

Background

Twyford Neighbourhood Plan

Your opportunity to help guide the future of our village

TWYFORD'S FUTURE

YOUR VOTE

www.twyfordparishcouncil.gov.uk

This consultation has been prepared by the Twyford Neighbourhood Plan working group to update you on progress and to seek your views as we build the Neighbourhood Plan.

Why have a Neighbourhood Plan?

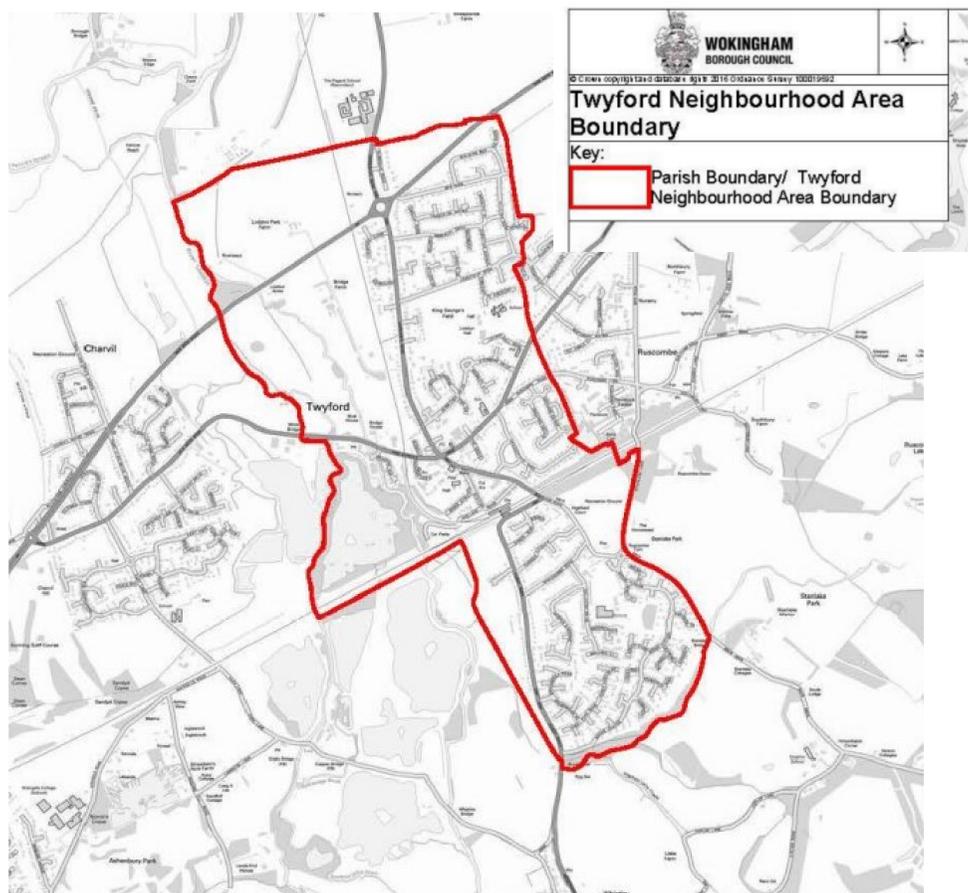
1,800 communities are preparing Neighbourhood Plans

300+ plans successful at referendum

89% the average 'yes' vote

Once approved at Referendum

- *The Neighbourhood Plan carries statutory weight and allows greater protection of valued areas such as our conservations*
- *The Community Infrastructure Levy increases from 15% to 25%.*
- *This money can be spent on infrastructure projects of our choosing*



Evidence that neighbourhood plans mean something...

Broughton Astley *february 2015 press report: a high court judge upholds secretary of state , eric pickles, decision to block a 100-home development in a leicestershire village on the grounds that the scheme would conflict with a neighbourhood plan.*

Devizes *october 2014 letter from dclg: the secretary of state has given significant weight to the opportunity which the neighbourhood plan process gives local people to ensure they get the right types of development for their community.*

Planning practice guidance *august 2017: where communities plan for housing a neighbourhood plan provides significant weight in determining how planning applications are considered when a local authority can not demonstrate a five-year supply of deliverable housing sites. (Bracknell forest only has a 4.1 year housing land supply)*

About this Consultation

We are now at a stage where we need your views on how the draft Plan is shaping up so that the final plan reflects the aspirations of the community.

There are a range of issues on which to make your views known including the design of new development, sites that might be developed and an array of other policy areas including employment, community facilities, green infrastructure and transport.

We are aiming to deliver the Neighbourhood Plan by late 2022. The following is the predicted timetable



The 2019 Survey

Twyford Neighbourhood Plan

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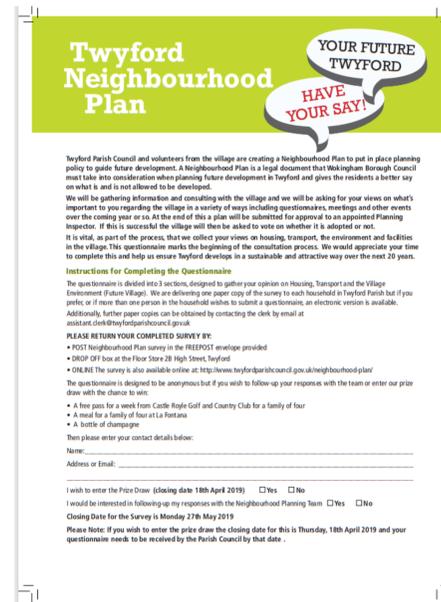
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TWYFORD'S FUTURE

YOUR VOTE

The Parish Council and the Neighbourhood Plan working group conducted a parish-wide survey in the first half of 2019. The respondent rate was over 23% of households amounting to 739 individual questionnaires which is considered a good return. It generated a huge amount of data and thousands of comments.

The results have been used to form the basis of many of the policies you see here today.



In 2019, the majority of respondents identified transport links and the village environment as the top reasons for living in Twyford. Respondents also indicated that there is a need to improve and create new cycle paths and walking routes. We have investigated how the planning system can help us to protect and improve transport links, walking and cycling routes and preserve and enhance the village character of Twyford.

**Are you concerned about Air Pollution due to traffic in Twyford?
68% said yes**

**How often do you Cycle?
49% said never**

**Do you commute from Twyford Station?
36% said yes**

Why do you choose to live in Twyford?

64% Transport Links

60% Village Environment

What types of accommodation are not well catered for in Twyford?

2 beds and apartments were the top responses

Which areas should be protected from development?

57% said greenfield sites

We've identified 19 areas that we feel will impact the village most in the next 15 years. If we are successful these policies will help us to succeed in our aim to retain the village community and atmosphere in years to come.

TW1: ACTIVE TRAVEL

A policy which identifies the existing walking, cycling, and public transport routes and highlights opportunities for improvement to existing routes, as well as opportunities for new connections or improvements to enhance the active and sustainable transport environment.

TW2: ENCOURAGING SUSTAINABLE TRAVEL

Investigating the opportunities for accommodating sustainable travel needs, such as electric charging for bikes & EVs, secure cycle parking, maintenance hubs on Parish Council land.

TW3: TWYFORD RAILWAY STATION

A policy which seeks to protect and enhance the environment at the Railway Station particularly in terms of accommodating sustainable travel needs on site and car parking in line with levels of station usage on site.

TW4/5: A THRIVING VILLAGE CENTRE/VILLAGE CENTRE REGENERATION AREA

A policy which identifies opportunities for public realm improvements and traffic mitigation measures in the village centre.

TW6: IMPROVING AIR QUALITY

A policy to highlight the presence of the AQMA and seeks to improve air quality through development delivering or contributing to air quality action plan objectives.

TW7: NATURE RECOVERY AND CLIMATE CHANGE

A policy which focusses on identifying the existing nature network (including carbon sinking and flooding and biodiversity net-gain) and highlights opportunities for recovery.

TW8: TREE CANOPY COVER

Specifically sets targets for tree canopy cover area

TW9: CARBON SEQUESTRATION

A policy to provide measures to offset increases in carbon emissions which result from new development.

TW10: ZERO CARBON BUILDINGS

A policy to encourage the use of the Passivhaus or equivalent standard of building design.

TW11: WATER INFRASTRUCTURE AND FLOOD RISK

This policy seeks to ensure that any development is properly assessed and risk to the existing water infrastructure and subsequent flood risk is mitigated.

TW12: NEW HOMES

Reflecting the evidence of the Housing Needs Assessment.

TW13/14: FIRST HOMES/FIRST HOMES EXCEPTION SITES

Policies dealing with aspects of the government's first home initiative. This will seek a target for the amount and character of first home provision in the parish.

TW15: DESIGN CODES

A policy that requires development proposals to sustain and enhance the historic significance of the Conservation Areas and the character of the remainder of Twyford. To be informed by technical package support evidence.

TW16: BUILDINGS OF TRADITIONAL LOCAL CHARACTER

Identifying Buildings of Traditional Local Character for national policy application.

TW17: TWYFORD COMMUNITY HUB (THE OLD POLEHAMPTON BOYS SCHOOL)

A policy to ensure that funding for further phases of the Twyford Community Hub are partly provided by developer contributions

TW18: COMMUNITY FACILITIES

Documenting and protecting what we have - also the idea of Twyford as a hub impacted by development in the wider Borough.

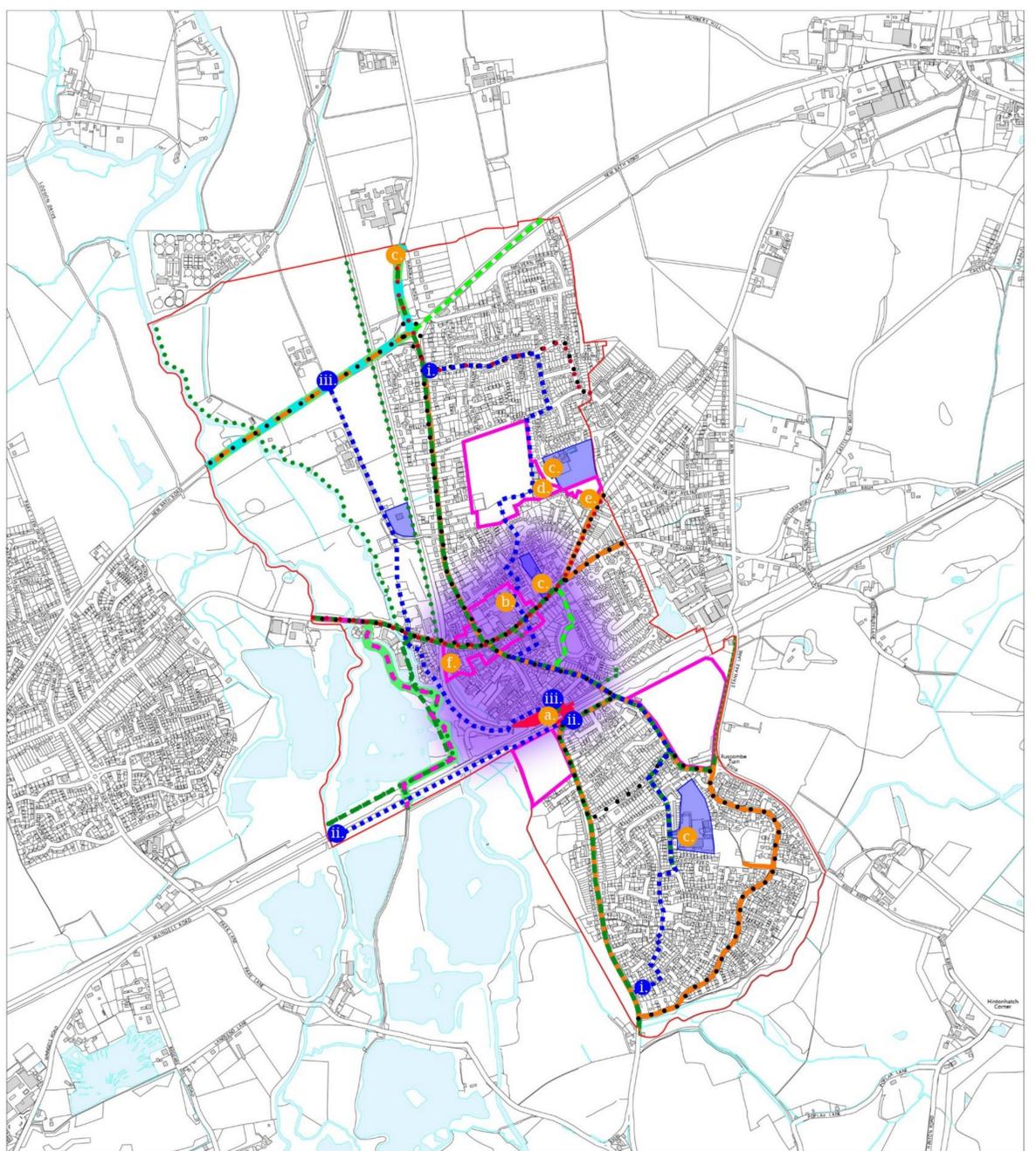
TW19: EARLY YEARS PROVISION

Ensuring the early years provision continues to be provided within the village.

We know that the lack of cycle paths and narrow pavements mean that walking and cycling in the parish is difficult. Our railway station is an important asset however other public transport services are limited and parking for users of the railway station has been, and continues to be, a long-standing issue. See Policy Idea TW3 Twyford Railway Station for more on the railway station specifically.

Policy

- A. The Neighbourhood Plan identifies the existing Active Travel Network, as shown on the Policies Map, for the purpose of supporting active travel in the Parish.**
- B. Development proposals on land that lies within or adjacent to the Network should sustain, and where practicable, enhance the functionality of the Network by virtue of their layout, means of access and landscape treatment.**
- C. Proposals that will harm the functioning or connectivity of the Network will not be supported**



Twyford Neighbourhood Plan
Policy TW1 Encouraging Active Travel

Parish Boundary	TNP Proposed Cycle Routes i. Four Schools Route ii. Loddon Commuter Crossway iii. Bridge Farm Link	Bus Route 850
LCWIP Strategic Cycle Routes	Improved secure cycle parking a. Railway Station b. Waitrose c. Schools d. Loddon Hall area e. Bus stop at London Rd f. Community Hub	PRoW
LCWIP Strategic Walking Routes	Bus Route 128/129	Potential here to identify PRoW improvements
Greenways		Core Walking Zone
Loddon Long Distance Path		Schools
National Cycle Network Route		Community Uses & Shops
Other Easy Cycling Routes		Twyford Railway Station

TW 2 Encouraging Sustainable Travel

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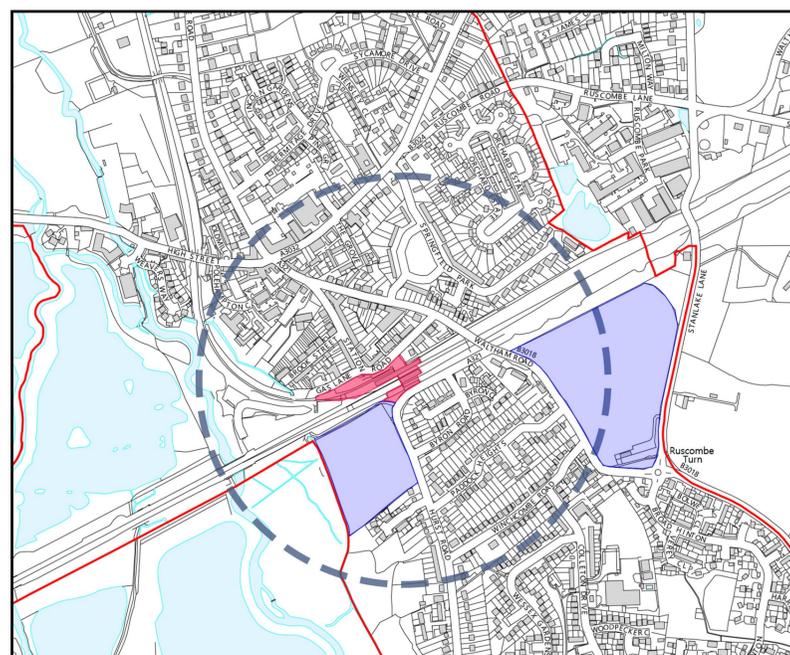
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The Parish Council is investigating whether there are any opportunities for accommodating sustainable travel needs, such as charging for electric bicycles and cars and secure cycle parking for example.

Whilst the Parish Council's land ownership is limited and much of the land is already well used for other valued community facilities, there may be opportunities for small and underused parcels of that land that can accommodate these types of proposals which would also benefit users of the existing valued community facilities. If we can find such opportunities, particularly areas close to the railway station, then we will use a policy in the neighbourhood plan to identify support for proposals of this nature coming forward on those parcels of land. Whilst this won't be the standalone solution to our traffic and parking issues we want to lead by example and encourage other stakeholders to consider the provision of realistic and deliverable sustainable first-mile/last-mile solutions in Twyford.

Policy

- A. Proposals that deliver new charging infrastructure to accommodate sustainable travel needs will be supported provided this would not result in any adverse impact on highways or pedestrian safety.**
- B. Proposals for major development should adopt the Sustainable Accessibility and Mobility Framework (see below) and demonstrate how the framework has been applied. The layout design must apply Manual for Streets best practice principles and create a permeable network of streets and spaces that connect to key destinations in the Parish such as local schools, new and existing community facilities and the railway station.**



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Twyford Neighbourhood Plan
Policy TW2 Encouraging Sustainable Travel
Policy TW3 Twyford Railway Station

Parish Boundary Twyford Railway Station Five minute walk Parish Council land



Sustainable Accessibility and Mobility (SAM) Framework Credit: Vectos

- C. Travel planning is integral to the design and operation of development, and applications for major development must demonstrate through an effective travel plan how new residents will be encouraged to make the fullest possible use of active travel measures, public transport, and ensure that safe and suitable access within and beyond the Parish can be achieved for everyone, whatever their abilities**

TW 3 Twyford Railway Station

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The railway station is popular with commuters and investment in new train services is likely to continue. The use of the station has had considerable impacts on the local area and whilst this has long been recognised, no deliverable solution has been agreed by the key stakeholders. Wokingham's long-term plan for Twyford Railway Station as part of the latest Air Quality Action Plan of March 2018 continues to seek solutions at the station in terms of parking, improved public transport services, and making provision for sustainable transport solutions. Whilst our neighbourhood plan won't be the solution on its own, we want to include a policy to bring the significance of this issue to the forefront once again.



Policy

- A. Proposals for improvements to the railway station should be developed in conjunction with the Local Planning Authority, Great Western Rail, Twyford Parish Council and other interested parties as appropriate, to ensure the necessary co-ordination.**
- B. Proposals which result in improvements to the accessibility and the quality of the environment at Twyford Railway Station, as a key element in our public transport network, will be supported, particularly: i. where they increase and accommodate the use of public transport at the station, ii. accommodate sustainable travel needs at the station, and iii. extend car parking at the station in line with the levels of station usage.**
- C. Any development proposal that will generate an increase in journeys to the Twyford Railway Station will be required to contribute to improvements to the accessibility and quality of the environment at the Twyford Railway Station.**

TW4, TW5

A Thriving Village Centre, Village Regeneration Area

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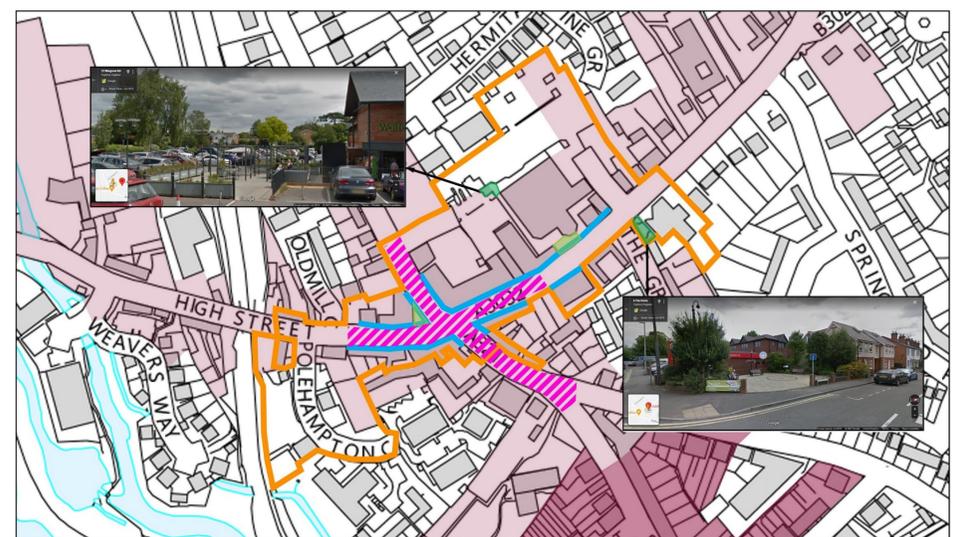
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In 2019 the majority of respondents told us that they were fairly satisfied with the range of shops and services in Twyford. We have investigated how the planning system protects these uses and how we can ensure that they remain for the life of our plan.

- *Our village centre is well used by local people for shopping and other services on the doorstep and we also serve a wider rural hinterland including the surrounding parishes of Ruscombe, Charvil, and Hurst, and to a lesser extent to Wargrave, Hare Hatch and Knowll Hill. A number of retail premises have been lost over the years, notably along the High Street due to heavy traffic and narrow pavements.*
- *With changes to shopping behaviour and COVID, we want to protect the village centre from losing any remaining shops and services. We will define the extent of the existing Village Centre and indicate within that the Essential Core of the Primary Shopping Area. Our policy will then resist proposals for change of use that will result in the loss of an active commercial, business or service use of a ground floor frontage in the Village Centre.*
- *It is important to note that some changes of use do not now require planning permission and new permitted development rights (from August 2021) will enable future changes of use from what are now commercial uses to residential uses. The Parish Council will urge Wokingham Borough Council to make an Article 4 Direction (which removes permitted development rights) for the essential core of the primary shopping area to remove those rights with effect from August 2022, enabling such changes to remain in planning control and the Parish Council will submit a formal request for this following the referendum of this Neighbourhood Plan.*

TW4

- The Neighbourhood Plan defines the Twyford Village Centre and the essential core of the Primary Shopping Area on the Policies Map.**
- Proposals to create livelier and more active street frontages and an improved public realm in Twyford Village Centre will be supported. Such proposals might include visual narrowing of the roads where the pavements are narrow, attractive pedestrian and cycle crossings, the introduction of shared space, street planting and junction improvements.**
- Proposals for a change of use that will result in the loss of an active commercial, business or service use of a ground floor frontage in the Village Centre will not be supported.**



TW5

- The Neighbourhood Plan identifies the Twyford Village Centre Regeneration Area, as shown on the Policies Map, for the purposes of supporting regeneration opportunities that will deliver public realm improvements and traffic mitigation measures that are required to enhance the active travel environment and improve air quality, residential amenity and highway safety.**
- Any development proposals that will generate an increase in traffic at the Crossroads will be required to make a direct and proportionate contribution to delivering the Twyford Village Regeneration Scheme.**

TW 6 Improving Air Quality

Twyford Neighbourhood Plan

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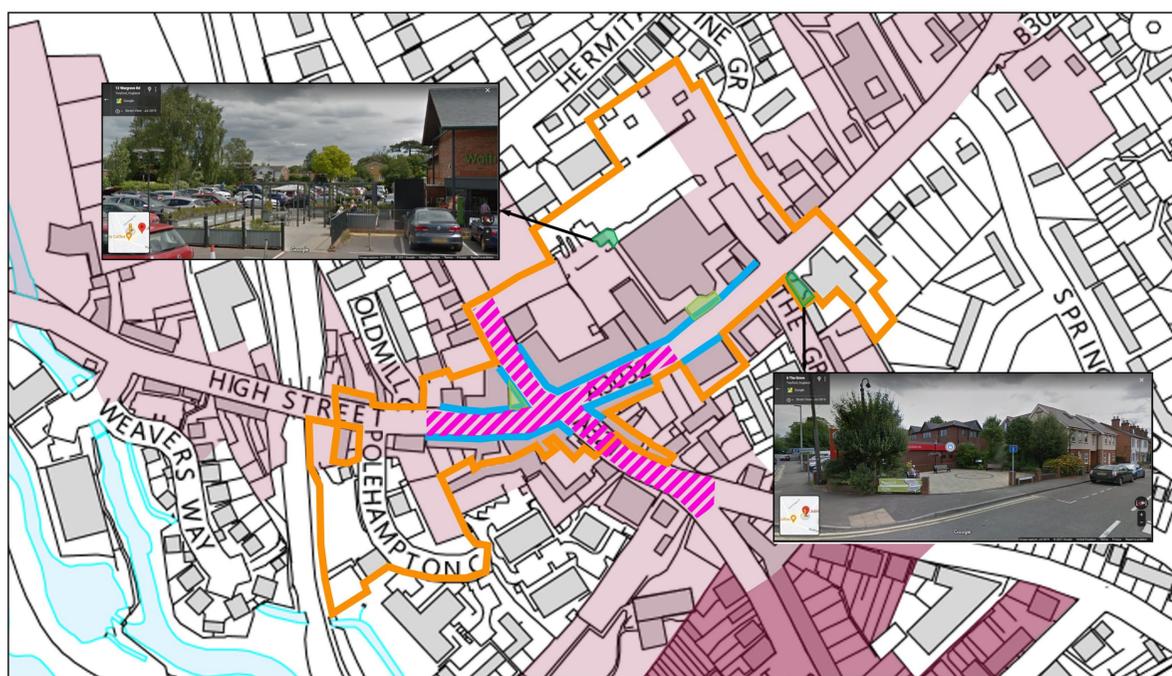
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Twyford Village Centre Crossroads has been declared an Air Quality Management Area by Wokingham Borough Council. This is because there is a higher than recommended amount of nitrogen dioxide in the air around the Crossroads. Wokingham's latest Air Quality Action Plan of March 2018 considers that the areas prioritised for action at the Crossroads are to reduce the number of cars and encourage sustainable travel with the feasibility of alternative traffic routes to be investigated. It also suggests that the Local Plan update will make recommendations for development and supporting infrastructure. The current Core Strategy Policy CP10 –for a Twyford Eastern Relief Road and is unlikely to be realised in the plan period. We will include a policy that facilitates allocated funds for the Twyford Eastern Relief Road being subsequently directed to the provision of alternative traffic mitigation measures and public realm improvements at the Crossroads to provide relief from heavy traffic if it is not possible to deliver a relief road.

We will include a policy in the Neighbourhood Plan which identifies the presence of the AQMA and requires development within, or adjacent to the AQMA, or development where its occupiers are particularly sensitive to air pollution (such as schools, health care establishments or housing for older people) to contribute to the actions and objectives set out in the latest Air Quality Action Plan.

The policy will require Air Quality Assessments where they are required (within, or adjacent to the AQMA, or development where its occupiers are particularly sensitive to air pollution) to demonstrate at least Air Quality Neutral standard during both construction and operation. Developments that require a Travel Plan or Transport Assessment will also be required to submit an Air Quality Assessment with their planning application



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Policy TW6 Thriving Village Centre & Policy TW7 Improving Air Quality

- Parish Boundary
- Village Centre Boundary
- Core Primary Shopping Area
- Existing Parklets
- Parklets Opportunity
- Twyford Conservation Area
- Twyford Station Conservation Area
- Air Quality Management Area

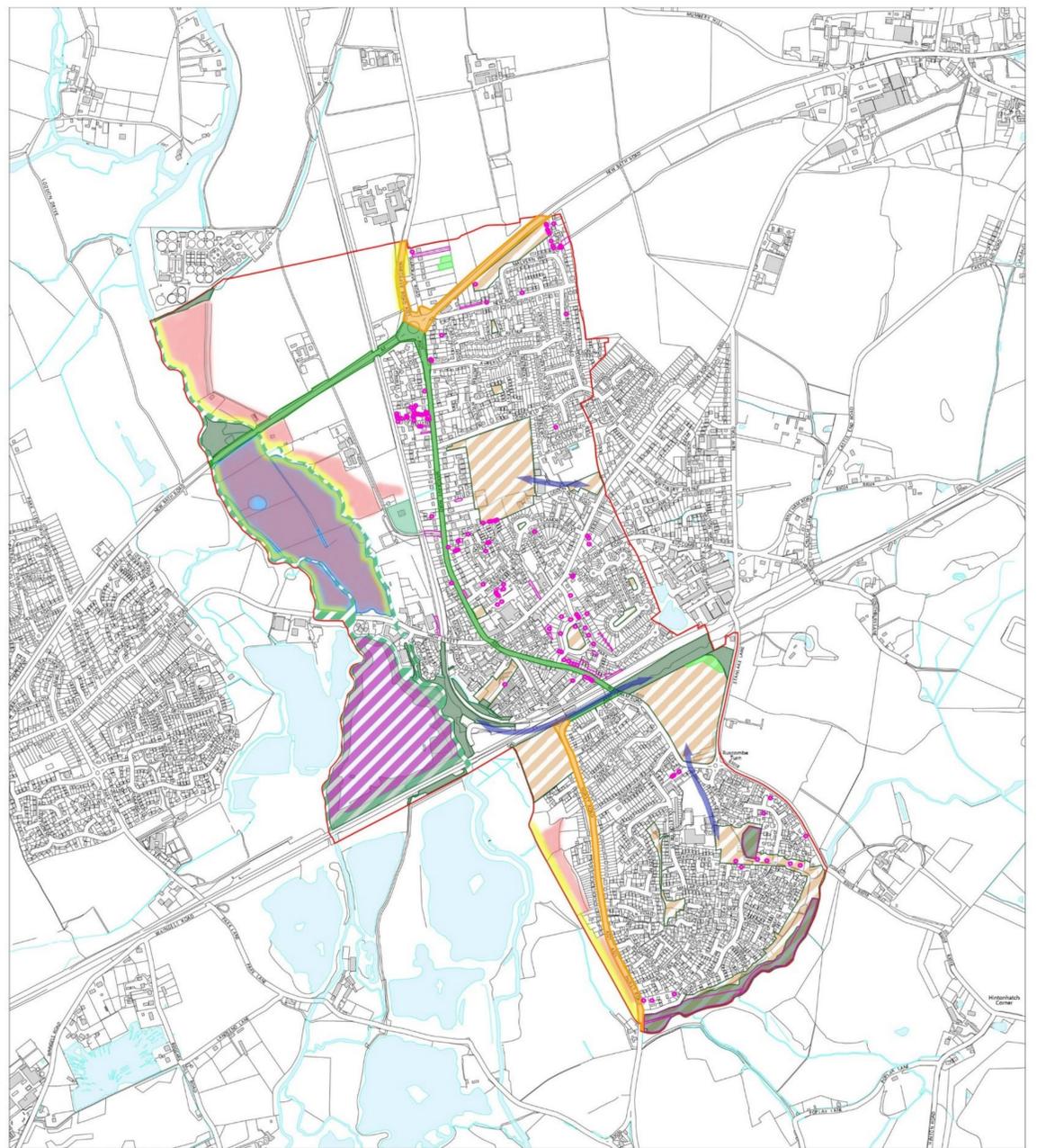
Policy

- Development within or adjacent to the Twyford Crossroads Air Quality Management Area, as shown on the Policies Map, or development where its occupiers are particularly sensitive to air pollution (such as schools, health care establishments or housing for older people), should contribute to the actions and objectives set out in the air quality action plan.**
- Development proposals will be required to demonstrate at least Air Quality Neutral standard during both construction and operation to avoid causing or contributing to worsening air quality in the Twyford Crossroads Air Quality Management Area. This should be demonstrated through an air quality assessment for all developments likely to have an impact on air quality and, where necessary, propose mitigation measures. Development proposals that result in an increase in air pollution will only be justified in exceptional circumstances. Developments requiring a Travel Plan or Transport Assessment will also be required to submit an air quality assessment**

The majority of respondents in 2019 told us which areas should be protected from development. Local Green Space designation is a planning policy tool which will protect some of these spaces from inappropriate development. The Parish Council is pursuing Local Green Space designation for some of these locations as part of the preparation of the new Wokingham Borough Local Plan as the Borough Council is already undertaking this work. We have also identified that many of these spaces also form part of a multi-functional green infrastructure network. We've investigated the planning policy background to protecting and enhancing green infrastructure.

Policy

- A. *The Parish contains a variety of green and blue infrastructure that provides an environmental support system for the community and wildlife. The Neighbourhood Plan designates this as a Network, as shown on the Policies Map, for the purpose of promoting nature recovery and for mitigating climate change. The Network comprises the Loddon Nature Reserve, nominated Local Green Spaces, priority habitats, green routes, rivers and other land of biodiversity value.*
- B. *Development proposals that lie within or adjoining the Network are required to have full regard maintaining and improving the functionality of the Network, including delivering a net gain to general biodiversity assets, in the design of their layouts and landscaping schemes.*
- C. *Proposals that will lead to the loss of land lying within the Network and that will undermine its integrity will be resisted. Development proposals that will lead to the extension of the Network will be supported, provided they are consistent with all other relevant policies of the development plan*



Twyford Neighbourhood Plan
Policy TW8 Nature Recovery and Climate Change

Parish Boundary	Loddon Nature Reserve	Green Route Enhancement Areas
Twyford Existing Nature Network	Local Wildlife Sites	Riparian woodland opportunities
Deciduous Woodland	Green Routes	Floodplain woodland opportunities
Rivers and other waterbodies	Nominated Local Green Spaces	Wildlife corridors
Coastal and floodplain grazing marsh	Protected Trees	
Traditional Orchard		
No main habitat but additional habitat exists		

TW 8, TW9

Tree Canopy Cover, Carbon Sequestration

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TW8

Current research indicates that Twyford currently has less than 20-25% canopy cover. Canopy cover is the layer of leaves, branches and tree stems that cover the ground. Trees help mitigate the environmental and social challenges in built-up areas, especially our village centre, face in a quantifiable way. We therefore want to follow others, like Wycombe District Council and Cornwall Council, who are operating planning policies which require new development (excluding householder applications) to achieve a quantifiable future canopy cover. We have therefore drawn inspiration from these policies already operating elsewhere to apply in Twyford.

Policy

- A. Save for householder applications, development proposals on sites outside the Village Centre, and 0.5 ha or more, are required as a minimum to achieve a future canopy cover of 25% of the site area principally through the retention of existing trees and the planting of new trees. Where it can be demonstrated that this is impracticable, the use of other green infrastructure (e.g. green roofs and walls) can be used to deliver equivalent benefit.*
- B. Development proposals in the Village Centre, and on sites below 0.5 Ha, are required to maximise the opportunities available for canopy cover, including tree retention and planting or the provision of other green infrastructure (e.g. green roofs and walls).*
- C. Where existing green infrastructure is proposed to be retained, proposals will need to demonstrate the means of protection during construction works.*
- D. Where new green infrastructure is provided, proposals will be required to include legally binding provision for its long-term management and maintenance as part of the development.*

TW9

Any future developments in Twyford will be required to contribute to a carbon sequestration (sinking) fund. We acknowledge that policy A will realistically only apply to one area in the village. Namely the Bridge Farm site which is currently proposed in the emerging local plan. Policy A does not imply acceptance of that proposal but we offer the policy to Wokingham Borough Council as one that should be implemented across the borough.

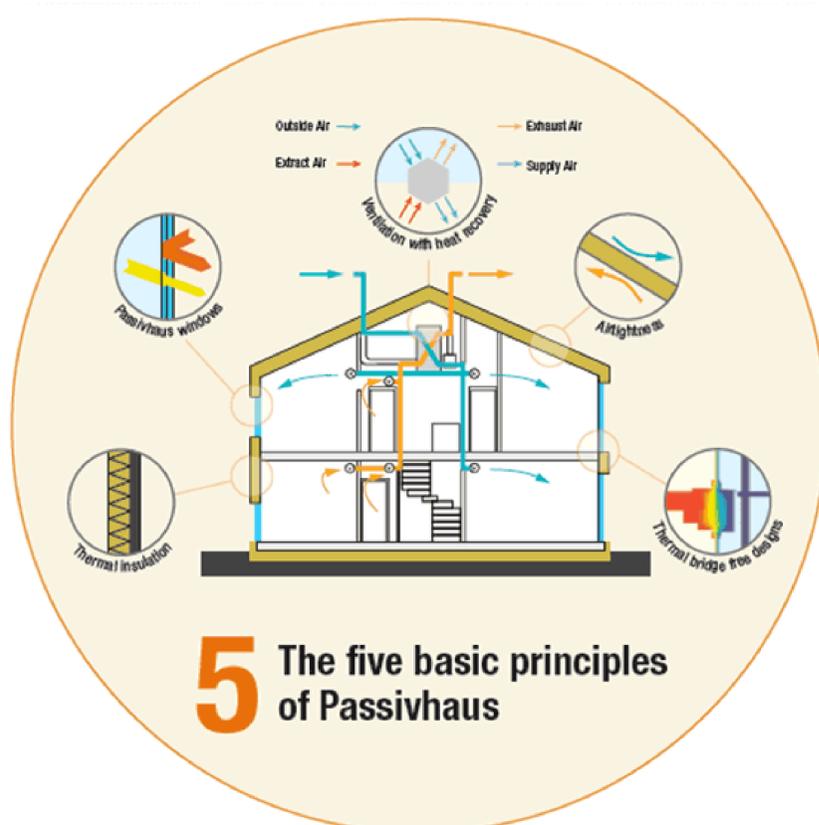
Policy

- A. For schemes of a gross site area of more than 2 Ha, and where practical, development proposals are required to incorporate woodland planting within their on-site proposals to a standard verified to the Woodland Carbon Code.*
- B. For schemes of a gross site area less than 2 Ha or for schemes of a gross site area of more than 2 Ha but where on site provision is not practical, development proposals are required to make a financial contribution to the Wokingham Borough Carbon Offset Fund, which will be used to invest in the improvement, extension and maintenance of those elements of the Twyford Nature Recovery Network that function as a carbon sink.*

The majority of respondents in 2019 told us which areas should be protected from development. Local Green Space designation is a planning policy tool which will protect some of these spaces from inappropriate development. The Parish Council is pursuing Local Green Space designation for some of these locations as part of the preparation of the new Wokingham Borough Local Plan as the Borough Council is already undertaking this work. We have also identified that many of these spaces also form part of a multi-functional green infrastructure network. We've investigated the planning policy background to protecting and enhancing green infrastructure.

Policy

- A. *All development must be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.*
- A. *Wherever feasible, all buildings should be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m² /year. Where schemes that maximise their potential to meet this standard by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.*
- A. *All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.*
- A. *All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.*
- B. *An Energy Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy. Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap*



The River Loddon runs through the west side of Twyford and approximately one quarter of land in Twyford lies within a flood risk area. Climate change has been shown to increase the likelihood of floods in the future. Given these characteristics, the policy serves a number of purposes. Firstly, it requires all proposals to demonstrate that there is sufficient sewage capacity to accommodate an increase in demand. This will involve liaison with Thames Water ahead of the submission of any planning application. Where necessary, Thames Water will seek phasing conditions to ensure that development is not occupied until any necessary sewerage network upgrades have been delivered.

Due to the risks associated with development on flood risk areas, the policy requires proposals to be accompanied by a site-specific Flood Risk Assessment which must demonstrate that the development will be safe for its lifetime taking account of climatic factors and vulnerability of users, without increasing flood risk elsewhere. This is in line with the requirements of national policy and advice. The policy is intended to draw greater attention to these issues given the characteristics of the designated neighbourhood area when determining planning applications.

Policy

A. Development proposals will be supported, provided it can be demonstrated that, where appropriate:

- a. The sewer network can accommodate the additional demand for sewerage disposal either in its existing form or through planned improvements to the system to ensure sufficient wastewater treatment is in place in advance of the first occupation of the development;***
- b. The Water Efficiency Standard of 110 litres per person per day as set out in the National Technical Standards will be achieved in new development to reduce the volume of wastewater entering the foul sewer;***
- c. Any development proposed in either flood zone 2 or flood zone 3, on sites over 1ha in flood zone 1, or in a dry island, must be accompanied by a site specific Flood Risk Assessment that demonstrates that proposals will not increase flood risk from fluvial flooding or any other form of flooding and takes opportunities to reduce flood risk where possible; and***
- d. Managing flood risk must take account of the impacts of climate change over the lifetime of the development.***

Homes in the village of Twyford are a mixture of sizes, styles, and ages. The greatest number of homes were built between 1960 and 1990. The village survey conducted in 2019 gained information regarding the types of homes present residents anticipating requiring in the future.

We are currently conducting a formal Housing Needs Assessment (HNA) which is due to report shortly. Therefore we do not have policies to present at this time. However we have developed a set of principles that will be used to develop policy once the HNA is available.

- **All future building of homes in Twyford must respect and avoid the existing green spaces.**
- **Consideration must be given to provide truly affordable homes for single and double occupancy for Twyford young residents to remain in the village. Homes of this size would also allow older residents to “downsize” whilst remaining in their home village and thus release family homes.**
- **Low rise apartment homes with built in facilities would be an appropriate solution for some. This should include secure cycle storage.**
- **All new homes to be within the village envelope.**
- **Whilst all new building must follow present national legislation, we believe that this is the opportunity to look further ahead and consider the greatest possibility in sustainability of homes and the environment.**
- **The danger of flooding in and around Twyford has been evident of past years and must be avoided, this danger is exacerbated by building.**
- **Areas of new building must consider traffic both private and public, to and from dwellings for air quality, safety, and environmental reasons. Ease of access to public transport is an essential requirement.**
- **Consideration should be given to the possibility of Local Authority Housing, Community Housing Schemes and Own Build schemes. Passivhaus must also be considered.**
- **All required infrastructure changes must be planned in detail prior to the build. This includes medical facilities, educational facilities for all ages, recreational facilities, transport, and traffic management.**

The Housing Needs Assessment

We have commissioned the preparation of a Housing Needs Assessment through the support programme provided by the government for the preparation of neighbourhood plans. The Housing Needs Assessment will help us establish the mix and type of homes we will need in the future, and we will reflect that in a policy to encourage the delivery of the right mix and type of homes.

There is now also a new affordable housing product called First Homes. A First Home is defined as discounted market housing that must be discounted by a minimum of 30% against the market value in perpetuity and its first sale must be at a price no higher than £250,000. The Housing Needs Assessment will tell us if we can set a higher discount % for this type of product in the Parish and if so, our policy will require this higher discount % for First Homes being delivered in the Parish.

TW 13 & 14

First Homes/First Home Exception Sites

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25% of all affordable homes will be sought as First Homes. Planning Practice Guidance sets out a requirement for a minimum 30% discount from open market value, but higher discounts of 40% or 50% may be applied where a need is demonstrated. The HNA has demonstrated that First Homes are affordable at a 50% discount. The policy therefore increases the minimum discount from full open market value for First Homes in the Parish to 50%.

Policy (TW13)

- A. *The Neighbourhood Plan establishes the requirement for First Homes to be secured with a minimum 50% discount from full open market value.*



Policy (TW14)

- A. *Proposals for First Homes Exception Sites will be deemed appropriate if:*

- i. At least one of the site boundaries entirely adjoins the defined settlement boundary for Twyford and has a main road frontage;*
- ii. No other proposal for a First Homes Exception Site has been approved or implemented in the plan period;*
- iii. The gross site area is no more than 1 Ha; and*
- iv. It can be demonstrated that the scheme will;*
 - a. Avoid areas at risk of flooding;*
 - b. Not cause unacceptable harm to any heritage assets; and*
 - c. Accords with all other relevant development management policies of the development plan.*

Historic delivery rates of Affordable Housing in the Parish suggests that the evidenced affordable housing need will not be met over the Plan period. As a consequence, the HNA recommends that exception sites could be explored. Affordable Homes can currently come forward in the Parish as Rural Exception Sites. These developments will be guided by DLP Policy H6 for Rural Exception Sites in due course and is currently guided by the NPPF.

Planning Practice Guidance now requires at least 25% of all affordable housing units to be First Homes. A First Home is defined as discounted market housing that must be discounted by a minimum of 30% against the market value in perpetuity and its first sale must be at a price no higher than £250,000. Policy TW13 amends the minimum discount for Twyford to 50% as provided for by Planning Practice Guidance. Whilst some of the affordable housing contributions from Land at Bridge Farm may contribute to the delivery of First Homes, Planning Practice Guidance also allows for First Homes Exception Sites to come forward on unallocated land outside of a development plan but only within those parts of the Parish which do not lie in the Green Belt. For those Green Belt areas only Rural Exception Sites can come forward. The policy therefore sets out spatial criteria of where such development may be suitable outside of the Green Belt and defines the

TW15 & 16 Design Codes & Buildings of Traditional Character

Twyford Neighbourhood Plan

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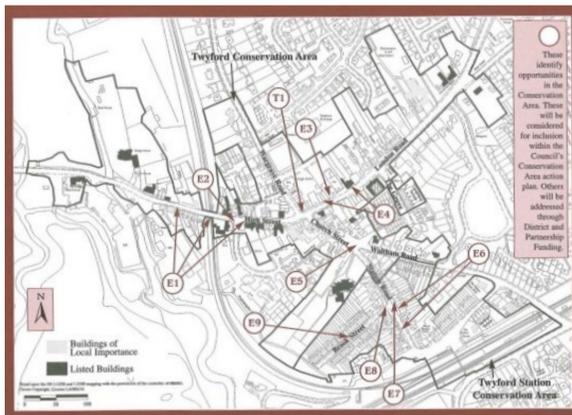
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We have commissioned the preparation of a Design Code through the government support programme for neighbourhood plans.

The Design Code evidence report will identify the historic significance of the Conservation Areas in the parish and the character of the remainder of Twyford and set out a Design Code reflecting the design typologies that are important to preserve and enhance our Conservation Areas and the character of the remainder of Twyford.

A policy will require developments to reflect the content of the Design Code evidence report in the design of their schemes unless they can give a valid reason why they deviate from the Code.



Conservation Areas (WBC)

As part of this, buildings or structures in the Parish that, although not of a standard to be nationally listed, have local architectural and historic interest, or play an important role in shaping its character will be identified.

Having this status doesn't mean that listed building rules apply, or that improvements etc can't be carried out, but does mean that owners should take into account and preserve that local interest wherever they can. Our policy will then identify these buildings and structures and require any future proposals to preserve the local interest.

TW17 Twyford Community Hub (The Old Polehampton Boys School)

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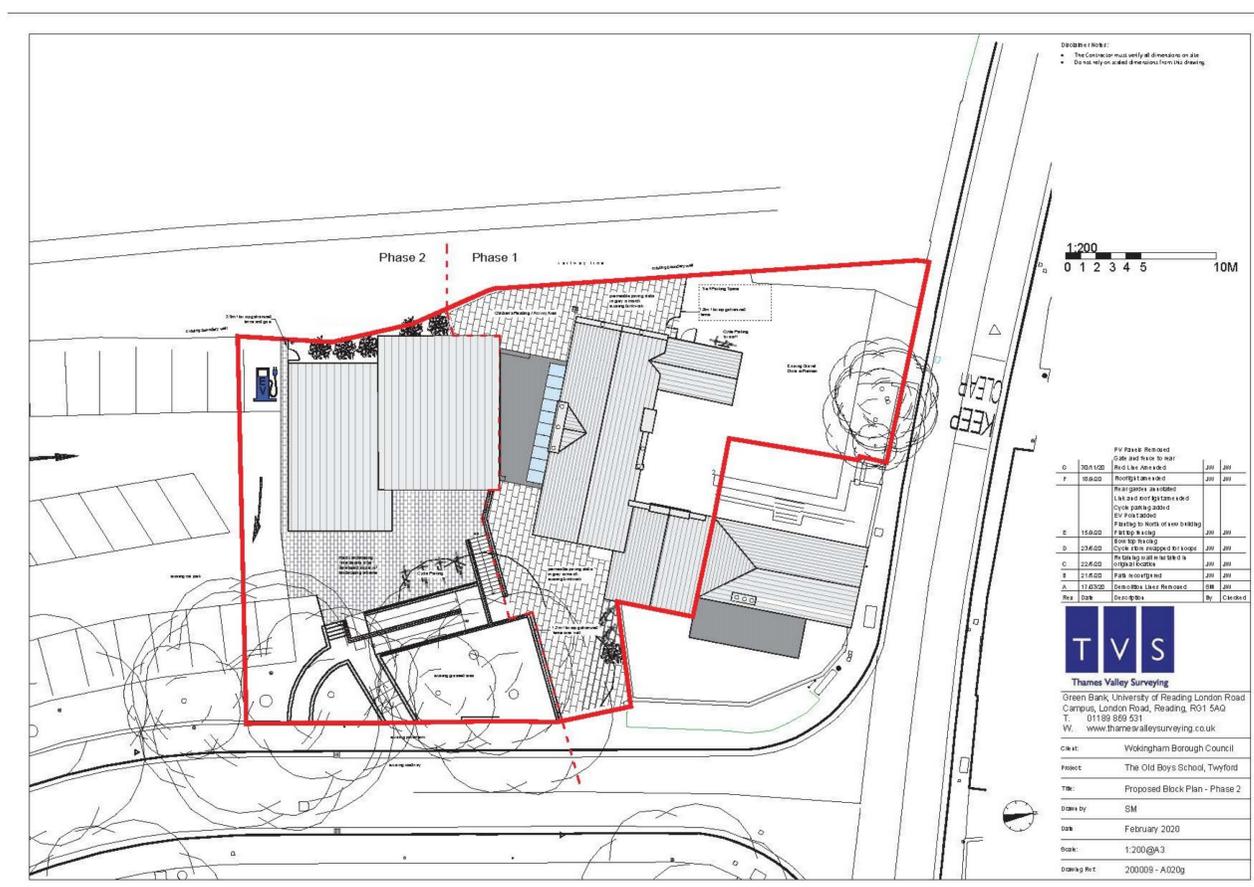
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The project to move the library from its current position to the redeveloped Old Polehampton Boys School is strongly supported by the Parish Council.

Phase 1 will deliver the library and the proposal for Phase 2 will deliver additional facilities. We believe this can provide more local support for residents and those who work in the village.

Planning permission has already been granted for these proposals as shown on the accompanying plan, but we wanted to include a policy to show our support for the proposals and to ensure that any new development, where appropriate, will continue to contribute to the delivery of the scheme.

Additionally the current delay in funding and initiating the project means that we will need to be strongly supported by the community if we wish to see it realised.



Policy

- A. The development of the Old Polehampton Boys School, as shown on the Policies Map, to deliver a new Twyford Community Hub in accordance with planning permission 201022 will be supported.**
- B. Development proposals, where appropriate, will be required to make financial contributions towards the delivery of the new Twyford Community Hub.**

We've identified a wide range of facilities in the Parish that we know our local communities, and the wider rural hinterland, enjoy and cherish. On occasions, some facilities will struggle, but this will more often be related to the economic viability of the use, rather than the limitations of the premises, land or location. As finding new land for such uses is often difficult, it is important that established land is retained in that use, even if the current occupier is not viable. We therefore want to include a policy to allow for the partial change of use of a facility in those cases, but only where a financial contribution is made to sustain the community facility.

POLICY (TW18)

A. The Neighbourhood Plan identifies the following properties as community facilities, as shown on the Policies Map:

- i. The Twyford Community Hub (The Old Polehampton Boys School)
- ii. Jubilee Corner
- iii. Bell Corner
- iv. Millennium Gardens
- v. Burial Ground
- vi. Twyford Bowling Club
- vii. Loddon Hall
- viii. Twyford District Youth & Community Centre
- ix. 1st Twyford Scout Headquarters
- x. Stanlake Meadows Hall and Recreation Ground
- xi. King George V Recreation Ground (including Tennis Club and Playground)
- xii. Twyford Skate Park
- xiii. Twyford and Ruscombe Horticultural Association
- xiv. Twyford Snooker Club
- xv. Twyford and District Age Concern Day Centre
- xvi. Twyford & Ruscombe Theatre Group
- xvii. Public Toilets
- xviii. Polehampton C of E Junior School
- xix. The Colleton Primary School
- xx. Twyford United Reformed Church and Hall
- xxi. St Mary's Church and Hall
- xxii. United Reformed Church Hall
- xxiii. Saint Thomas More's Catholic Church
- xxiv. Duke of Wellington
- xxv. The Golden Cross
- xxvi. The Waggon & Horses
- xxvii. Hurst Road allotments
- xxviii. London Road allotments

B. In addition to the provisions of relevant Local Plan policies which safeguards community facilities from unnecessary loss, proposals to change the established use of a facility and its ancillary land must demonstrate that the land is no longer suited to any other community use or that the use can be satisfactorily re-located for the ongoing benefit of the local community.

C. Proposals to change the use of part of a community facility that is shown to be surplus to requirements will be supported where they will not undermine the overall viability and importance of the primary community use.

D. Proposals to extend a community facility will be supported, provided the design of the scheme and the resulting increase in use are appropriate and is consistent with other relevant policies of the development plan.

Early Years Provision

Our Primary Schools offer early years provision uses in the form of Preschools, which are not attached, managed, or funded by the respective schools. The Starlings Children's Centre offer some early years provision and the Cedar Park Day Nursery and Preschool facility is the only nursery in the Parish. All of these facilities provide an important service to the community and surrounding areas.

POLICY (TW19)

A. Proposals to retain and improve early years provision facilities, as shown on the Policies Map, will be supported, provided they accord with other relevant policies of the development plan:

- i. Starlings Children's Centre
- ii. Cedar Park Day Nursery and Preschool
- iii. Little Acorns Preschool
- iv. Happy Hours Preschool

Consultation – where to find the plan and how to respond

**Twyford
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Plan**

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The Neighbourhood Plan will be open for consultation from the 8th April until the 20th May.

The plan can be viewed at:



<http://www.twyfordparishcouncil.gov.uk/neighbourhood-plan/>

You will be able to respond to the proposed plan as follows:

***By post: Twyford Parish Council,
Neighbourhood Plan, PO Box
8250, Reading, RG6 9SZ***

By email: NPConsultation@twyfordparishcouncil.gov.uk

Online:

<http://www.twyfordparishcouncil.gov.uk/neighbourhood-plan/>