached by public transport. Only a minority of Residents work in the parish. However, as a result of changing work patterns rapidly accelerated by the COVID-19 pandemic, more people may be working from home in the future. The current trend sees many more adult children are staying in the family home for longer. As a result, it is essential that there are sufficient parking spaces per household with the parking standard being the same overall as the new Zone 3 West Berkshire Council (WBC) standards.

6.19 On the more recent residential developments the garage door size has severely limited the ability to get a modern car into the garage. Garages must be designed to accommodate larger 4x4 type cars with the required door size suggested to be 2.5 m wide and 2.2 m high. The internal dimensions of the garages should be wide enough to enable the driver to open the door within the garage space.

6.20 It is also essential to encourage developers to make use of low kerbs or setts as edge restraints for roads. Shared surfaces rather than segregated areas for different modes of transport will also be encouraged to give the parish a village feel. All traffic within each development will be limited to 20 mph. The intelligent design of the road system will encourage these lower speeds without the use of road humps as they will be shared by pedestrians, cycles and cars.

6.21 The Government has decreed that much more use is made of cycling (pedal or electric bikes) as a means of getting around both for work and for pleasure. This condition is confirmed by government policy HIGH19 – Cycle parking (YHA35) and also policies CS13 of the West Berkshire Core Strategy (2006–2026), Policy P1 of the Housing Site Allocation DPD and Policy TRANS1 of the West Berkshire District Local Plan 1991–2006 (Saved Policies 2007)ⁱⁱⁱ.

6.22 Cycle and Motorcycle Parking Standards and design guidance should also be included in a policy relating to residential development. Cycle parking is an important way of promoting sustainable travel and needs to be incorporated into all new development. The Cycle and Motorcycle Advice and Standards for New Developments has most recently been updated and published in November 2014 and is available for reference by developers. The aim of relevant policies is to ensure any new housing development reduces reliance on private motor vehicles and assists with the parking, storage and security of cycles. *[It is recognised that although we would like to reduce the use of private motor vehicles, the general trend is that people still rely on their own private vehicles for most travel.]*

Proposed Parking Standards⁴

- **Designated Off-Street Parking:** Car parking should be in accordance with the *Manual of Streets* guidelines⁵ and located close to the main access to the relevant dwelling(s). The *WBC Development Management Policy*⁶ provides for the following levels of minimum off-street parking spaces which must be provided for residential developments:

Table 6.1 – Ratio of bedrooms to buildings

Bedrooms	Flats			Houses			
	1	2	3+	1	2	3	4+
*Eastern Urban Area	1.5		2	1	2	2	3

*Eastern Urban Area covers Calcot, Tilehurst, Purley and Theale. In addition to the above spaces a further visitor space is required per 5 flats. Garages are NOT counted as parking space, but well-designed car-ports are accepted as parking space(s).

⁴ WBC Parking Policy for New Residential Developments – Topic Paper March 2016

⁵ *Manual For Streets*: Department for Transport/CaLG – 2007

⁶ *WBC Housing Site Allocations DPD Preferred Options/Development Management Policies* – Jul 2014

- **Additional on-street parking:** The provision of additional, unallocated on-street parking spaces would be welcomed where appropriate and should be negotiated during the planning stages. Such spaces should not be used as a substitute for off-street parking provision. Non-designated on-street parking should be restricted along through-routes within new residential developments and/or adjacent to schools during term-time morning and afternoon peaks periods.
- **Non-residential, visitor parking:** Visitor parking spaces within new residential developments should provide adequate designated additional parking for visitors, at a minimum of one space per two dwellings. This can either be off-street or on-street, subject to the wider guidance set out within this policy. Visitor parking should be marked as such. An adequate amount of off-street parking for visitors should be provided to ensure there is no impact by way of parked cars on the wider highway network nor impede any access by larger vehicles such as essential refuse and/or delivery trucks.
- **Garage sizes:** Although housebuilding designs and techniques have evolved and improved over the past 50 years or so, no similar attention has been given to garages, be they integral or stand-alone. Thus, virtually all current designs and sizes prohibit the garaging of today's modern cars, including the smaller SUV-type vehicles. In addition to the actual door sizes, most internal measurements then further restrict comfortable access into/from any car. The result is unusable garages (for car parking) and more cars forced 'on-street'/kerbside. The minimum, single garage sizes should provide a door height and width of 2.2 metres/2.5 metres respectively and internal dimensions of 6 metres long, 3 metres wide. Double garages should have a minimum length and width of 6m and 6m respectively.
- **Disabled parking:** Suitable provision is to be made for appropriate disabled parking where flats are built.

Policy H5: Electric Vehicle Charging Points

No development of new buildings shall take place until details of an appropriate number of electric- vehicle charging points (or any new technology) have been submitted to and approved in writing by the Local Planning Authority, unless it has been demonstrated by the developer that it would not be technically feasible or would make the development unviable.

The charging point shall thereafter be retained and kept available for the potential use of an electric car.

Context and Justification

6.23 The Government has decreed that no new diesel and petrol vehicles will be sold after 2030 in order to promote the use of electric vehicles. This condition is imposed in accordance with the *National Planning Policy Framework* (February 2019).

6.24 Electric vehicle charging points (EVCP) should be required at new residential developments in line with the policies stated in the above paragraph. As a minimum, the supporting infrastructure (such as ducting and cabling) should be installed, enabling the installation of the EVCP unit at a later date. It is easier to provide the infrastructure during construction than to retrofit it at a later date. These charging points may vary for communal buildings, more suited to flats or where there are

shared parking areas, to individual points incorporated into houses. EVCPs should also be installed at community / business hubs and in local car parks and where on-street parking is the only option.

Policy H6: Refuse Storage

All new developments, residential or commercial, will provide adequate, discreet and off-street storage facilities for refuse bins and containers which will not be visible on direct view from the street.

Context and Justification

6.25 More recent refuse and recycling practices require households to have an increasing number of bins and containers which need storing between collections. Existing homes, many of which were built before the current collection practices were introduced, offer no space to store such bins other than in full open, unsightly and untidy view, thus detracting from the quality of any street environment and adding to 'unwanted' street furniture. Thus, any new homes must have adequate, off-street storage space hidden from direct view from the street. In respect of communal buildings or flats/apartments, the provision of such storage facilities should be in proportion to the number of dwellings.

Policy H7: Street Lighting

The need for high-level street lighting in each development will be reduced and instead low-level lighting will be installed throughout all new developments whilst ensuring that such developments have adequate street-level lighting to ensure safety and security for pedestrians and reducing higher level light pollution.

Context and Justification

6.26 Light pollution is a national area of concern with NDPPF setting out that planning policies should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. This does however have to be balanced with a necessarily level of security and safety of pedestrians. Where street lighting is required or provided, for example for safety reasons, it must be in accordance with the latest lighting standards in order to minimise light pollution and energy consumption.

Policy H8: Outdoor Amenity Space

A private outdoor amenity space or a shared amenity area must be provided for all new dwellings, including balconies for flats, where appropriate. The amount of land used for garden or amenity space should be commensurate with the size and type of dwelling and the character of the area, and should be of appropriate quality having regard to topography, shadowing (from buildings and landscape features) and privacy.

Context and Justification

6.27 The WBC Quality Design SPD sets out standards for the provision and layout of outdoor amenity space for houses and flats.

6.28 The COVID-19 pandemic lockdowns during 2020 and 2021, has further highlighted the benefits for all households to have access to outdoor spaces. Research has been published by the ONS which demonstrates an increase in the number of people exercising outdoors. A particular example is the significant increase in families and dog-walkers using Sulham Woods and Pincet's Hill since April 2020.

6.29 Several green areas surrounding the parish have been built on. Two areas about the Area of Outstanding Natural Beauty on the farmland by Stoneham's Farm and the farm buildings themselves. The Survey very clearly felt that there should be no development whatsoever on the AONB. However, new developments must ensure that green areas, open to residents and the general public (if applicable), form part of the overall design and layout.

6.30 The Residents Survey clearly felt that there should be no development whatsoever on the AONB. However, new developments must ensure that green areas form part of the overall design and layout.

Policy H9: Pedestrian & Cycle Access

Any new development should, where possible, take opportunities to provide more direct, safe and convenient pedestrian and cycle access to local community facilities, shops, medical facilities and the adjacent open countryside in order to encourage more walking, cycling and social interaction.

Context and justification

6.31 Historically the focus has centred round the movement function of motorised vehicles in residential street design, thus so often failing to provide any positive contribution to the quality of life and the move towards a greener environment. Shifting this focus towards a place function with improved design and providing more emphasis on sustainability, pedestrian and cycle traffic can better contribute to the creation of places that work for all the community rather than just motorists. The NDPPF is clear that planning policies should aim to achieve healthy inclusive and safe places which allow for easy pedestrian and cycle connections.

6.32 Accepting that Tilehurst is a semi-rural community, the majority of its Residents, in excess of 80%, travel to places of work outside the parish, often to locations not easily reached by public transport; hence the continued reliance on the car in many cases. Thus, to enable the provision of a higher quality environment, all developments of any sort should comply with the policies above.

Policy H10: Flood Risk Assessment

To encourage developers to adopt a 'worst case scenario' to manage any surface water run-off to prevent flooding of commercial and domestic housing.

Context and justification

6.33 Fortunately, there is little evidence within the Parish, of any serious flooding nor is there any indication of likely flooding included on the WBC Flood Warning Map⁷. However, in accordance with WBC Policy SP6 in the Emerging Local Plan Review, and bearing in mind the current climate change, it may be considered prudent to encourage developers to adopt a 'worst case scenario' to manage surface water run-off when designing any new development, particularly considering the hilly topography of the Parish.

To support and supplement the above general design policies, a number of Projects to be initiated which should provide some enhancement to the environment.

Project H1: Cleaner vehicles

Based on the current Government policy to ban the sale of all diesel and petrol vehicles by 2030, and working with WBC Highways Agency, Tilehurst Parish Council will consider the feasibility of introducing low-emission zones to improve air quality in and around schools and in existing residential and new developments.

⁷ WBC Emerging Local Plan Review SP6 – Flood Management

Context and Justification

6.34 The Government has clearly stated that sales of diesel and petrol-powered vehicles will be banned from British roads by 2030 and that all hybrid vehicles will be banned by 2035. These dates may be brought forward. See Transport and Travel in section 8.

Project H2: Community Involvement

It is a community aspiration to raise awareness of local planning applications and to encourage all residents, through consultation via the parish Council, to have more involvement in the design of new housing developments.

Context and Justification

6.35 Many Residents feel that they are excluded from any input to new housing and its design. A process needs to be designed which enables interested residents to be made more aware of any and all future planning applications and to be allowed to input relevant comments, objections or approvals.

Project H3: Pedestrian Access

- **Working with the Rights of Way team, TPC will ensure that all existing footpaths will be maintained, enhanced and, where practical, extended and linked into a network of footpaths**
- **TPC will produce a leaflet showing all the footpaths within the parish.**

Context and Justification

6.36 During the COVID-19 pandemic over the past 15 months, more and more people are using the local footpaths. The very wet weather of earlier this year has caused many walkers to create other footpaths around the muddy areas and these footpaths are being made wider and wider by the '2 metre' rule. Some walkers are moving onto farmland and destroying crops. Many of the footpaths need significant maintenance and proper signposting.

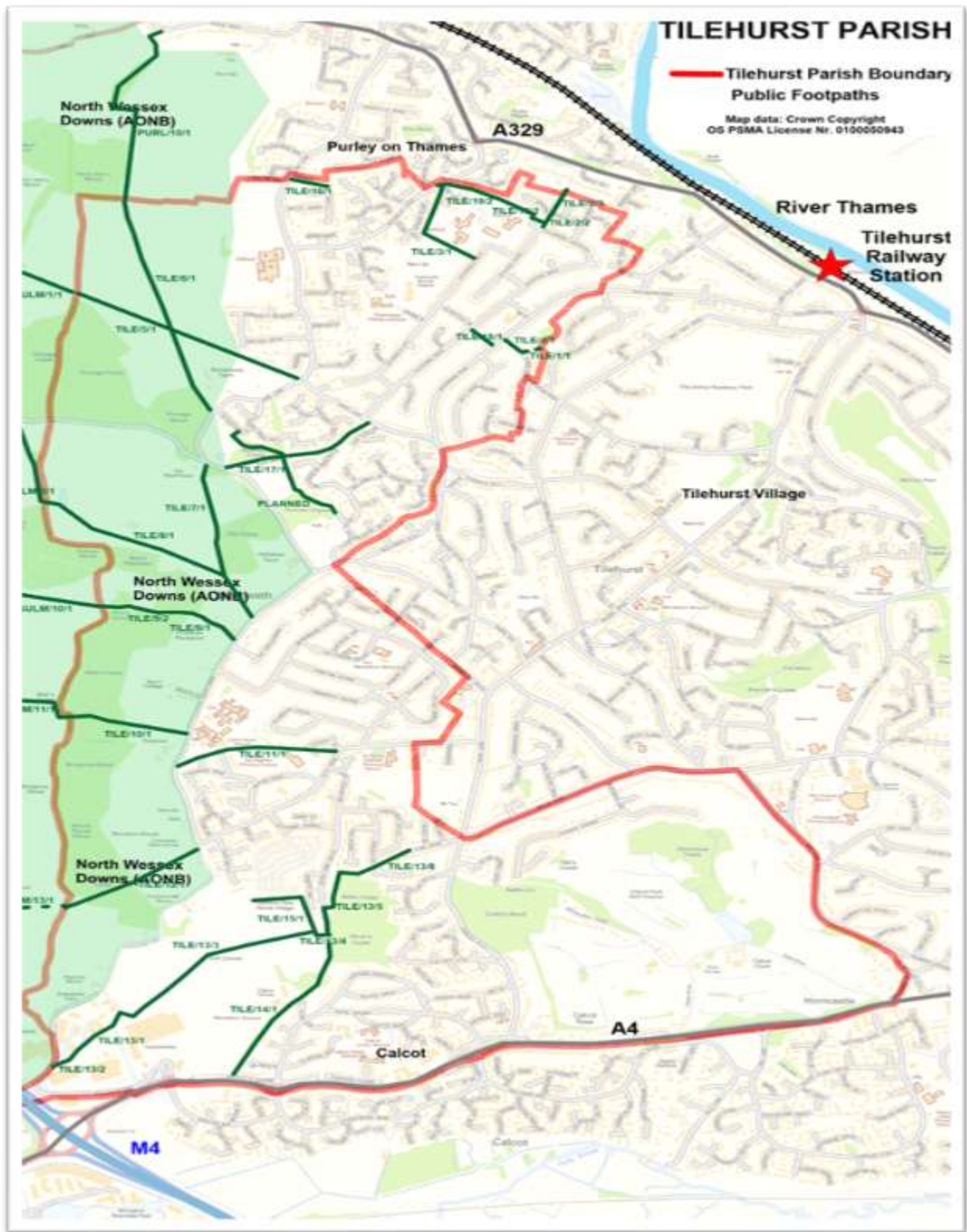


Figure 6.1 - Designated footpaths within the Parish

Project H4: Paving over of front gardens/lawns for vehicle parking spaces.

- **Working with the respective local and borough councils, seek to introduce a programme to increase the awareness of existing guidelines and policies regarding the paving over of front gardens and/or lawns for the purpose of parking more vehicles. This could be extended to restrict vehicle parking on grass verges within new developments.**

Context and Justification

6.37 The significant increase in more recent decades in the ownership of private cars and vans has overtaken the provision of suitable domestic garages and adequate off-street parking. The result has seen a wholesale increase in the practice of paving over of front gardens and lawns for the purpose of parking vehicles outside the owner's home. It is estimated that some 7m front gardens in the UK have now been over-paved, an increase of around 50% over 10 years. (1)

(1) Ecologist – Informed By Nature (2015) and RHS Gardening Matters (undated)

6.38 The environmental impacts of this practice include;

- potential for increased street flooding due to the loss of ground-soaking on soil and lawns by rain water
- accelerates the loss of habitats for small wildlife and birds
- natural gardens support cooling in summer; hard paving leads to more heat generation
- garden plants can absorb noxious vehicle fumes

6.39 The associated policies within this Plan should help to alleviate these issues through the provision of adequate and suitable garaging together with sufficient off-street parking for private vehicles.

7. APPROACH TO FUTURE BUILDING DEVELOPMENTS

7.1 The Localism Act 2011 requires that the NDP must relate to the development and use of land within the designated neighbourhood plan area and must comply with National and, at present, European legislation. As referred to in the opening Executive Summary, the Survey clearly showed that a large percentage of the community, 84% of respondents, considered Tilehurst to be 'full' suggesting that there should be no further new development. The Parish was allocated considerable development in the last phase of West Berkshire Council's development plan. Some of these sites are still going through the planning process or under construction, others are already built and occupied. This recent increase in development needs time to be assimilated into the Parish before additional allocations are made. Additionally, the Parish is constrained and it is extremely difficult to find suitable sites for allocation. Due to this, recent allocations made by WBC through the Housing Site Allocations DPD have encroached into the North Wessex Downs Area of Outstanding Natural Beauty, despite the strong policy protection for this area. Government policy remains clear (NPPF para 176) that the scale and extent of development within AONBs should be limited.

7.2 Whilst it is acknowledged that there continues to be a requirement for new homes in the area, these should be developed on 'brownfield' sites within the existing settlement boundary. Substantial weight is given to the re-use of suitable brownfield land within settlements by the NPPF 2021 (para 120 c). Evidence shows that there is an ongoing supply of these sites locally which will continue to be delivered to meet housing needs.

Therefore, this NDP will not be allocating any specific areas for new housing development, but will continue to carefully review any small development proposals within the settlement boundary where they arise. This is explained in more detail in the following paragraphs.

7.3 The current West Berkshire Council Local Plan, forming part of the overall Development Plan for the region, set out the planning policies up to 2026. As mentioned, this is now under review to cover the period up to 2037 and looks at future needs for new houses, employment and other land uses. It will include site allocations for the district selected from the Housing and Economic Land Availability Assessment (HELAA). The Local Plan review continues to be delayed and is still considered to be at an early stage of the process, holding limited or no weight in the decision-making process.

7.4 The HELAA forms part of the evidence documents which will support the Local Plan review up to 2037 and which also forms part of the evidence base for the neighbourhood plans being prepared within the district.

7.5 West Berkshire Council's draft Local Plan Review (LPR), which is currently scheduled for adoption in late 2023, confirms that new allocations for housing for Tilehurst will be made through NDPs. The emerging Local Plan includes an 'Indicative Housing Requirement' for 175 new dwellings within Tilehurst Parish during the plan period 2022 to 2037. However, the justification for this number is currently unclear and unsupported by the evidence base on which the emerging Local Plan has been based. There has also been a significant change in the local situation since this number was first put forward by the Council, with the refusal of a planning application at Pincents Hill.

7.6 This number of 175 is seen by the Council as in addition to existing commitments such as Stoneham's Farm or dwellings completed in recent years such as the development at Clements Mead.

Windfall sites within the settlement boundary are also additional to the number. To date, two sites have already been allocated within this area of which one site, Stoneham's Farm, is under development and when completed in 2022 will provide **66** dwellings (although originally estimated as **60** by WBC during the planning process). The second adjacent site to Stoneham's Farm had initial approval for **15** dwellings but a more recent change of planning application may provide for a 64-bed residential care home with *possibly*, 4 or 5 additional dwellings or an 85-bed care home with no additional houses. However, at the time of writing, there appears to be no decision on this site. A 64-bed care home is equivalent to **35** dwellings using the agreed Government formula (total care home bed capacity divided by 1.8).

7.7 The number proposed by WBC of 175 has been carefully considered as work on the Neighbourhood Plan has progressed. Using the Council's evidence base of the HELAA as well as local knowledge, the NP group has assessed whether the number of 175 is achievable and whether sites can be identified to deliver this number.

7.8 WBC has already categorized the sites within the HELAA, assessing their potential for development. The only site of any scale that has been assessed as potentially developable in the Parish, is site reference TIL13, Land at Pincents Lane. However, the Council has recently (April 2022) refused an outline planning application at the site for up to 165 dwellings plus associated development including a public park. The decision was initially proposed by the Eastern planning committee and then ratified by the District Planning committee. A key reason for refusal has been concern over the access to the proposed development and the impact on highways safety.

7.9 Given that this refusal affects the main site that was considered appropriate by WBC to deliver housing in the Parish, this casts doubt on the justification of the housing number that the Council has proposed. Additionally, there has not been any additional evidence published to explain how the figure has been derived.

Table 7.1 - Summary of Proposed/Potential Site Allocation

Approved Development Sites		
Stoneham's Farm 1 EUA008	66	Completion 2022
Stoneham's Farm 2 EUA003 (Equivalent)	35	Completion tba
	101	carried forward to Local Plan 2026

WBC Indicative Housing Requirement to 2037	Dwellings	
	175	As per WBC HELAA/draft LPR through to 2037

Proposed/Potential Developable Sites		
TIL 1,2,3 New Lane Hill	44	Awaiting application
* TIL 13 Pincents Hill development	165	* Applications rejected
	209	

7.10 Tilehurst Parish Council has consistently objected to any proposal to develop the Pincents Hill site for housing. The Parish Council has been supported by a proactive local residents' campaign and all the main political parties and the local MP have opposed development at this site. Local public concerns are wide-ranging but include pressure on provision of GP surgeries and school places, traffic concerns about access to the A4, loss of green space and the impact on wildlife and the environment.

7.11 The 'traffic light' junction on the A4 at the retail park has recently been significantly improved but is still heavily congested during rush hour and peak shopping periods. There are no plans to "unblock" Pincents Lane to through traffic.

7.12 Given the technical concerns over development at the site, together with local objections, the Neighbourhood Plan does not support any future development at this site.

Windfall development

7.13 Given the lack of suitable opportunities to allocate sites outside the settlement boundary, the focus of the Neighbourhood Plan will be on suitable brownfield sites within the settlement boundary. A number of options for these are already evident and will provide an ongoing supply of residential developments to meet local housing needs. Some examples are set out below, based on the current position (summer 2022). Any proposals will be considered against the policies and proposals set out within the Neighbourhood Plan.

- The site of the now closed Pincents Manor Hotel may have development potential for apartments or an extra care facility, if a suitable scheme can be achieved. Earlier plans submitted to WBC involved re-development into a care home, are now being re-considered. As such, and subject to a sensitive planning application, now submitted, it respects the heritage asset (Pincents Manor Hotel is a Grade 2 listed building), and covers communal facilities with landscaping and a bio-diversity strategy that will boost wildlife and deliver a sensory garden. The latest proposal suggests a three-tier system of "Retirement Homes", "Assisted Living" and "Extra Care". The application is for 50 apartments for the elderly (use Class C2). All are deemed 'affordable housing'.
- Bewley Homes have put in a tentative bid to the owners, to develop part of Calcot Golf Course although no planning application has been made. Bewley homes are proposing 66 dwellings including 27 which are deemed 'affordable'. These are 13 x 2 and 14 x 3 bed apartments by the look of the schematic. The other 39 are made up of 10 x 2-bed, 14 x 3-bed, 8 x 4-bed and 7 x 5-bed houses. All will have an EV charging point, PV Solar Panels and air-sourced heat pumps. They will be designed for low water usage of less than 110 litres per person per day.
- The now derelict 'Murdoch' public house at the bottom of Langley Hill. Planning permission has in the past been approved for the construction of 4 houses on this site but has not yet been carried through, although the site has now been cleared.
- There are two or three now disused/derelict garage areas within the parish which could be considered as suitable sites for future houses or flats. Alternatively, such spaces could be considered for additional off-street car parking to alleviate the current on-street congestion.
- There are occasional individual planning applications submitted for the development of single homes in existing infill (windfall) gardens or properties. As an example, as of June 2022 there are a number of planning applications being processed or approved. by the Parish Council for 16 such additional dwellings – additional, rather than extensions to, or replacement of, existing dwellings. Only one such infill-build per annum between 2022 and 2037 would provide for another minimum of 16 dwellings.
- The HEELA identified TIL 1, 2 and 3 off New Lane Hill as possible sites for up to 44 dwellings
- The Best Western Calcot Hotel is up for sale and may be suitable for 40-60 apartments.

Map of potential housing sites promoted for future development within the HEELA. [note that the dark brown and dark pink areas in the map below were considered as unsuitable due mainly to potential flooding]

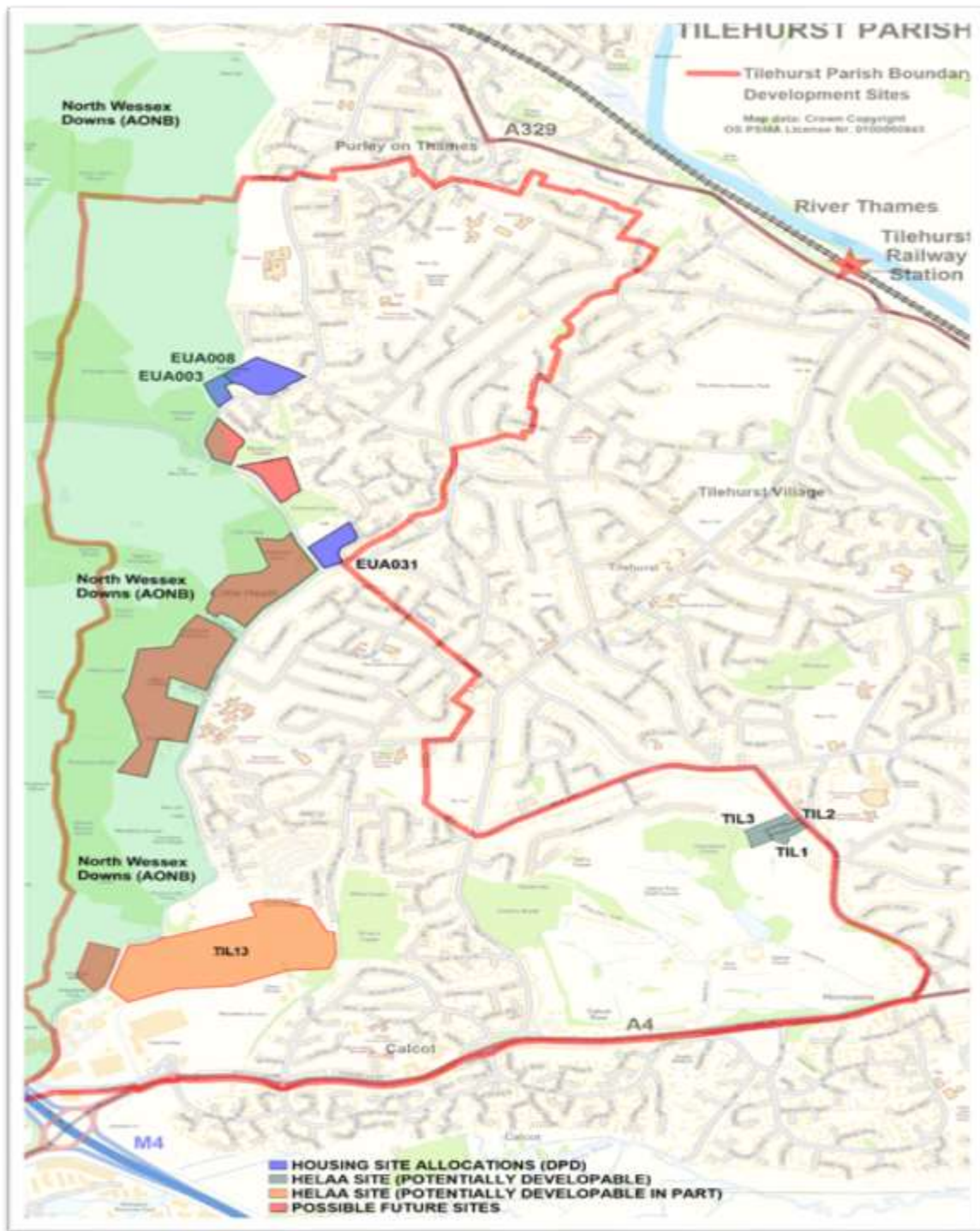


Figure 7.1 – Potential and actual housing sites

8. TRAVEL – GETTING AROUND

8.1 In the context of neighbourhood plans, planning must relate to the use and development of land. As such, transport issues need to be considered where they relate to proposals for changes of use of, or the physical development of, sites.⁸

8.2 Transport policies in a neighbourhood plan could, for example, encompass a requirement for a balanced range of transport options, thus reducing the reliance upon cars. However, many transport and traffic matters thus fall outside the direct scope of planning; example, changes to traffic management on existing transport networks are normally an issue for the highways authorities to deal with. Likewise changes to road signage, speed limits or traffic lights and circulation also fall outside the scope of planning.

8.3 Therefore, as it is generally acknowledged that, in general, the available transport options within our designated neighbourhood area are considered good or adequate (see Residents Survey Results), no new policies will be formulated within this NDP, but the ‘aspirations’ listed as non-planning Projects for future consideration – most of which would require the support of, and co-operation with, all concerned authorities, including WBC, Network Rail, Reading Buses and the Highways Agency.

8.4 The objectives and projects in this section seek to ensure that the existing and future travel and transport requirements of the parish are served adequately. Much of the existing road network requires improvement, primarily in the form of road repairs – plus, any new housing developments, if approved, will realistically need to provide sufficient parking spaces and access to major routes. The proposed Projects should also make it easier and more convenient for people to walk, cycle or take public transport, thus reducing the demand for cars.

8.5 Both Tilehurst Parish and Tilehurst village enjoy excellent connections and access to various transport links. The M4 motorway at Junction 12, currently being upgraded to a ‘smart motorway’ between Junction 12 and Junction 3 beyond Heathrow Airport and onwards to London, allows fast access either eastbound to London and the M25 or westbound to the West Country, M5 and South Wales. Subject to peak traffic congestion, Junction 12 is no more than a 10-minute drive from any part of the parish.

8.6 There is a good bus service provided by Reading Borough Council with frequent services to Reading town centre, Reading Station and the retail park close to Junction 12 of the M4. The number 16 bus passes very near to Tilehurst Station which provides a good half-hourly train service to Reading and onward to London as well as to Didcot and Oxford. Reading, Didcot and Oxford stations provide links to the rest of the UK rail network.

Key Objective

To encourage and influence improvements in the parish’s infrastructure – particularly to manage vehicular traffic whilst encouraging and promoting more cycling – in order to meet current needs and those arising from future development.

⁸ Locality – Neighbourhood Planning & Transport

Context and Justification

8.7 The Government has recently launched an initiative to encourage and promote more cycling. This was already in the NDPPF but has been given more emphasis where local government has been allocated funds to improve cycling lanes. Unfortunately, Tilehurst Parish does not readily lend itself to 'easy cycling' being quite hilly in nature across most of the area and with no designated cycle lanes on any of the existing roads. This could be alleviated to some extent in the future based on the ongoing development of, example, electric bikes. Likewise, regarding walking, elderly people in particular often find it too difficult and tiring to tackle the numerous inclines which are a feature across much of the parish.

8.8 Walking and cycling offer health benefits, in terms of both the physical benefits of active travel and through increasing opportunities for social engagement. There is clear evidence that the environment in which people live has a significant impact on health and wellbeing. West Berkshire Council, working in partnership with both Reading and Wokingham Borough Councils, have jointly developed a *Local Cycling and Walking Infrastructure Plan* (LCWIP) which includes plans to transform some streets and encourage more people to choose cycling and/or walking for local journeys, or as part of longer multi-mode journeys. This LCWIP is being developed using the guidelines issued by the Department for Transport (DfT)⁹ considering best practice examples from the UK. More recently, the DfT Cycle Infrastructure Design¹⁰ was launched by the Prime Minister in July 2020 to promote significant increases in cycling.

8.9 In addition, Reading Borough Council (RBC) has introduced a number of 'branded cycle routes' from Reading town centre to its suburbs. Two of these, R5 and R50, reach as far as Tilehurst Station and Tilehurst Village Centre respectively – although neither extends into the Tilehurst Parish at this time. There is also a National Cycle Network (NCN422) which runs from Newbury to Ascot via Reading, Wokingham and Bracknell – but again, this NCN only skirts the southern boundary of the parish along the A4.

8.10 Being a predominantly residential community, with little in the way of business and/or large retail areas as such, there are no designated car parks within the parish. The last census (2011) indicated that, within Tilehurst Parish, the average number of cars per household was 1.5 – but within this average, some 36% had two cars, 9% had three cars and 3% had four cars or more. Current understanding and information obtained from the Survey would indicate that these numbers have increased. A recent unofficial survey on 7 September 2020 between 1400 hrs and 1530 hrs has shown that in the Royal Avenue area of Tilehurst there were 95 cars and 6 vans parked outside 94 properties. Later that evening in The Ridings and Long Lane area there were on average more than 251 cars and 18 vans for 87 properties. On the Bird estate there are a large number of cars parking on verges or pavements outside many homes, which often blocks easy access; the

⁹ Local Cycling & Walking Infrastructure Plan Technical Guidance for Local Authorities

¹⁰ DfT Cycle Infrastructure Design (July 2020)

resultant congestion and the poor state of the road surfaces renders most of the parish not being conducive to cycling at present.

8.11 Add to this, the increase in local traders parking vans outside their homes (notably those whose business address is their home) and a sea-change in domestic parking regulations may need addressing. The deeds of most more-recently built homes, since the 1980s/1990s, often prohibit the parking of commercial vehicles in such designated streets, yet there appears to be no system to regulate this common practice. (At the time of writing this NDP, the issue of pavement parking is still being discussed at national level and can only be addressed if the Government gives local authorities' power to enforce such rules). *The Community Survey undertaken during later 2019 showed that over 40% of respondents considered cycling and walking safely to be a problem within the parish.*

8.12 However, opportunities for both cycling and walking are currently available. There is a decent selection of recreational cycle trails and walking bridleways within the adjacent NWD AONB, both across open fields and through wooded areas, which itself offers convenient access for a large section of the community. This area also lends itself to horse-riding and is frequently used by riders from the adjacent Hall Place Equestrian Centre.

Action Points: In partnership with WBC consideration or introduction of the following;

Action T1.1: Any new residential streets need to be designed with a balanced emphasis on all modes of transport – pedestrian, cycling and vehicular.

Action T1.2: Development of 'Low Traffic Neighbourhoods' (LTN's) to include, for example, the closure of so-called 'rat-runs' through residential streets plus the possibility of further trials of 'school streets' restricting access by vehicles during school opening/closing hours.

Action T1.3: Seek solutions to the problems of the numbers of commercial vehicles parked outside residences, particularly on busy through roads. Consider the extension of double yellow lines on identified congested roads, particularly alongside and opposite bus stops.

Action T1.4: Consider the introduction of cycle lanes linking residential areas to the local retail precincts and schools to help reduce reliance on cars for relatively short journeys.

Action T1.5: Require the provision of cycle 'storage' racks at each retail precinct to encourage more people to cycle and park their cycles with confidence and safety.

Note: WBC is in the process of developing a Highways Design Guidance for Residential Areas document, which will help to provide advice to developers in terms of designing future residential areas.

Project T2: To help keep schools accessible on foot and by cycle to cut down on the need for travelling to school by car, encourage safe walking and cycling routes

Context and Justification

8.13 Little Heath secondary school has a limited footpath access from residential roads but its main entrance is on Little Heath Road, a busy road during school times. Denefield School is only accessible

from Long Lane which is a major route from Tilehurst to Wallingford, Oxford and beyond as well as to Purley-on-Thames and Reading. There is no provision of dedicated cycle paths.

8.14 All four primary schools have limited footpath access but mainly via pavements on local residential roads.

Action Points

Action T2.1: Provide a dedicated cycle path within the road system to and from the secondary schools. If and where possible, work with WBC to introduce cycle lanes linking residential areas to the local retail precincts and schools to help reduce the reliance on cars for relatively short distances.

Action T2.2: Provide a cycle route awareness programme to encourage greater use of bicycles.

Project T3: To design a suitable road system that significantly reduces the need for car travel and encourages the use of bicycles and affordable public transport and makes provision for communal remotely controlled vehicle (RCV) taxi-pods and suitable stopping points

Context and Justification

8.15 As Tilehurst has grown over the past decades, the major road system still follows the routes of old farm tracks rather than being purpose-built roads. Some residential roads have been designed to reduce traffic speed but these roads are fairly narrow and do not allow easy passing, particularly where vehicles are parked outside houses. And where developments have taken place, the access to the major roads has caused more problems.

8.16 The Government is stressing the need to move people onto public transport and reduce the reliance on personal cars. An RDV system established as a low-cost means of getting to major bus stops or Tilehurst Station would reduce or eliminate the need for personal cars.

Action Points: Again, in partnership with WBC, consider the following;

Action T3.1: By the end of 2024, the Parish will work with WBC, to identify and recommend and then hopefully designate a number of roads which can be free of vehicular traffic. These roads could be designated Cycle and Pedestrian traffic only, or designated as 'quiet lanes'.

Action T3.2: Any new residential streets to be designed with a balanced emphasis on all modes of transport – pedestrian, cycling and vehicular.

Action T3.3: The provision of cycle 'storage' racks at each retail precinct to encourage more people to cycle and park their cycles with confidence and safety.

Action T3.4: Working with the appropriate authorities, consider the extension of double yellow lines on identified congested roads, particularly alongside and opposite bus stops.

With respect to policies T1, T2 and T3, West Berkshire Council as a unitary authority has responsibility for all highways within the borough (with the exception of the M4 and A34 trunk roads) in respect of upkeep and maintenance, cycle-ways, footpaths and parking (WBC Transport Plan 2011–2026).

Project T4: To pursue the maintenance of and continuity of the current service levels and potential improvements to existing bus/public transport routes to and from Reading town centre and other regions

Context and Justification

Bus Travel

8.17 Bus service to/from Tilehurst and the parish is provided by Reading Buses which has, apparently, the third highest level of bus use in the country and is rising year-on-year. It also offers one of the most environmentally friendly bus fleets in the UK with 72% of its fleet¹¹ being hybrid, gas-powered or meeting Euro V1 emission standards.

8.18 Tilehurst, both the village as a whole and the parish, is very well served by a number of bus routes, all provided by Reading Buses (managed by Reading Borough Council). As such, very few comments were received, either positive or negative, within the Community Survey. Some 68% of respondents considered transport links to be good or very good. Likewise, just over 76% of respondents considered the existing bus routes to be adequate.

8.19 Four of these routes (routes 15, 16, 17 and 33) link either Tilehurst Village Centre and/or Calcot within the parish, to central Reading. Route 16 serves the northern areas of the parish, Purley and Denefield, and links with Tilehurst Station and central Reading.

8.20 In addition, Reading Bus Jet Black Route 1 provides links with both Reading and Thatcham/Newbury along the A4, although this only skirts the southern boundary of the parish and, hence, is not readily accessible for a large percentage of parish residents. There is also a low-frequency bus link to Pangbourne and nearby Oxfordshire villages provided by Thameslink Travel – but again only to and from Tilehurst Station which is not within the parish nor readily accessible for a high percentage of residents.

8.21 To identify any local drawbacks, the issues are that routes 15, 17 and 33, serving perhaps around 65% of the parish population, do not provide a service to Tilehurst Station – nor do they connect readily en-route with route 16 to allow any connections. Similarly, route 16 serving around 35% of the parish population does not provide service to Tilehurst Village Centre. (Within the Community Survey, only 17% respondents identified this as a problem.)

Rail Travel

8.22 Tilehurst Parish is fortunate to enjoy access to a good, albeit adjacent, rail network.

Tilehurst Station – Although not within the parish itself and located on the very northern perimeter of Tilehurst, within Reading Borough Council, the railway station offers a park-and-ride facility with frequent ‘stopping’ service to central London and westbound to Swindon, Didcot, Oxford and selective intermediate Oxfordshire towns. However, the only bus route serving Tilehurst Station is

¹¹ Reading Transport Strategy 2036

route 16 to and from the more northerly areas of the parish, Denefield and Purley and on into Reading Station.

8.23 Other than access by car, some 2/3rds of the parish residents do not have easy or convenient access to the station. There is currently no lift facility although funding has been allocated for the installation of a lift to facilitate platform access for elderly and less-mobile passengers, but installation has not yet started. The majority of rail passengers tend to travel into Reading's main station which offers non-stop and very high frequency trains into Paddington and the West Country – and more recently, Elizabeth Line trains which will traverse central to east London when completed.

Reading Station – In recent years, Reading Station has grown to become the UK's busiest hub outside London and is now a key transport hub handling some 17 million passengers per annum plus another 4 million interchange passengers,¹² with high-frequency rail services provided by Great Western, Southwestern Trains, Cross-Country Rail and, most recently, the planned Transport for London's (TfL) new Elizabeth/Crossrail line. Thus, frequent trains now enable direct travel to many cities and conurbations in London, the southwest, South Wales, the Cotswolds, the Midlands, both northwest and northeast England and Scotland. In addition, there are direct rail services to Gatwick Airport, Southampton Airport, Birmingham International Airport and a dedicated, express 'Rail-Air' coach link direct to London Heathrow Airport.

Theale Station – Although outside the boundary of the parish, Theale Station, albeit some distance away, is preferred by some residents in the southern area of the parish (Calcot), being more convenient than Tilehurst Station. Local services from here run to Reading, London and Newbury. However, both WBC and Great Western Railway (GWR) are currently working on a joint project to improve the facilities at Theale Station, including the provision of a secure cycle-hub and additional car parking to help promote the station as a 'Park and Rail' facility.

Action Points

Action T4.1: To maintain dialogue and co-operation with Reading Buses to help ensure that any future route or schedule changes or improvements satisfy the requirements of the affected users.

Action T4.2: Working with the appropriate authorities, consider improvements, where possible, in terms of spaces available and pricing, to help increase the utilisation of the existing 'park-and-ride' facility at Tilehurst Station. This should include the provision of cycle storage racks to encourage more local cyclists rather than cars.

Action T4.3: To follow through on the installation of a passenger lift at Tilehurst Station.

Project T5: To achieve more appropriate and adequate levels of parking, both on- and off-street, within the parish.

Context and Justification

8.24 Within the Residents' Survey, some 70% of respondents agreed with the question that 'traffic congestion is a problem within the parish'. Likewise, 70% of respondents also agreed that 'traffic

¹² Reading Transport Strategy 2036

noise and vibration is a problem'. Although not necessarily linked directly with parking issues, a considerable number of comments received did associate the above with excess street parking creating congestion and additional traffic noise. Residents who live near the schools complained of the difficulty of driving out of their homes during school drop-off and pick-up times.

8.25 As already referred to in the introduction to this 'Travel – Getting Around' section, Tilehurst Parish is predominantly a residential conurbation with little retail or industrial activity and, as such, provides no dedicated car parking facilities other than minimum spaces adjacent to the few retail precincts. Considering that the majority of homes within the parish date from the post-World War II period, when car ownership was considerably lower than in the present day, very few houses offer any integral or adjoining garage spaces – and if they do then the size only catered for the cars of the day – significantly smaller than most of today's modern cars, particularly the popular SUVs! Add to this the increase in car ownership (see Policy T1, paragraph 4) and the result is an overflow of cars parking on the verges and in roadways and streets. A particular concern is the number of parents who regularly drive their children to school and park/drop-off as close to the school as they can. This concern also increases air pollution near schools.

8.26 The impact of such on-street parking is felt more on those residential streets used by regular buses; one example is route 16 and Dark Lane/Overdown Road with cars and commercial vehicles often parked on both sides of the road and close to bus stops, thus blocking all traffic whilst the bus makes frequent stops to drop off and pick up passengers. This has the effect of often delaying the bus schedule as well as causing more vehicles to 'idle' close to the bus for longer times and emitting more exhaust pollutants.

Action Points: With the co-operation of WBC and Highways Authority, consider the following;

Action T5.1: The introduction of one-way streets, where practical, to ease congestion and traffic flows. (This would require a more detailed, longer-term study and involve Tilehurst Parish, West Berkshire Council, Reading Borough Council and the Highways Authority.)

Action T5.2: The introduction of more double yellow lines on busier roads, particularly alongside and opposite bus stops, and those used frequently by buses through residential areas.

Action T5.3: A more disciplined approach enforcing parking and other traffic regulations to ease the flow of traffic and ensure the safety of all road and footpath users.

Action T5.4: The option of trialling 'School Streets' by closing the roads to all vehicles except school buses during the morning (0800 – 0915) and afternoon (1430 – 1530) periods on each school day

Action T5.5: Although perhaps contentious, consider the introduction of charged parking permits – example: limit 2 per household – for on-street parking. This should encourage more householders to park cars in driveways, or garages where possible, or reduce multi-car family ownership.

The above Action Points would require full involvement and co-operation with West Berkshire Council who have full responsibility for all highways in the borough, with the exception of the M4 and A34 trunk routes) in respect of upkeep and maintenance, cycle ways, footpaths and parking. Similarly, Reading Borough Council (RBC) where any affected routes may cross-over or impact on the RBC area

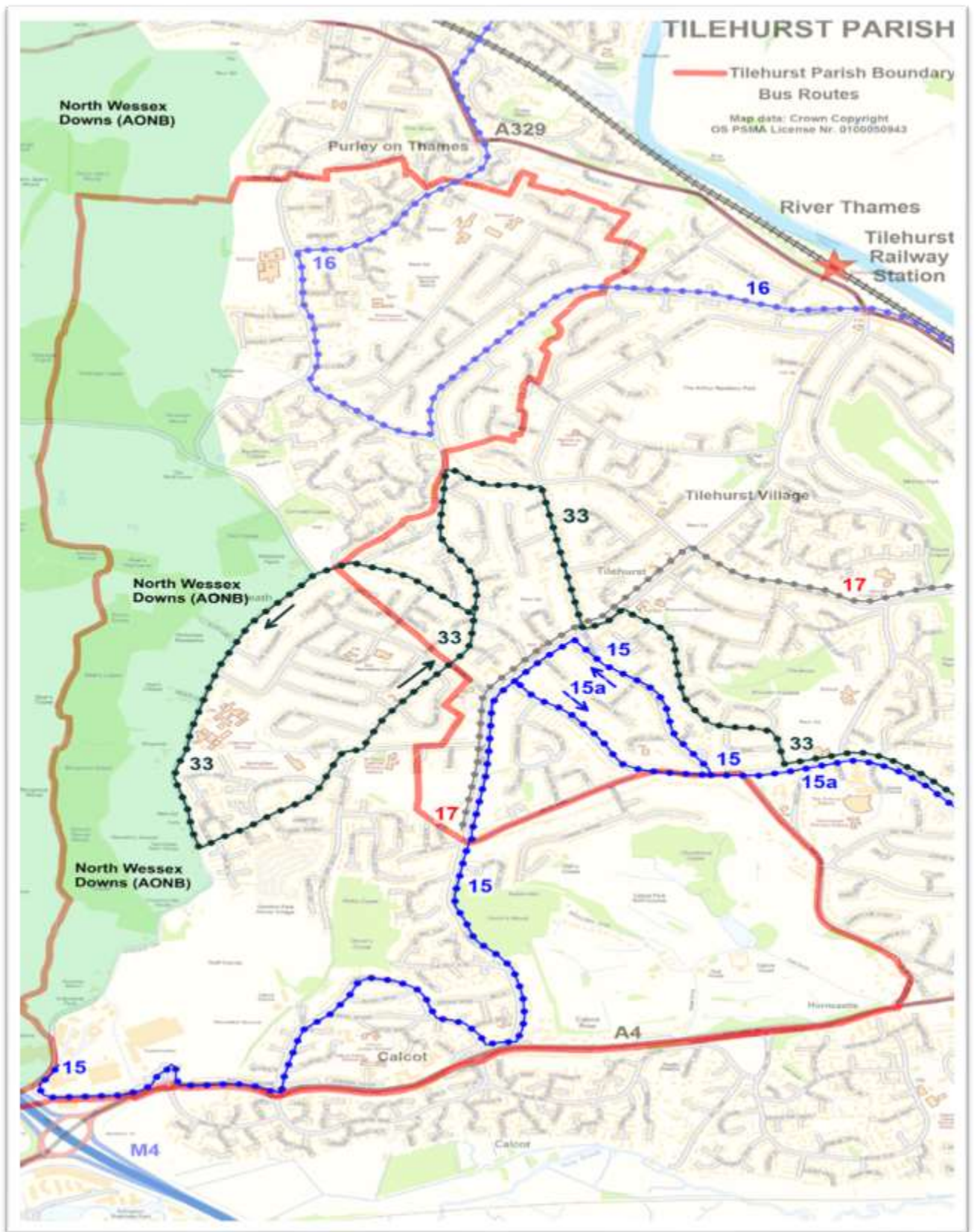


Figure 8.1 - Bus routes serving the Parish

9. INFRASTRUCTURE

9.01 Although the NDP has limited influence in this area, the Parish Council would like to ensure that the existing and future developments have an appropriate infrastructure.

9.02 The policies in this section seek to improve the quality of life for people living in and around the parish. They promote opportunities for social interaction and wellbeing, as well as for education, recreation, exercise, organised sport and outdoor enjoyment. They also support the provision of modern health services that are easily accessible to Residents.

9.1 Key Objectives – Education

- To work with West Berkshire Council to ensure there is suitable provision made for school places at both primary and secondary level. [Note it is recognised that the birth rate is falling and hence the existing primary schools may be adequate for the next generation. However, the current bulge at primary level will put additional strains on the two existing secondary schools over the next five years.]
- To work with West Berkshire Council to ensure there is adequate provision for special and educational needs schooling.

Project I1: To work with WBC, to ensure that both the current and future educational needs of the parish can be met and to offer parents their choice of school for their children at infant, junior, secondary and special needs levels as well as the provision of nursery places within walking distance of their homes, where possible.

Context and Justification

9.11 Tilehurst Parish is reasonably well provided for in terms of schooling, including primary, junior and secondary educational facilities as well as special needs. However, the proposed additional housing developments within the parish and adjacent to the parish in Calcot, will probably mean that primary children will be 'bussed' to the new school in Theale.

9.12 As of 2021, the parish offers two infant, two junior, four primary and two secondary schools plus one special needs school – and, in general, these schools are quite well distributed across the parish. There are also three additional adjacent primary schools in Tilehurst that are within walking distance for some parts of the parish. However, there are no further-educational facilities within the parish.

9.13 The latest statistics available from West Berkshire Council for May 2021 of actual students enrolled, show that totals of 478 infants, 514 junior, 1298 primary and 2,776 secondary students respectively were enrolled in these schools. In addition, another 226 attended the Brookfield Special Needs School. Thus, a total of 5,292 children were enrolled at all schools within the parish for the 2020/21 academic year.¹³ Using the formula provided by West Berkshire Council whereby the capacity of a school is calculated as 7× the PAN (Published Admission Number), the primary schools within the parish are already at full capacity, although the maximum annual intake is fixed and

¹³ WBC School Census Data January 2020

'active'. The capacity for secondary schools is more complex as it includes an additional calculation for sixth-formers. However, local understanding is that both the secondary schools are either at full capacity, or close to it, for the current academic year – 2020/2021 – with little or no flexibility for future years.

9.14 However, with the parish and the rest of Tilehurst being considered a suburb of Reading town, it is to be expected that catchment areas do overlap, with many children being bussed in from surrounding areas to the two secondary schools – plus some 'outbound' overlapping with Theale schools. Hence it is difficult to ascertain the numbers of 'resident children' attending the parish schools.

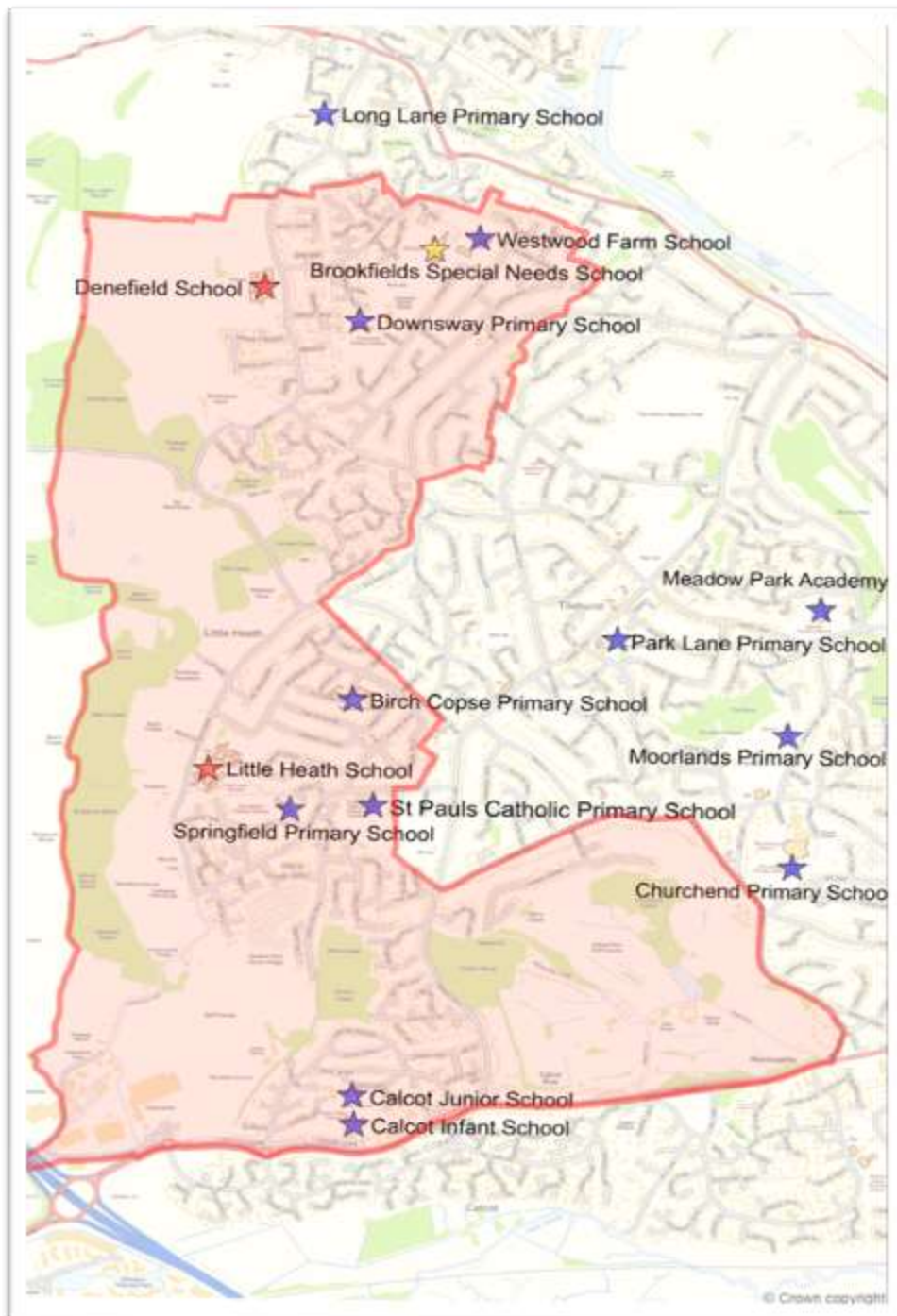


Figure 9.1 – Local primary, secondary and special needs schools

The WBC Core Strategy (2006 – 2026) includes this statement concerning education: *‘Within Tilehurst, the educational facilities will be improved through the refurbishment of Little Heath, Denefield and Brookfield Schools. The need for any other educational facilities will be assessed using a formulaic approach.’*

9.15 Based on the Core Strategy mentioned above, and the emerging draft local Plan review, extensive refurbishment was undertaken at Denefield School some years ago (2013 and 2019) and similar improvements, at a cost of £14m, at Little Heath School from the end of 2021. Both refurbishments included new administration and technology facilities to replace existing, dated facilities but neither had any significant impact on the overall capacity of each school. Likewise, improvements to facilities and minor extensions have been made to Brookfield Special Needs School in more recent years.

9.16 It is recognised that the birth rate is falling and hence the existing junior and primary schools may be adequate for the next generation. However, the current bulge at primary level will put additional strains on the two existing secondary schools over the next five years. There is a perception that all the primary schools within the parish are full and new pupils arriving in the parish cannot get a place in a local school. Some aged 3–4 may not be able to get a place in a nominated school for September 2021.

9.17 Another key issue relating to schooling is the ongoing expansion of housing in and around the parish (35 homes have been completed recently in the Parish and a further 66 new homes will have been completed by the end of 2022). This will provide additional pressure on the provision of school places at both primary and secondary level. The catchment areas for the two secondary schools are wider than the parish boundary.

9.18 We acknowledge that education is the responsibility of WBC but the Parish Council could assist with these activities.

Action Points

Action I1.1: TPC will maintain liaison with the WBC Schools Admission office to monitor the availability of places on an annual basis at the schools in the parish to ensure that sufficient places be made available for resident children, preferably at their first-choice school.

See also School Places; refer to Section 6, Action Point H1.5 (Housing)

9.2 Key Objectives – Health Services

- To work with the Clinical Commissioning Group to ensure there is suitable provision made for GP surgeries, a minor injuries clinic (to alleviate the pressure on the Royal Berkshire Hospital’s emergency department) and NHS/private dentists.
- To work with the NHS and local and central government to ensure that there is an integrated NHS – Social Care system in place to meets the needs of the Residents of Tilehurst.

- To explore the opportunity to build a new combined Community, Medical and Sports Centre and/or to enhance or re-build the existing Cotswold Centre.

Project I2: It is an ambition of the parish council to seek an appropriate site for a new 'Community Centre'. This centre could provide a GP surgery and dental practice, an indoor and outdoor sport facility, a business hub and provision for day care needs of the elderly as well as act as a Community Centre for all age ranges.

Context and Justification

9.21 There is only one part-time (one day per week) GP surgery and no dental practices within the parish. All Residents need to travel into the Reading part of Tilehurst to access GP surgeries and dentists. At the moment these existing practices are deemed 'full'. Parish Residents complain that it is difficult to get a timely appointment and new Residents have difficulty in finding a GP or dentist. [Note that current GP practices in the neighbouring part of Tilehurst are pretty well full, making it nearly impossible to get on a GP register for new Residents and to obtain a timely appointment. A non-emergency appointment is approximately three weeks]

9.22 There is one general sports facility within the north of the parish. The Cotswold Centre offers a 29-station gym, sports hall, group fitness studio, crèche, and outdoor floodlit netball and tennis courts. Adjacent to it is the Westwood Farm Community Association (The 'Westwood Club'), is a registered charity and is a fully-licensed community, family friendly, members club based in Downs Way, Tilehurst and acts as a small community centre for local residents.

9.23 Both Little Heath and Denefield Secondary schools have grass playing fields which are underutilised in the evenings. Junior football clubs use the facilities at the weekend. There is a higher demand for weekend pitches than that availability. A purpose-built shared indoor and outdoor sports facility would increase the opportunity for a range of sports and thereby improving the health of all members of the community. This would be used by the schools during week days and the wider community in the evenings and at weekends.

9.24 There is no dedicated youth club in the parish. Hence a purpose-built Community Centre could also provide space for a youth club within the building as well as a day-care facility. Alternatively make better use of the existing parish council facilities. The Covid-19 crisis of 2020 has exposed the lack of planned care for elderly Residents in care homes and their own home.

9.25 There is no swimming pool in the Parish and 59% of those surveyed, who had children, would like a swimming pool.

9.26 The lease on the Cotswold Centre is about to expire (2022). A complete redevelopment or refurbishment of this site could include additional facilities such as a health and wellness centre, fitness gym, swimming pool and community centre.

9.27 We acknowledge that the provision of health services is the responsibility of WBC, the NHS and the Clinical Commissioning Group but the Parish Council could assist with these activities.

Action Points

Action I2.1: To prioritise the development of a building for community use when allocating contributions from developers.

Action I2.2: Irrespective of Action C2.1 above, to pursue the provision of a doctor's surgery within the parish boundaries to cater for existing Residents plus any future growth. This will require the full support and co-operation of WBC, NHS/PHE and central government. This could be provided as part of the proposed Community Centre. The Parish Council will liaise with the local Clinical Commissioning Group to look at the feasibility of this action

Action I2.3: To work towards establishing a system with the social care sector and the NHS to ensure provision is made for short and long-term care of the elderly.

Action I2.4: To explore the cost and feasibility of providing a new, accessible, shared sports facility and combined Community Centre on the Cotswold Leisure Centre site.

9.3 Key Objectives – Commercial Considerations

- To encourage suitable provision for commercial growth.
- To develop and enhance the business economy of the parish, to ensure that Tilehurst becomes economically sustainable.
- To ensure that there is suitable hyper-fast broadband available to all including businesses or where businesses are run from home.

Project I3: To encourage the provision of sufficient local commercial hubs. These could be in the form of shared office spaces, meeting rooms, hot-desk facilities, training rooms or multi-purpose work environments.

Context and Justification

9.31 There is no building within the parish to allow people working from home to access a shared facility which provides office space, conference or meeting space and office administration. There are limited small retail units within the parish.

9.32 The proposed Pincents Lane development has access only to a major supermarket, a large clothing retailer (which was closed and replaced by a new general store in 2022) and a large chemist but with no local shops and none planned. There are light industrial units adjacent to this proposed site but none planned on the development. An example here would be the regeneration of the existing but underutilised Pincents Kiln Industrial Park.

9.33 Many areas of the parish have a relatively slow broadband speed. This was evidenced specifically in the use of Zoom calls of our Steering Group during the pandemic.

Action Points

Action I3.1: TPC will carry out a survey of all local businesses to ascertain if they would use a dedicated 'business hub'. If this is deemed a need, then TPC will endeavour to encourage any new development to include, or make a contribution to, at least one community hub. [The villages around Central Milton Keynes provide a good example. [Note: An office unit ('Satellite Office') would consist of 6 to 10 desk spaces plus a meeting room and associated facilities including an administrator, tea/coffee making machines and secure storage areas.]

Action I3.2: To explore with an appropriate provider the opportunity to improve the broadband speed within the parish towards full hyper-fast internet connectivity within the next three years.

9.4 Key Objective –Protection of Green Spaces and the AONB

Policy I4.1: To maintain, and, where possible, improve green spaces and green routes and to designate a number as 'Local Green Spaces'

Context and Justification

9.41 One of the basic conditions for neighbourhood plans is achieving sustainable development. The social, community, economic and environmental benefits of green spaces help to make local spaces sustainable. However, the designation of green spaces must be in accordance with criteria contained in the NDPPF 2021 paras 101-103.¹⁴

9.42 To achieve this, it will be necessary to ensure that new developments incorporate green spaces and routes within them that link to the wider network of such features in the parish. At the same time existing green spaces and routes in the parish could be enhanced, in part to aid biodiversity and in part to help with making greater use of cycles and non-fossil fuelled vehicles. Suitable signposting should be made. The actions to meet the 'green routes' objective are based on the Government's target of creating more cycle routes (see section on Travel – Getting Around)".

9.43 Tilehurst Parish benefits from having the NWD AONB literally 'on its doorstep', providing relatively convenient access for most residents and visitors from surrounding areas. As such, the AONB offers a wide choice of footpaths and bridleways across open fields and woodlands (See map on page 50)

9.44 However, within the Parish itself, there are only six small children's play areas, within residential conurbations, and three recreational grounds, including the Cotswold Sports Centre. As such there are no open 'green' areas, public gardens, allotments or parklands for the residents. Feedback from the Resident's Survey indicated that slightly in excess of 70% of respondents were concerned about the loss of countryside and open spaces.

9.45 Hence, considering the above and the obvious lack of any public open parklands, it was not deemed necessary to undertake any community assessment of the few remaining woodlands, as the choice is clearly very limited yet the various criteria are being met with this selection. In addition, some 70% of the Survey respondents expressed concern over the loss of green space within the parish. The following selected areas, being relatively small in overall acreage, are thus not intended to prevent or delay future development but simply to ensure proper green space availability.

9.46 Paragraph 102 of the National Planning Policy Framework 2021, specifies that Local Green Space designation should only be used:

- where the green space is in reasonably close proximity to the community it serves:
- where the green area is demonstrably special to the local community and holds a particular local significance, for example because of its beauty, historical significance, recreational value (including as a playing field), tranquillity or richness of its wild life: and
- where the green area is local in character and is not an extensive tract of land

¹⁴ Locality – Neighbourhood Planning & Local Green Spaces

In light of the above, the following existing areas are to be considered for designation as 'green spaces':

- ❖ Pincents Hill
 - ❖ Designated area within Calcot Golf Club
 - ❖ Designated recreational areas as listed below
-

9.47 Evidence in the form of justifications for these green areas is available within Appendix F.

9.48 The original intention was to also propose both **Barefoots and Cornwell Copses** to be designated as Local Green Spaces. However, it was discovered that both these small wooded areas are believed to have been gifted by Mrs. Elizabeth Moon, late owner of Sulham Estates, to West Berkshire Council in August 1991¹⁵. There is a covenant attached to this transfer of title deeds which states:

"The Council hereby covenants for itself and its successors in title for the benefit of the Transferor's neighbouring property comprising part of the Sulham Estate and each and every part thereof not to construct or permit or suffer the construction or erection on the property of any other buildings or structures PROVIDED that the construction of any building or structures ancillary to the permitted use and enjoyment of the Property as public open space and recreation area (formal or otherwise) shall not be a breach of this covenant".

9.49 Thus, there appears to be no purpose or benefit in trying to add any additional Local Green Space protection to these two areas.

9.410 **Recreational Areas:** It is the intention to protect from any future alternative use the following playing field areas or sports centres, namely **Calcot Playing Fields, Turnham's Farm Recreation Ground, the Cornwell Sports Centre, Foxcombe/Hilden's Drive Recreational Area, the Cotswold Sports Centre, Conway Road Recreational Ground, Vicarage Wood Way play area and the Little Heath School Playing Fields**. Should any future development be necessary on any of the sites, then this will be restricted to expansion or enhancement of the existing facilities and/or usage only.

9.411 Sports and playing fields may have no formal designation, but are addressed in the NDPPF (para 99) which states that 'existing open space, sports and recreational land and buildings, including playing fields, should not be built on unless:

1. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
3. The development is for alternative sports and recreational provision, the benefits of which outweigh the loss of the current or former use.

9.412 Existing legal protections for land owned by Parish Councils (under Local Government Act 1972) are deemed to be sufficient to ensure such land will remain as green space for the use of the community.

¹⁵ Land Registry Title Number BK296961

9.413 Nonetheless, in order to future-proof the status of these playing fields/recreational areas, they are to be submitted for protection 'in perpetuity' as Local Green Spaces. The justification for this status is based upon the conditions of the NDPPF (Para 101-103) as listed above.

9.414 Of the above facilities, all are on land owned by the Parish Council with the exception of Conway Road play area, Vicarage Wood Way play area and the Little Heath School playing fields, the deeds to which are all held by WBC. All are in regular use for a variety of sporting activities and, as such, no suitable alternative sites, should they be required, have been identified within the Parish; hence the proposal for local green space designation and protection.



9.415 Other woodlands and/or copses are already situated with the North Wessex Downs AONB and, hence, benefit from protection. (See response from the NWD AONB Partnership in Appendix H)

Figure 9.1: View across to Barefoot Copse

Policy I4.2: Conserving and Enhancing the North Wessex Downs AONB

9.416 Planning permission for any proposal within the NWD AONB or affecting the setting of the NWD AONB in Tilehurst will only be granted where it:

- **Conserves and enhances the NWD AONB's landscape and scenic beauty.**
- **Protects its dark skies and tranquillity**
- **Contributes to opportunities for quiet enjoyment and recreation.**
- **Contributes to the social, economic and environmental well-being of the local community.**

9.417 The NWD AONB will be protected from any development which would not be commensurate with its statutory designation. Great weight must be given to conserving and enhancing the landscape and scenic beauty of the AONB.

9.418 The NWD AONB Management Plan will be an important consideration when evaluating planning proposals both within, and within the setting of the protected landscape.

Context and Justification

9.419 Natural and semi-natural open spaces are highly valued by local residents, not just for their recreational value, but also for their landscape character, quiet enjoyment and biodiversity. In particular, recreation fields and the NWD AONB are valued open spaces that the community wishes to see protected. This is demonstrated by the highest rating for any question in the questionnaire.

9.420 In addition to maintaining its rural 'green feel' the community would like to see more open space, woodland and public paths to be a part of any significant new developments. However, green

spaces are of limited value if they cannot be accessed and so it is considered important that non-motorised access to these spaces is maintained and enhanced.

9.421 Tilehurst has a site of Special Scientific Interest (SSSI) just to the west of the village, 'Sulham and Tidmarsh Woods and Meadows'. The surrounding area has five local nature reserves: Blundells Copse, Lousehill Copse, Mcllroy Park, Moor Copse and Round Copse – mostly situated within the Reading Borough.

9.422 Very few people in the parish (14%) were aware of the NWD AONB and the appropriate rights of way. During the early part of the Covid-19 pandemic, many local residents and people further afield became aware of Sulham Woods, making use of this area for healthy exercise and dog walking. Unfortunately, several people ignore the footpaths and walk over newly planted crops, unaware of the farming nature of the area.

9.423 Tilehurst Parish has within it, a number of ancient woodlands, most of which are privately owned and there are a number of official footpaths as well as un-waymarked footpaths through Harefield Copse, Beal Copse, Beal's Plantation, Cornwell Copse, Clay Copse, Oliver's Copse, Withy Copse, Vicarage Wood and Vicarage Copse which have been in use for at least 36 years. See Map on page 51

Ancient and Semi-natural Woodlands - Mount Skiver Wood, Harefield Copse, Pinks Close Plantation, Beal's Plantation, Kiln Copse, Oliver's Copse, Withy Copse. Curtis Woods, Churchend Copse and Clay Copse

Ancient Re-planted Woodlands – Beal Copse, Boxgrove Woods, Vicarage Copse, Vicarage Wood, Cornwell Copse and Barefoot Copse.

Ancient Woodland is a woodland that has existed continuously since 1600 or before in England, Wales and Northern Ireland. Planting of woodland was uncommon before those dates, so a wood present in 1600 is likely to have developed naturally. (*Woodlands Trust*)

It's any area that's been wooded continuously since at least 1600 AD. It includes:

- ancient semi-natural woodland mainly made up of trees and shrubs native to the site, usually arising from natural regeneration
- plantations on ancient woodland sites - replanted with conifer or broadleaved trees that retain ancient woodland features, such as undisturbed soil, ground flora and fungi. (*NDPPF*)

An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS). (*NDPPF*)

Recent or Secondary Woodland has developed through natural processes on land previously cleared of trees. It is usually species poor compared to ancient woodland. (*Wildlife Trust*)

Today, native woodland is often categorised as ancient or recent (**secondary**). In contrast, woods which developed on previously open ground from the start of the 17th century are termed recent or **secondary woodland**. Much of this recent woodland resulted from natural succession on abandoned heaths, moors and grassland. (*Woodlands Trust*)

9.5 Key Objective – The Countryside & Protection of the environment

To maintain, protect and, where possible, enhance the quality and diversity of the natural environment within and adjacent to Tilehurst Parish

Context and Justification

9.51 Much of Tilehurst is residential but there are several woodlands and open spaces that need to be preserved to maintain the biodiversity of the Parish and to allow residents the opportunity to walk into these areas as part of their leisure activities as evidenced by the significant increase in walkers during the recent pandemic.

9.52 The NDPPF chapter covering the conservation and enhancement of the natural environment provides a comprehensive set of recommendations for many scenarios. As such, planning policies and decisions should contribute to and enhance the natural and local environment. (1)¹⁶. This is actioned in our 'Village Design Statement'.

9.53 In order to protect and enhance biodiversity and geodiversity, plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity¹⁷.

9.54 Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists

9.55 There is a rich abundance of wildlife in the woods and few open areas in and around Tilehurst Parish. These include but are not limited to, roe deer, muntjac deer, badgers, foxes, red kite, buzzard, most species of garden birds and the insects on which these birds feed. In addition, despite a dearth of open spaces and parklands within the Parish itself, there are numerous woodlands both within and around the Parish, some classified as ancient or re-planted woodlands and containing a wide variety of flora and tree species, some with Tree Preservation Orders attached.

Projects:

Project I4.1: To preserve all current green spaces listed above and to identify, where possible, additional green spaces.

Project I4.2: Through the parish council, to produce and install a number of suitable signposts for all public footpaths including notification of farmland.

Project I4.3: To work with Natural England and the NWD AONB Partnership to ensure that the NWD AONB meets and maintains its full potential.

¹⁶ NDPPF 2021 Chapter 15/ Para 174 Page 50 'Conserving & Enhancing the Natural Environment'

¹⁷ NDPPF 2021 Chapter 15 / Para 179 Page 51

9.56 Although no comprehensive wildlife survey has been carried out, there could well be other protected species in the area. The Parish does contain a wide range of mixed habitats which supports a wide spectrum of fauna and flora as evidenced by a brief Biodiversity report produced by Simon Claybourn early in 2021 on Pincents Hill. Historical records, available on the National Biodiversity Network Atlas, show a great deal of species diversity within 1km of Pincents Lane, including some species of conservation concern. The total number of species recorded is 259 – consisting mainly of birds (86 species), deer (3) and flowering plants (145 species), though they also include local records of Great Crested Newts which will often use woodland-edge, dense grassland and hedgebanks for hibernation. The species diversity is thanks to the mosaic of habitats within the area of ancient broadleaved woodland, open grassland/meadow with a mixed sward, a great variety in age and structure of scrub, decades-old, unmanaged hedgerows and shaded hedgebanks.

9.57 To help achieve any enhancement, it will be necessary to ensure that any new developments do not only threaten biodiversity but positively encourage it. The opportunities provided by new developments will be used to enhance the wildlife habitats of the Parish. At the same time existing areas and corridors in the Parish, as detailed in Section 9.4 Green Spaces, could be enhanced to aid biodiversity.

9.58 As far back as 2010, there was a publication known as the Lawton Review (3) which was requested by Hilary Benn, then Environment Secretary and chaired by Sir John Lawton. This report aimed to review how England's wildlife and ecological network could be improved to help nature thrive in the face of climate change and other pressures. Although maybe dated, the basic tenets of this review remain valid today.

9.59 To summarise this Review and in order to improving ecological networks, Lawton stated, '*we need to make our network of sites bigger, better, and more joined up*'. This means;

- Protecting what we have while improving its quality with better management;
- Increasing the size of wildlife sites;
- Enhancing connection by creating new wildlife corridors or stepping stones;
- Creating new sites;
- Reducing pressure on wildlife by improving the wider environment including through buffering wildlife sites.

Adopting these principles to our own relatively small parish, the following Policies to achieve this main objective are:

Policy PE1: All developments within the Parish will provide an enhanced wildlife friendly environment through the installation of such things as hedgehog gates, bird boxes and bat roosts. (As an example, the swift population in the UK has decreased by more than 55% over the past 15 years and so a series of 14 Swift boxes have been set up in Tilehurst but more are needed to increase the swift numbers)

Policy PE2. New developments shall protect and augment wildlife corridors and seek to incorporate habitat-rich wildlife areas which deliver net gains in biodiversity.

Policy PE3. No development shall lead to a loss or deterioration of protected habitats including ancient woodlands, and/or Priority Habitats for the purpose of conserving biodiversity and local wildlife sites.

9.510 In order to ensure that this NDP has appropriate regard to the National Planning Policy Framework (NDPPF Chapter 5, pages 45 to 52) and is in compliance with the statutory obligations of the Section 40(1) of the Natural Environment and Rural Communities Act 2006 and WBC's own Local Plan then if significant harm resulting from a development cannot be avoided (through re-locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then planning permission should be refused.

- (1) The Lawton Review 2010: This Review fed into production of the Natural Environment White Paper, published in 2011, which ensured a government commitment to implementing the principles set out.

9.511 Open spaces and public woodland can be provided in new developments and connect such spaces with others in the parish which deliver environmental gains for residents and wildlife.

9.512 Emulating the action points already addressed in the NDP of our neighbouring parish, Stratfield & Mortimer, the following projects, which are equally as relevant in our parish, will be adopted.

Projects:

Project PE9.51: Identify and map existing and potential wildlife corridors

Project PE9.52: Seek funding to organise the above projects through:

- **Identifying connections between sites and establish either physical corridors or 'specifically designed links'**
- **reducing the pressures on wildlife by improving the wider environment, including mandating the buffering of developments from wildlife sites**

10. GOING FORWARD - How the policies and identified projects will be delivered

Housing Design

10.1 Policies H1–H10 are incorporated into the Tilehurst Parish Council Village Design Statement (Appendix E). This document shows what each developer of a house or dwelling will need to address and how each design will be inspected so that it conforms to the agreed design.

10.2 This will cover overall design, style, type and colour of brickwork and roof tiles, security, electricity capture and storage, recirculating water systems, garage space and size, car parking and car charging facilities.

Getting Around

10.3 Projects T1–T4 will be incorporated into a separate Getting Around document as and when any significant changes or improvements are identified and will be available to residents of Tilehurst Parish to comment.

10.4 This will cover cycle lanes, pedestrian-only routes, speed limits around schools, remotely controlled vehicles, phasing out of petrol and diesel vehicles, one-way systems and closing roads.

This is a living document and is subject to review as circumstances change

Glossary of Terms

(NWD) AONB	(North Wessex Downs) Area of Outstanding Natural Beauty <i>This is the area to the west of the parish boundary. AONBs are areas of green space identified as protected areas</i>
Business Hub	<i>A small support facility to encourage local home workers to meet and hold business meetings away from their homes. This would consist of a number of hot desks, meeting rooms and some administrative services</i>
CIL	Community Infrastructure Levy <i>A charge which can be levied by local authorities on any new development in their area. It is an important tool for local authorities to help them deliver the infrastructure needed to support any new development in their area</i>
Section 106	<i>A legal agreement between an applicant seeking planning permission and the local authority, which is used to mitigate the impact of a new development on the local community</i>
CS	Core Strategy. <i>The West Berkshire Core strategy sets out how the council will deliver its services</i>
Community Hub	A Community Support Unit or Hub <i>is a building which can house a variety of activities ranging from Scouts/Guides, Day Centre, youth club, meeting rooms, activity groups, Pilates/Yoga and many more</i>
DfT	Department for Transport <i>This is a Government Department responsible for all aspects of transport within England</i>
DPD	Development Plan Document. <i>A West Berkshire Council document which sets out the overall planning strategy to 2026. It explains the vision for the area, and how it will be delivered. It also provides a framework for more detailed policies which will be contained in future development plan documents prepared as part of the Local Plan. (This document is currently being updated to cover the period to 2037)</i>
EUA	Eastern Urban Area <i>WBC designated area covering Tilehurst, Calcot, Purley and Theale</i>
EVCP	Electronic Vehicle Charging Point
HELAA	Housing and Economic Land Availability Assessment. <i>All local councils have a legal obligation to allocate land for housing development. This will be consolidated in the LPR</i>
HSA	Housing Site Allocation
LPR	Local Plan Review. <i>The Local Plan sets out the planning policies for West Berkshire. Note that the West Berks Local Plan is under review and available for consultation</i>
NDPPF	National Planning Policy Framework. <i>A document which sets out Government Planning Policies for England and how these are expected to be applied</i>
OAN	Objectively Assessed Needs <i>An input to determining and reviewing housing targets in Local Plans alongside a wider evidence base</i>
PHE	Public Health England
TPC	Tilehurst Parish Council. <i>The parish council which is responsible for the development of this plan</i>
RCV / RDV	Remote Controlled Vehicles / Remote Driven Vehicles <i>This is a synonymous term for vehicles driven by a computer-controlled system where the driver is not required to physically drive the vehicle but should assume control when there are problems</i>
SHMA	Strategic Housing Market Assessment <i>This document is used to identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period</i>
TILxx	Tilehurst xx. <i>This is the designation given to identify housing development plots within the parish (where xx is an integer). See map on page 31</i>
TPNDP	Tilehurst Parish Neighbourhood Development Plan. <i>The subject of this document</i>
WBC	West Berkshire Council <i>Our local District Council of which Tilehurst Parish is a part</i>

APPENDIX A – Residents’ Survey Results December 2019

Summary

A1 There were 907 responses from households out of a total of 5,742 dwellings and representing more than 1600 people out of 14,000 Residents in the parish. Our thanks must go to the people who gave up their time to respond. Respondents were equally spread across the parish and well balanced between the east of the parish bordering Reading Borough Council and the west bordering the NWD AONB.

A2 Some 55% of respondents were in work and 39% were retired; 1.5% were unemployed or unable to get work; the remainder were students or preferred not to say. 73% of respondents had lived in Tilehurst for more than 20 years and 13% had lived in Tilehurst for between 11 and 20 years.

The largest five majority responses said that:

- they felt that there should be no further development in Tilehurst (over 84%, although some felt that if development had to go ahead then brownfield and infill sites should be used). *This question had the largest number (33) of additional written comments, many of them very much against any further developments as they felt that Tilehurst is ‘full’.*
- there should be no new buildings on the NWD AONB, recreation grounds or existing woodlands (more than 50%)
- there should be more suitable homes for the elderly (23%)
- there should be more affordable homes (28%) as older children were having to continue living with their parents as they could not afford a home of their own and rents were too expensive or not available
- transport links were more than adequate (a vast majority 91%) and only 9% felt they were not adequate. [*Note: bus transport links are provided by Reading Borough Council and train travel by Great Western Railways.*]

A3 The following four tables indicate the spread of responses around the need to improve local amenities and the feeling to preserve the environment by making all new developments climate

conscious.

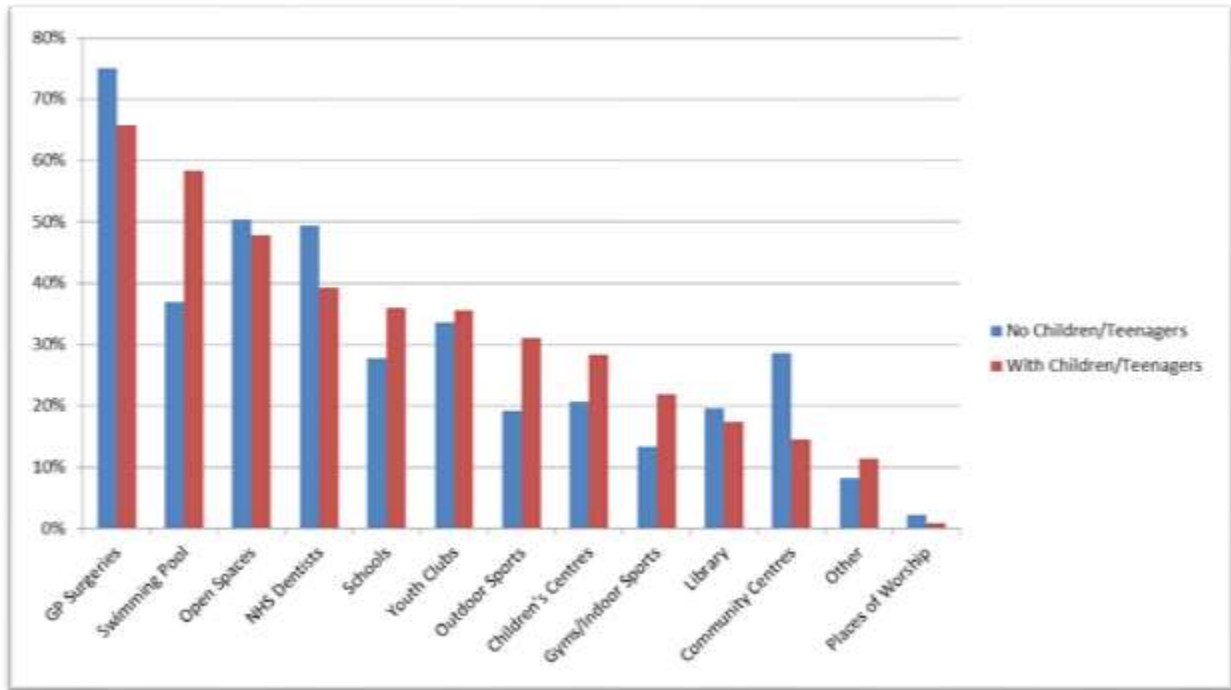


TABLE A1: Medical and leisure facilities

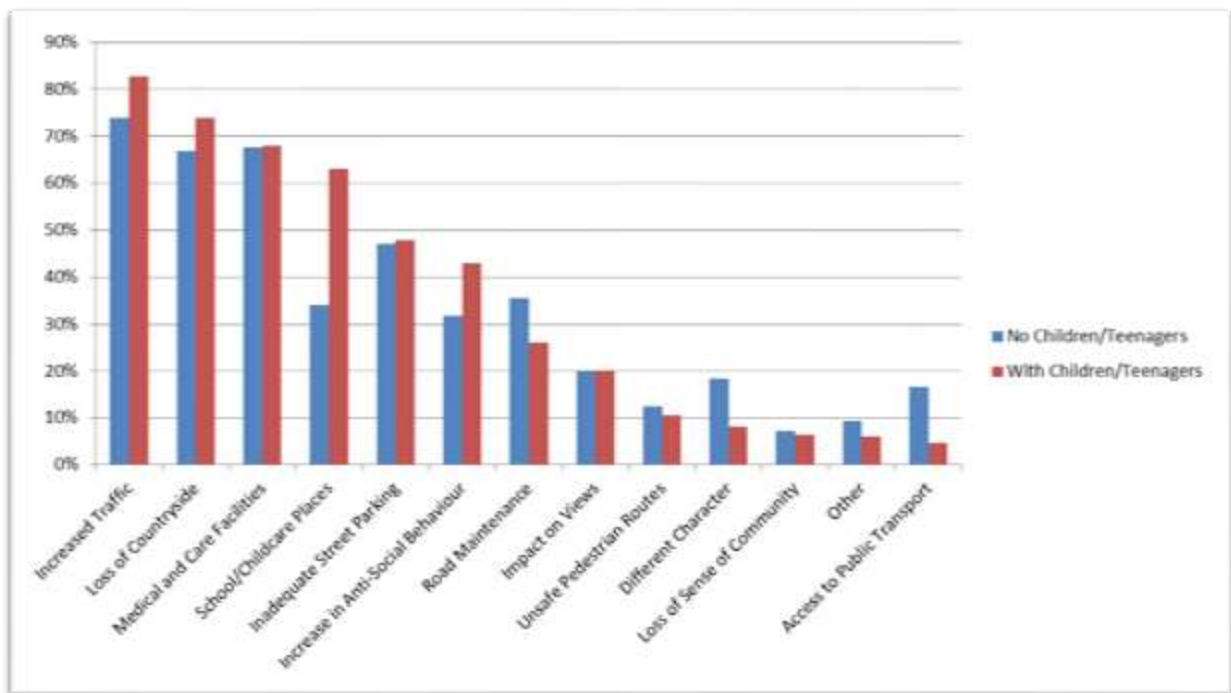


TABLE A2: Getting around

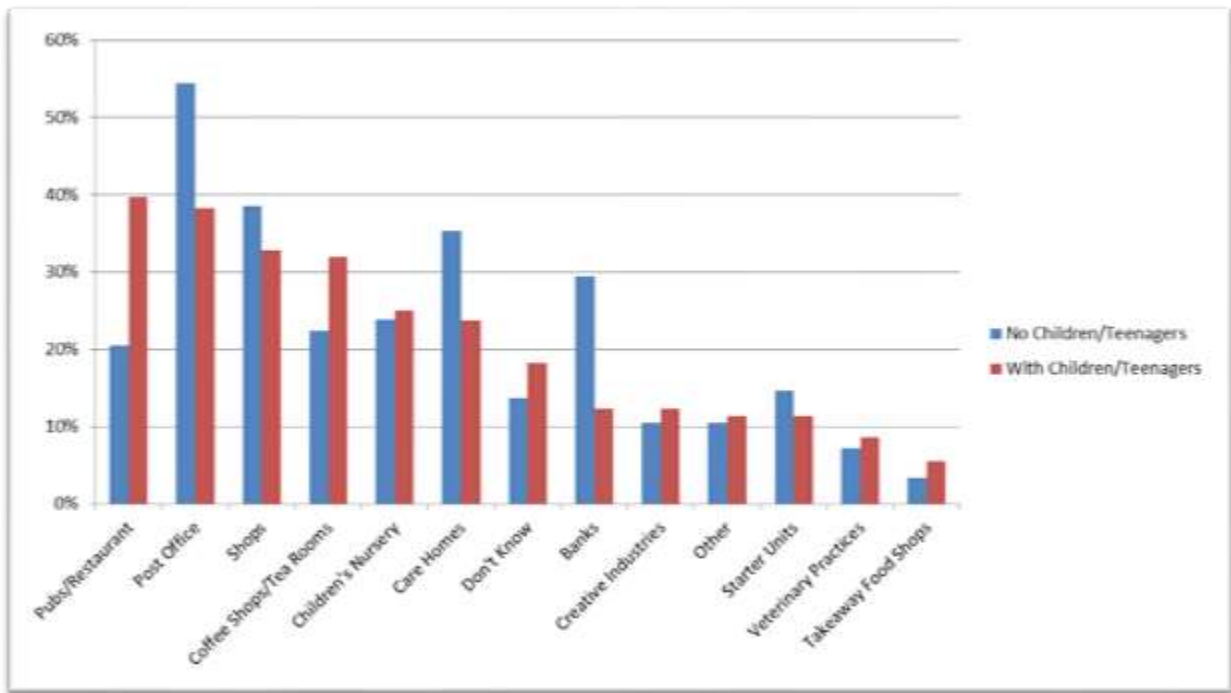


TABLE A3: Should the plan recommend areas for business development

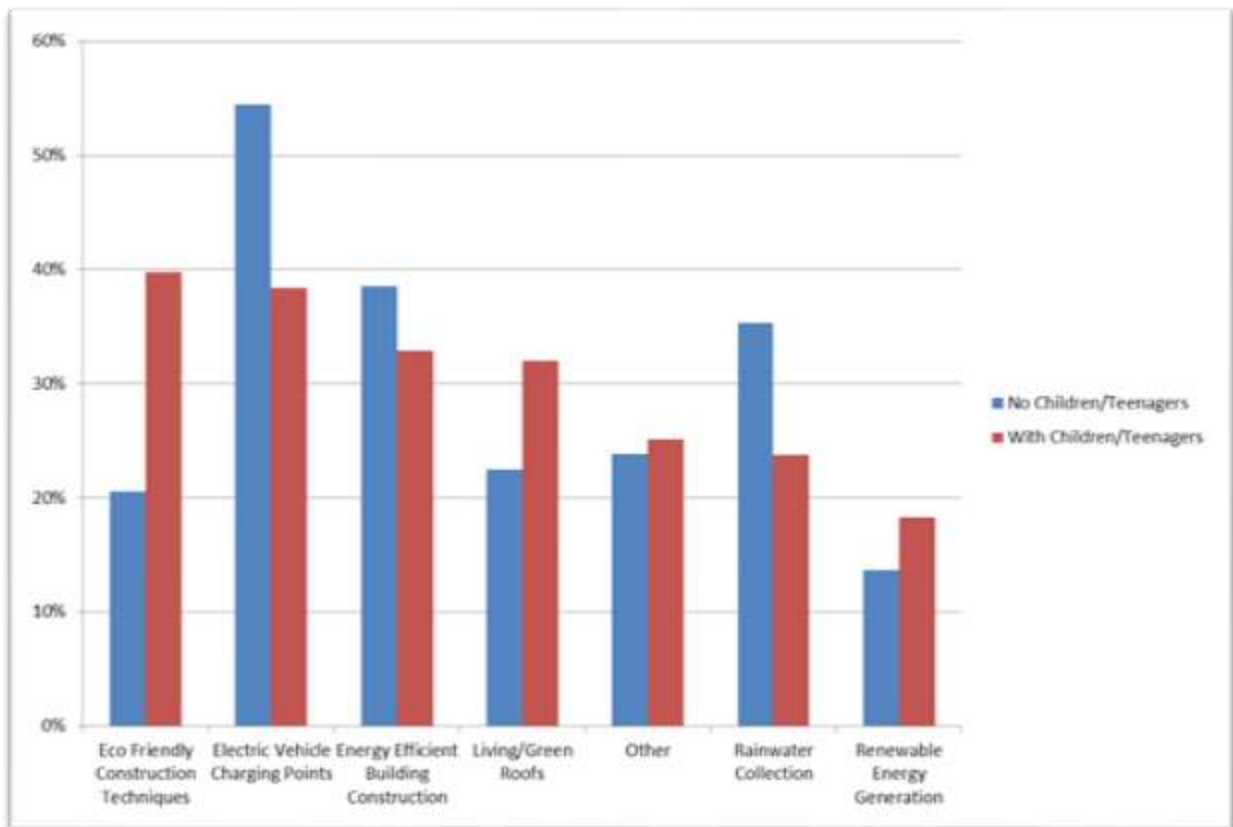


TABLE A4: Recommendations for new developments

A4 In addition to the specific questions asked in the survey, many respondents wrote comments. An analysis of ‘Did we miss anything?’ identified a total of 258 respondents who left answers to this question. Many respondents left multiple comments on different subjects so the total number of comments recorded exceeds 258.

The main areas of concern can be grouped as follows:

- Road/Traffic/Parking related – 77 mentions
- Not wanting anymore housing development in the parish – 75 mentions
- Infrastructure concerns (schools, GPs & dentists) – 52 mentions
- Improved Leisure and Youth Facilities – 29 mentions
- Anti-social behaviour/lack of policing concerns – 4 mentions

Of the top 15 issues:

1. 40 against any new building development (but no specific area mentioned)
2. 24 against any development on NWD AONB/green space
3. 22 concerned with school places and resources
4. 19 concerned with lack of GP services or waiting times
5. 18 concerned with road maintenance, potholes etc.
6. 18 concerned with anti-social behaviour, drug dealing and lack of police resource
7. 14 concerned at traffic and parking around school opening and closing times
8. 12 concerned with pavement (10) or grass verge (2) parking
9. 11 concerned with lack of Youth Clubs (6) or activities for teenagers (5)
10. 11 concerned with lack of dental services
11. 11 concerned with traffic congestion including Pincent’s Lane/A4/IKEA (4)
12. 9 against any development on Pincent’s Lane
13. 9 wanting more affordable housing
14. 9 wanting a public swimming pool
15. 8 concerned at speeding cars.

Of the next 15 issues:

16. 6 wanting better Leisure facilities
17. 5 concerned with overgrown footpaths of which (3) in Dark Lane
18. 4 concerned at impact on wildlife and/or making suggestions on how to improve this
19. 4 wanting improvements to area around Hilden’s Drive shops particularly the car park
20. 4 concerned with inconsiderate parking including (2) at Sulham Hill by The Ridings
21. 4 wanting improved lighting on some footpaths
22. 3 against any development on Calcot Golf Course
23. 3 wanting improved play areas including for older children
24. 3 wanting bus services to Theale and or Tilehurst railway stations
25. 3 concerned at lack of pavement on Sulham Lane by new Ridings estate
26. 3 concerned with safety at Yew Tree Rise bus stop on Langley Hill going towards A4
27. 3 wanting more trees to be planted
28. 3 concerned at closure of banks in the Tilehurst area
29. 3 concerned at lack of maintenance of trees and hedgerows
30. 3 concerned with ‘back garden developments’ or where 2 or more houses replace 1

The following issues received 2 comments:

31. Not wanting any more food outlets, betting shops or estate agents
32. Wanting some new housing
33. Wanting better restaurants in the area
34. Would support some development on Calcot Golf Course
35. Concerned with dangerous pavements causing falls etc.
36. Concerned with pollution
37. Concerned with dog fouling
38. Concerned with ugly appearance of 'Murdoch's' derelict pub off A4
39. Expressed view that WBC should provide more resource for facilities in Tilehurst
40. Wanting increased installation of car charging points
41. Wanting WBC to work more with RBC on housing development
42. Wanting improved Library service (1) with coffee lounge
43. Develop only on brownfield sites

The following issues received 1 comment:

44. Encourage house exchanging
45. More measures to prevent traveller encampments
46. Zebra crossings needed at Yew Tee Junction with Langley Hill, at the Water Tower/Langley Hill and at Park Lane /City Road junctions
47. Take action to reduce emissions
48. Concerned at lack of football pitches for young teams
49. Traffic concerns at large groups of young people on cycles
50. Wanting a bowling alley
51. That Tilehurst has a lack of identity/sense of community
52. Housing must be sustainable and eco-friendly
53. Council tax is spent in Newbury Area not Tilehurst
54. There are too many No 17 buses, reduce to 1 every 15 mins
55. Need more burial sites as St Michael's churchyard full
56. Concerned that underground infrastructure not mentioned in survey
57. Need to make paths and roads safer for walking to reduce car use
58. Reduce build of properties priced over £300k
59. More focus needed on housing for elderly
60. Need more recycling facilities for community use in parish
61. Bus routes across and around Tilehurst need improvement
62. Bus route from Calcot to Tilehurst Village shops needed
63. Stop parents leaving engines running at school pick-up times etc.
64. Rename village as 'West Berkshire Tilehurst'
65. Road and pavement condition affecting ease of use of mobility scooters
66. Stop allowing garage conversions to living space
67. Less verge cutting needed
68. Encourage more use of public transport
69. Concerned at removal of oak tree in Long Lane
70. Develop sites where there are dangerous or unsightly buildings
71. Improve bus services from Tilehurst to Royal Berkshire Hospital
72. Parish needs a new outpatient clinic
73. Concern at trees damaging homes on Garston Park
74. Need more CCTV in area of Turnham's Recreation Ground to reduce anti-social behaviour
75. Stop buses travelling along Little Heath Road
76. Park land at High View should not be developed as wartime materials dumped there

77. Do not open Pincent's Lane to through traffic
78. Tilehurst needs organic coffee shop (nearest is in Reading)
79. Green space should be retained as good for mental health
80. Believes that the 'horse has bolted' on development
81. Sewers cannot cope with more people
82. Triple glazing for all new houses
83. Long Lane development should be applauded
84. Tilehurst Parish should get out of West Berkshire
85. 20mph limit should be applied on Sulham Lane outside Equestrian Centre
86. Public paths from Clarence Way to A4 and Glamis Way to A4 to be improved as promised by late Jean Gardiner
87. More shops needed in Calcot area
88. Better co-operation between RBC and WBC needed re- sharing services
89. Concern at Darcliffe housing development requiring road closures

A5 The full survey results and the 'storyboard' presentation of these results can be found on the parish website <https://tilehurstpcNDP.org.uk/Residents-survey-results>

A6 In addition to the survey there is a perception that schools and doctors' surgeries are full. Many people we have spoken to have not found it easy or timely to get a doctor's appointment. However, there is no documented evidence to support these assertions.

APPENDIX B – Tilehurst Parish Boundary

Tilehurst Neighbourhood Area

24/08/2021

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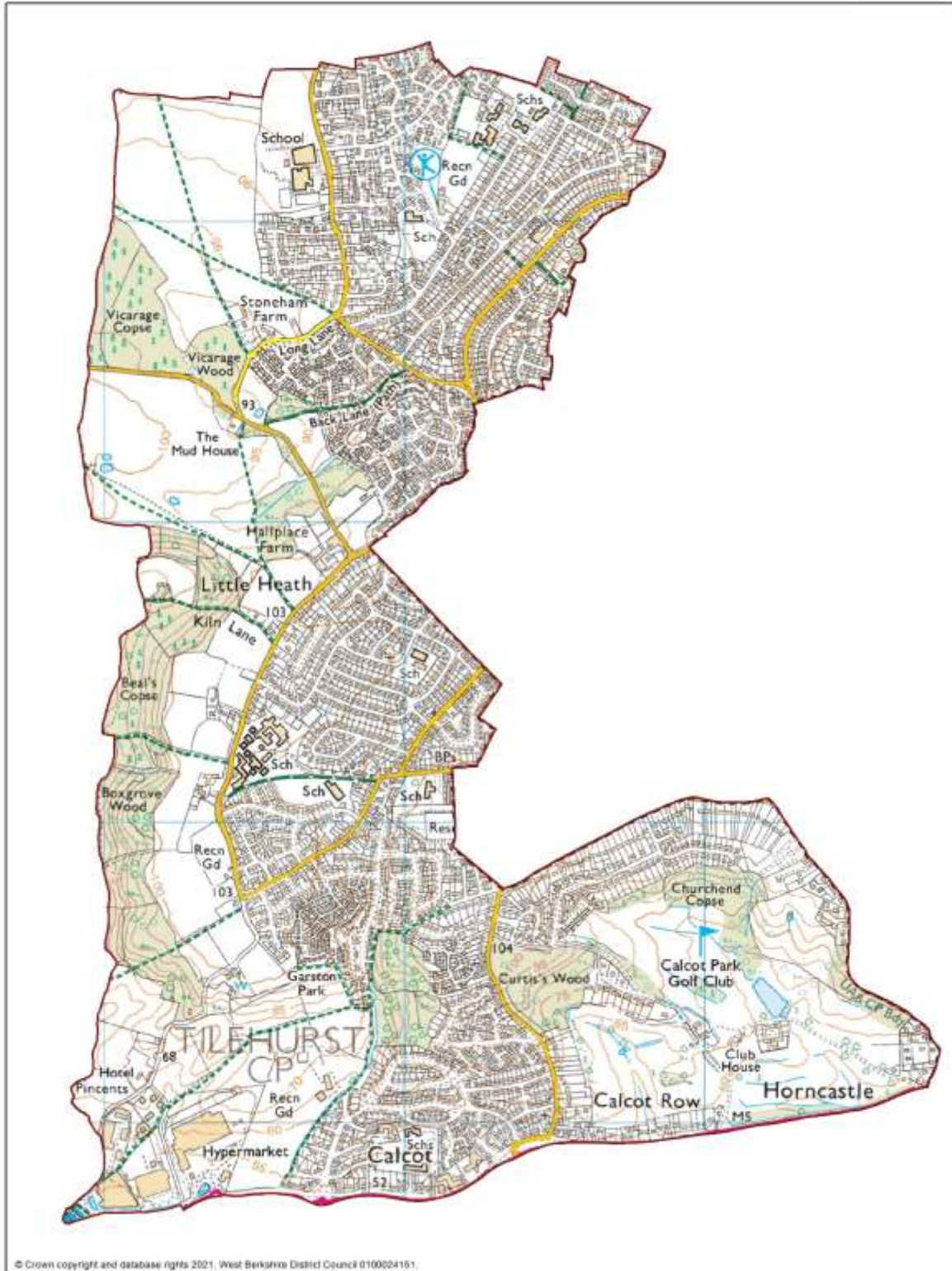


Figure B.1 – Tilehurst Parish Boundary 2021

APPENDIX C – West Berkshire Core Strategy

C1 The West Berkshire Council Core Strategy (adopted on 16 July 2012) forms part of the Development Plan for the district. The Core Strategy is a development plan document which sets out the overall planning strategy to 2026. This Plan is currently under review and will cover the following 15 years. It explains the West Berkshire Council vision for the area and how it will be delivered. It also provides a framework for more detailed policies which will be contained in future development plan documents prepared as part of the Local Plan. This Neighbourhood Plan will conform to the West Berkshire Eastern Urban Area development plan and will be updated as new strategies are made.

C2 The Core Strategy is very important when determining planning applications, which must be determined in accordance with the Core Strategy policies unless there are material considerations for not doing so. Tilehurst is within the Eastern Area covered by this core strategy. **The Eastern Area is made up of the Eastern Urban Area consisting of Purley on Thames, Tilehurst and Calcot plus the rural service centre of Theale. The Vision for the Eastern Area is:**

- The individual identities of Purley on Thames, Tilehurst and Calcot will be maintained and enhanced, as will the quality of the built environments. This area will have a close functional relationship with the Reading area and will benefit from the facilities and services that Reading offers.
- Transport infrastructure will be enhanced to tackle issues of car dependency and congestion. Capacity on the road network will be increased through traffic management measures and upgrades to key routes, such as the M4 between Junctions 12 and 4. Public transport services will be improved through working **together** with Reading Borough Council to increase accessibility to employment and services in Reading. Walking and cycling routes will be improved and more people will use these modes of travel. Additionally, traffic calming measures will improve the quality of the local environment.
- Local centres will serve the needs of the communities of Calcot, Tilehurst and Purley on Thames. The area's retail **offerings** will be improved and scope for improving the provision and enhancing the quality of the environment at the Pincent's Lane Retail Park will be explored. Young people will have access to improved facilities and the community will benefit from better local sports provision. Education provision will be enhanced in the Tilehurst area. Regeneration opportunities and enhancement schemes will be completed.
- The high-quality landscape and environmental assets in this part of West Berkshire, which includes the Thames National Path to the north of the parish and the adjoining North Wessex Downs NWD AONB will be protected and enhanced as a resource for the local population and for green tourism.
- Whilst Pangbourne lies within the North Wessex Downs NWD AONB, it maintains strong functional linkages with the Eastern Area and Tilehurst in particular. There are therefore references to these linkages within this plan.
- Better cycle provision between Pangbourne and Tilehurst, through Purley on Thames, as well as safe and attractive cycle links between Pangbourne and Theale will be delivered in accordance with the Transport Vision.
- The retail park at Pincent's Lane will be retained and enhanced as an important retail centre for the Residents of Calcot, Tilehurst and Theale.
- Within Tilehurst, the educational facilities will be improved through the refurbishment of Little Heath, Denefield and Brookfield Schools. The need for any other educational facilities will be assessed using a formulaic approach.

- Access to opportunities for leisure and tourism in the North Wessex Downs NWD AONB will be improved through signposting and communication methods. They will be an important resource for both local Residents and visitors to the area.

APPENDIX D – WBC Definition of Affordable Housing

West Berkshire Policy CS6 – Provision of Affordable Housing.

D1 In order to address the need for affordable housing in West Berkshire a proportion of affordable homes will be sought from residential development. The Council's priority and starting expectation will be for affordable housing to be provided on-site in line with Government policy (48).

D2 Subject to the economics of provision, the following levels of affordable housing provision will be sought by negotiation.

D3 On development sites of 15 dwellings or more (or 0.5 hectares or more) 30% provision will be sought on previously developed land, and 40% on greenfield land. On development sites of less than 15 dwellings a sliding scale approach will be used to calculate affordable housing provision, as follows: 30% provision on sites of 10–14 dwellings; and 20% provision on sites of 5–9 dwellings.

D4 Proposed provision below the levels set out above should be fully justified by the applicant through clear evidence set out in a viability assessment (using an agreed toolkit) which will be used to help inform the negotiation process. In determining residential applications, the Council will assess the site size, suitability and type of units to be delivered.

D5 West Berkshire Council will seek a tenure split of 70% social rented and 30% intermediate affordable units, but will take into consideration the identified local need and the site specifics, including funding and the economics of provision. The affordable units will be appropriately integrated within the development.

D6 The Council will expect units to remain affordable so as to meet the needs of both current and future occupiers. Where this is not relevant or possible, the subsidy will be recycled for the provision of future affordable housing.

(The above is from the WBC Core Development Strategy – Local Plan Adopted July 2012)

APPENDIX E – Tilehurst Parish Council ‘Village Design Statement’

Objective

E1 To provide an outline Village Design Statement for any new developments within Tilehurst Parish to provide guidance to developers and householders.

Context and Justification

E2 Many leading scientists are concerned about a pending climate emergency. The government has set a target to help Britain reach net zero emissions by 2050. A major part of this will be achieved by reducing the carbon footprint of homes and of vehicles.

E3 Legislation that will protect and enhance the environment for future generations has now passed into UK law. Through the Environment Act 2021, the country’s air will be cleaned up, natural habitats will be restored, biodiversity will be increased through a mandatory 10% nett gain and waste will be reduced. The aim is to halt the decline in animal, fish and bird species by 2030, requiring new developments to improve or create habitats for nature, and tackle deforestation.

E4 The intent of the Act is to help the transition to a more circular economy incentivising people to recycle more, encouraging businesses to create sustainable packaging, making household recycling easier and stopping the export of polluting plastic waste to developing countries.

E5 Tilehurst Parish Council (TPC) will follow this initiative as well as the 'Quality Design' – West Berkshire Supplementary Planning Document and by requiring all new developments from 2023 to be carbon-neutral.

E6 The Berkshire Strategic Housing Market Assessment (SHMA) has identified the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which:

- meets household and population projections, taking account of migration and demographic change
- addresses the need for all types of housing, including affordable housing and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes as well as the need for social housing)
- and, caters for housing demand and the scale of housing supply necessary to meet this demand”.

E7 The SHMA is National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) compliant which requires local authorities to “have a clear understanding of housing needs in their area”. The SHMA considers the Objectively Assessed Need (OAN) for housing. The OAN does not take account of possible constraints to future housing supply including land supply, development constraints and infrastructure. These factors will subsequently be considered by the local authorities as part of the local plan process for individual local authorities before establishing the final housing requirements.

The Tilehurst Parish Council (TPC) will follow this initiative as well as the 'Quality Design' – West Berkshire Supplementary Planning Document and by requiring all new developments from 2023 to be carbon-neutral.

Village Design Statement / Village Design Statement

E8 The TPC Village Design Statement gives guidelines on how this is to be achieved. It consists of three main areas – dwellings, travel and green spaces – and applies to all new developments including housing, facilities and infrastructure as soon as practicable and no later than the beginning of 2023.

Dwellings

E9 Design of Housing in the Parish, including rural housing sites, conversions, extensions and replacement dwellings, must have regard to the impact individually and collectively on the landscape character of the area and its sensitivity to change. Development should take account of the local settlement and building character. It should also have regard to 'Quality Design' – West Berkshire Supplementary Planning Document, Conservation Area Appraisals and community planning documents and the design principles set out in the North Wessex Downs AONB Management Plan on the rural environment.

E10 It is essential that new development harmonises with any distinctive local characteristics. This does not prevent proposals for outstanding examples of modern design; the overriding consideration should be the impact on the landscape and on the local character in accordance with Core Strategy policies CS14 and CS19.

E11 The NDPPF has recently been updated to stress the importance of good design (Chapter 12 of NDPPF 2021). The contribution of well-designed, beautiful and safe places to sustainable development is also emphasised. Tilehurst Parish (this Outline Village Design Statement) and West Berkshire are providing clear guidance without being over prescriptive: covering the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area.

All new dwellings built after 2022 will be carbon-neutral and with an aim of phasing out gas boilers on existing properties within the following 15 years. New properties built after the end of 2022 will:

- have to install air or ground-sourced heat pumps, electric or Hydrogen boilers and no gas boilers will be permitted.
- get electricity from solar energy or small wind turbines and battery storage. Unused electricity from solar panels will be fed into the National Grid or stored for later use.
- have, or have access to, an Electrical Vehicle rapid Charging Point (EVCP).
- require bath and shower waste water to be filtered and recycled for flushing toilets
- be constructed with materials with high insulation properties and have double or triple glazed windows with full insulation of walls, ceilings and loft spaces
- have timed / motion sensor security lighting installed where feasible to minimise the amount of artificial lighting such as doorways, side entrances and bin storage areas

E12 In addition;

- be constructed with materials (brickwork and roof tiles) that are in keeping with the surrounding buildings

- where garages are provided, the internal measurements should be a minimum of 6m long and 3m wide with door sizes of 2.7m wide and 2.5m high to accommodate today's larger vehicles
- no less than 25% of the ground area will be retained as greenery, including shrubs and small trees
- storage space for bicycles should be provided either within the garage or a separate storage facility.

Green Spaces

E13 The following bio diversity / ecological principles are to be integrated on a plot-by-plot basis:

- Green spaces should be provided in each development area and on a plot-by-plot basis for small developments
- In areas of development adjacent to the site boundaries and ecologically sensitive areas, the use of native species in planting plans is preferable to non-native species. Landscape planting in other areas of the development should use species of proven benefit to wildlife and will provide a biodiversity as well as aesthetic appeal.
- Layered planting (trees, possibly a fruit tree could be planted in each garden, shrubs, groundcover and bulb planting) utilising a diverse range of plants (avoiding large mono-cultural block planting) will assist in creating plot biodiversity.
- As a guide, a minimum of 5% of individual plots should be soft landscaped allowing opportunity for biodiversity benefits.
- Any external lighting should be designed to reduce impact on ecology. Lighting will not be aimed at boundary trees or vegetation, and avoid any potential roosting features
- A minimal level of 'warm spectrum' rather than 'blue spectrum', efficient lighting should be provided to ensure the safety of vehicle, pedestrian and cycle traffic and to minimise the effect on wildlife. Light hoods should be used to reduce light spillage
- Boundary treatments including fencing, gates and barriers
 - Large expanses of blank walls running adjacent to primary or secondary roads should be avoided where possible. Fences and boundary treatment should provide a good level of visibility and be appropriate to the use of the site
 - Fencing along boundaries forward of any landscape boundary planting should normally be avoided
 - Where a development has a side boundary to other plots, fencing to the boundary should be a maximum of 2.0 metres high unless the functional requirements require otherwise. Fencing along rear boundaries (not having street frontage) should be no more than 2.0 metres high unless the functional requirements require otherwise.

Roads and Travel

E14 All new developments, from 2023, will:

- incorporate low traffic density as a goal, encouraging the use of cycles or walking to schools, shops and bus stops.
- provide adequate on-road parking for visitors and deliveries
- provide cycle lanes at least 2m wide separate from road ways
- provide footpaths at least 2m wide providing access for all abilities
- build pavements/walkways within the plot boundary which should contrast with the surrounding pavement to the road, by using flagstones or blocks which should be permeable wherever possible, in a colour to complement the façade of the building
- install roadway lighting which should be a column mounted, utilising the latest LED technology and, except for main junctions, should be at low-level
- install utilities away from roads, cycle paths and footpaths to prevent disruption to traffic during maintenance and repairs

- provide adequate surface water management to prevent flooding of houses and road ways
- provide sufficient space and access for emergency, large delivery, public utility and refuse vehicles to enter and leave each development site unobstructed
- allocate, for Flats users, one car parking space for one-bed flats and 1.5 spaces for two-bed flats
- provide one visitor space for each of five dwellings
- Include communal car parks for flats and provide the standard number of spaces for disabled users as described by the British Standard BS8300 and Part M of the Building Regulations

APPENDIX F – Evidential Justification for the designation of Green Spaces

F1 The criteria required for submission of land to be proposed for Local Green Space status is as per paras 101 – 103 of the NDPPF (2021):

1. PINCENTS HILL

F2 **Proximity:** The proposed land is within very close proximity of both Calcot and Tilehurst communities, affording four public access points. In total, in excess of 1,500 nearby residences, including 200 mobile homes are within 2 to 10 minutes walking distance from this open land which also adjoins ancient woodland and fields used for horse grazing.

F3 **Beauty:** The land is unique within Tilehurst Parish in so far as it is not parkland, it is not woodland although has many trees; it is described by many as ‘an attractive tract of open, wild countryside’. From its highest point, it provides outstanding views of the Kennet Valley and beyond and also adjoins the North Wessex Downs AONB with views across the Downs.

F4 **Historical Significance:** Historic findings have emerged from archaeological studies undertaken in 1987 and 2009 in the form of Roman and Medieval objects – pointing to the possible existence of a Roman building(s) in the area. The land has a significant history that can be traced back some 2000 years.

F5 **Recreational Value:** The land is in constant, daily use, primarily by people walking or jogging for exercise and wildlife, flora and fauna observation. There are five officially designated public rights of way in addition to uncharted but frequented footpaths. Immediately south of, but complimenting, this land there is a large recreational area providing football pitches, outdoor gym and playground equipment. Records of actual average usage by the public can be provided if required.

F6 **Tranquillity:** Though very close to fairly dense housing estates the visibility of these surrounding buildings is well shielded by wooded areas, trees and hedges along the perimeter. People access the land to relax, calm down, listen to, watch and photograph the wildlife



Figures F1 and F2 - Pincents Hill 2021

F7 **Richness of Wildlife:** The whole area offers an abundance of wild life including deer (muntjac and roe), badgers, foxes, rabbits, hedgehogs, squirrels, bats and, among many species of birds, red kites. In addition, butterflies, stag beetles and many other insects. Horses graze nearby. Being adjacent to the AONB, both Withy and Oliver’s Copses, the land provides a natural corridor for the movement of wildlife between habitats.

F8 A brief Biodiversity report produced by Simon Claybourn early in 2021 on Pincents Hill (historical records, available on the National Biodiversity Network Atlas) show a great deal of species diversity within 1km of Pincents Lane, including some species of conservation concern. The total number of species recorded is 259 – consisting mainly of birds (86 species), Roe deer (3) and flowering plants (145 species), though they also include local records of Great Crested Newts which will often use woodland-edge, dense grassland and hedgebanks for hibernation. The species diversity is thanks to the mosaic of habitats within the area of ancient broadleaved woodland, open grassland/meadow with a mixed sward, a great variety in age and structure of scrub, decades-old, unmanaged hedgerows and shaded hedgebanks.

F9 **Character & Extent of land:** The land lies completely within Tilehurst Parish with clear access public points and is 14.9 hectares in size. Boundaries are provided by fencing, trees or hedging and Pincents Lane itself provides a wide footpath.



Figure F3: Location of proposed designation for Local Green Space on Pincents Hill

2. DESIGNATED AREA WITHIN CALCOT GOLF COURSE

F10 The site has been previously assessed by WBC and key findings were that the entire site is protected by a Tree Protection Order, is also a Biodiversity Opportunity Area and the site is also covered by Green Infrastructure designation. There is also a planning constraint which requires a Heritage Impact Assessment should any future housing development be proposed.

F11 Proximity: This land was originally farmed before being sold to Calcot Golf Course in 1981 by trustees acting on behalf of the Greenly Trust. Following the death of the last member of the Greenly family all the land – together with a few houses on the land – was disposed of with a section being sold to the Golf Club (Land Registry Title BK200717). The majority of this piece of land is used as a practice ground, the remainder has been left as natural habitat and is not maintained by the golf club.

F12 Beauty: This natural habitat area has developed without any human interference for over 40 years. The entire site is covered by an 'area Tree Protection Order' (TPO) with a wide range of tree types including a number of very old oak trees and also provides a habitat for extensive variety of animals and birds. The boundary between the golf playing area and this proposed site is formed by a row of tall trees providing an attractive sloping backdrop to the entire area. The upper boundary also abuts an area of ancient woodland. All of this combined make the area particularly beautiful, entirely natural and unspoilt, yet adjacent to the urban, residential areas of the parish.

F13 Historical Significance: As mentioned, the sites upper boundary abuts an area of ancient woodland and backs onto St. Michael's church cemetery, dating back to the 13th. Century – originally forming part of a larger estate. Calcot Golf Club was opened in 1930 and was part of the original Calcot Park, which dates back to 1547. Calcot Park Manor House which was built in 1755 was acquired by Calcot Golf Club in 1929 and used as the clubhouse until 1960. Calcot Court is also located on Calcot Golf Club, was also built in 1755 and is a Grade II listed building.

F14 Recreational Value: Although, at this time, there is no general public access to the proposed area, it does form a very attractive and natural backdrop to the golf course and adjoining houses. However, as the site lies entirely within the boundary of golf club it is accessible to its approximate 550 members and visitors together with the estimated 100 residents with homes within the golf club land. There are additional dwellings overlooking the site along New Lane Hill and Kendrick Gate.

F15 Tranquillity: Part of the uniqueness of the area is that it provides a secluded habitat which is not readily accessible to the public and, therefore, extremely quiet and peaceful. Due to its position, wildlife need not come into contact with humans and no 'pet' intrusions to upset this balance of nature.



Figures F4 and F5: Calcot Golf Course - October 2021

F16 Richness of Wildlife: As with Pincents Hill mentioned above, the site also offers an abundance of wildlife having been maintenance-free for many years, maybe since its existence. Sightings include deer, foxes, hedgehogs, badgers, squirrels, rabbits and bats, a wide range of insects, birds – including

red kites, woodpeckers and buzzards – plus multiple species of butterflies. An assessment by WBC in 2008 designated the site as a ‘Biodiversity Opportunity Area’.

F17 Character and Extent of Land: Although no general public access as such, the site lies entirely within the parish boundaries and yet is possibly unique within the parish in so far as it is an unspoilt habitat with flora, fauna and animal species which have developed naturally, without human intervention, for many years. The site is clearly a major local contributor to mitigating the effects of climate change and air pollution; the mature trees and natural habitat provide both a sink for carbon dioxide and a source of oxygen.



Figure F6: Location of proposed designated Local Green Space on Calcot Golf Club

3. DESIGNATED / EXISTING RECREATIONAL AREAS (as listed below)

F18 The following existing recreational areas or playing fields are on land already owned by Tilehurst Parish Council:

1. Calcot Recreational Ground
2. Cornwell Recreational Ground
3. Turnham's Farm Recreational Ground
4. Cotswold Sports Centre
5. Hilden's Drive Recreational Area

F19 The remaining recreational areas are on land owned by WBC:

6. Conway Road Recreational Area
7. Vicarage Wood Way Play Area
8. Little Heath School Playing Fields

F20 Although these existing recreational areas do not necessarily cover all the requisite criteria for Local Green Space designation, all do offer **proximity** to residential areas, **recreational value** (by nature of their use), are **not extensive areas of land** and, to some degree offer a level of **tranquillity** being away from the surrounding street activity.

F21 As referred to in the main text, such recreational areas do already benefit from a level of protected status within the NDPPF framework (Para 97); it is the intention to add to this protection by ‘future-proofing’ the above areas from future councils who may wish to sell-off any the land without providing suitable or improved alternative recreational sites.

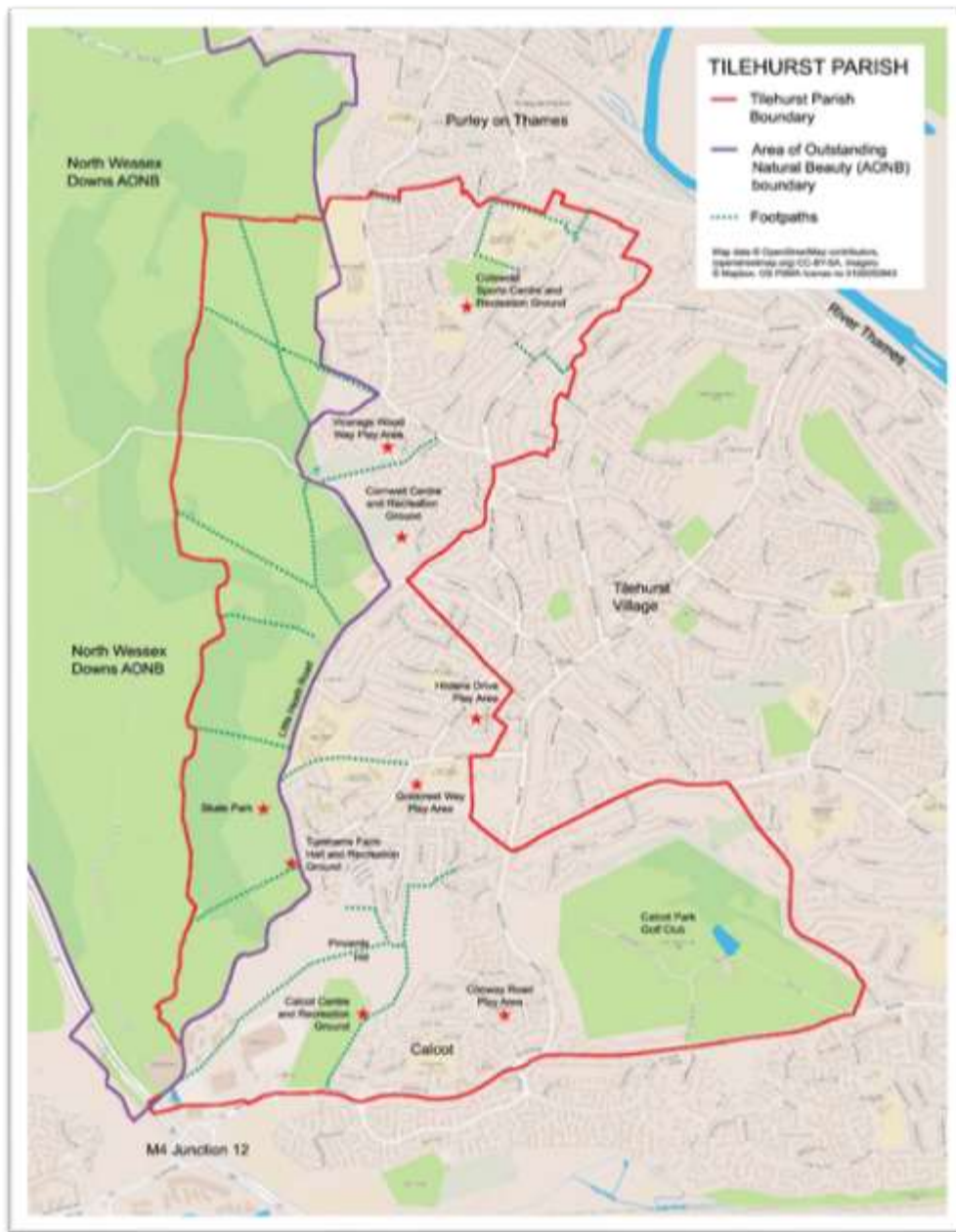


Figure F7: Location of existing Recreational areas and proposed Local Green Spaces

APPENDIX G – References and Supporting Evidence

- West Berkshire Council HELAA report, February 2020
- Building Better, Building Beautiful Commission’s report, January 2020
- UK Government Consultation Document on Planning Authorisation, August 2020
- Policy P1 of the West Berkshire Housing Site Allocations DPD
- the National Planning Policy Framework (NDPPF) (February 2019)
- Policies CS13 and CS14 of the West Berkshire Core Strategy (2006–2026)
- Policy TRANS1 of the West Berkshire District Local Plan 1991–2006 (Saved Policies 2007)
- West Berkshire Council Housing Site Allocations DPD 2006–2026
- West Berkshire Council Schools Admission Office
- West Berkshire Council Transport Plan (2011–2026)
- West Berkshire Core Development Strategy 2006–2026 (Adopted May 2017)
- West Berkshire Core Development Strategy 2006–2026 (Adopted July 2017)
- West Berkshire Local Plan (currently under development)
- West Berkshire Council Policy P1 – Residential Parking for New Developments
- West Berkshire Council – Cycle & Motorcycle Advice & Standards for New Development (Nov 2014)
- Reading Transport Strategy 2036
- Dept. for Transport – Manual for Streets 2007
- Dept. for Transport – LCWIP (Local Cycling & Walking Infrastructure Plan, Technical Guidance for Local Authorities)
- Secretary of State reasons for rejecting the Blue Visions proposed development at Pincents Lane can be found using the link <http://pages.wiltshire.gov.uk/swcs-m1-hs-pro-vision-56-appeal-09-01432-outmaj.pdf>
- Simon Claybourne’s Biodiversity report on Pincents Hill (see summary in Appendix G)
- Nick Pflaeger’s survey of Calcot Golf Course (see Appendix G)

APPENDIX H – Acknowledgements

We would like to thank the past and present members and supporters of the steering group for their contribution and who have so generously given of their time to make it possible to develop the Parish NDP. We would also like to thank members of West Berkshire Council for their assistance and all those in the community who took the time to answer the questionnaire together with the volunteers who gave their time to develop and critically review the policies and to help run public events.
