

Appendix B.1: Policy

Organisation	Year	Title	Provisions
Departments for Communities and Local Government	2018	National Planning Policy Framework (NPPF)	The NPPF sets out national planning policy to be achieved through the planning system. Among these includes the need to support economic growth and productivity and to deliver homes, jobs, infrastructure and thriving communities. Planning should aim to the needs for the housing, jobs, infrastructure and other development needs of the local authority area, whilst managing patterns of growth to promote sustainable communities and the use of public transport, walking and cycling. Key to building a strong and competitive economy is identifying priority areas for economic development and regeneration, infrastructure provision and environmental enhancement. The NPPF also promotes sustainable transport, particularly through offering a genuine choice of transport options and help to reduce congestion and greenhouse gas emissions.
Departments for Communities and Local Government	Various	Planning Practice Guidance (PPG)	Relevant PPG sections include: • Ensuring the vitality of town centres • Environmental Impact Assessment • Transport evidence bases in plan making and decision taking
Thames Valley Berkshire (TBV) Local Enterprise Partnership (LEP)	2016	Berkshire Functional Economic Market Area Study	Both Reading and Wokingham borough Councils are both within the same commercial property market; housing market; and labour market.
Thames Valley Berkshire (TBV) Local Enterprise Partnership (LEP)	2015	Strategic Economic Plan (SEP)	The SEP identifies that economic potential should not be stifled by labour supply issues and this means addressing congestion and planning housing, as well as ensuring that towns function as real hubs which need effective transport infrastructure.

Organisation	Year	Title	Provisions
Thames Valley Berkshire (TBV) Local Enterprise Partnership (LEP)	2018	Building Our Industrial Strategy Green Paper - Response by TVB	The response sets out the three barriers which exist that stop local businesses reaching their full economic potential, which includes increase congestion on road (including the M4) which is already congested and threatening to undermine the intrinsic growth potential.
Wokingham Borough Council	2010	Wokingham Core Strategy	Wokingham Core Strategy sets out the policy criteria in support for the development of the MRT scheme, through Policy C10 - Improvements to the Strategic Transport Network. The policy sets out that these improvements to the strategic transport network will ameliorate major environmental or safety problems and support new development.
Reading Borough Council	2008 updated 2015	Reading Core Strategy	The Core Strategy seeks to proactively plan for a strong and stable local economic, by ensuring sufficient locations, premises and infrastructure is in place to enable economic growth, and to promote high quality sustainable development. Overall strategy for economic development for central Reading is set out in the Reading Central Area Action Plan (see section below). The Core Strategy recognises that employment development which attracts significant numbers of trips should be in highly accessible locations which is well served by a choice of means of transports, including the proposed mass rapid transit. The provision of future housing also depends on high accessibility and must have access to efficient and effective public transport.
Reading Borough Council	2009	Reading Centre Area Action Plan	The Reading Centre Area Action Plan (CAAP) sets out the preferred route to the MRT. It also sets out the spatial strategy for developing, including offices, retail, residential and leisure, which looks to promote a mix of uses across the central area around the station. The CAAP notes that future development depends on improved accessibility to the station, as well as greater accessibility by public transport and improved permeability for pedestrians and cyclists.
Reading Borough Council	2018	Submission Local Plan	The Submission Local Plan aims to deliver around 7,6200 homes (around 49% of the total planned for), 71,000 sq m of offices (around 63% of the total planned for) and up to 27,000 sq m of retail and related uses (virtually all of the total planned for) within the central area of Reading up to 2036. The Local Plan states that the centre is among the most important employment areas in the Borough, but also has a growing housing role. It supports the delivery of the Mass Rapid Transit system, recognising that it links central Reading to the

Organisation	Year	Title	Provisions
			wider Reading urban area and park and ride sites. The need for the MRT scheme is identified as providing an alternative to car use and encourage sustainable transport use; reduce congestion; improve accessibility and air quality. The delivery of projects such as MRT are identified in policy TR2 as a Major Transport Project for implementation. The development of the MRT and the provision of improved pedestrian and cycle permeability remains a vital part of successful development in Reading Centre. Policy CC9 notes that in determining appropriate provision or contribution, the highest priority will be given to transport infrastructure, including major cross boundary or sub regional infrastructure projects.
Reading Borough Council	2017	Infrastructure Delivery Plan (IDP)	The IDP identifies key pieces of infrastructure required for growth, including the Mass Rapid Transit scheme.