

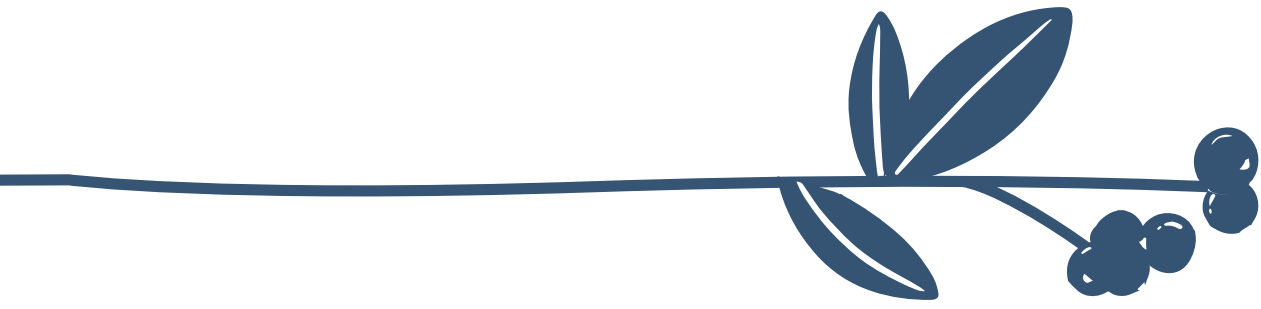
ARTIST'S IMPRESSION FROM LODGE ROAD



Removed and replaced hedgerow

Approximately 71m of hedgerow to be removed and replanted behind visibility splays

The proposed access point onto Lodge Road is designed with sensitivity in mind, involving the removal of a localised section of existing hedgerow and planting a new species-rich native hedgerow behind the visibility splay. Views toward new built development within the site would be further mitigated by the proposed community orchard.





OPEN SPACE STRATEGY

A variety of public open spaces will be provided throughout the site to accommodate diverse uses. This includes informal recreation, as recommended by both the 'Fields in Trust' Bench Mark guidance and Natural England's Accessible Natural Greenspace Standards.

The Wokingham Borough Council Managing Development Delivery Local Plan (adopted February 2014) outlines the open space standards under Policy TBo8: Open space, sport, and recreational facilities standards for residential development. The Wokingham Borough Council Open Space, Sport, and Recreation Strategy (November 2013) offer guidance on each type of provision, specifying size requirements and expected features for each space type. A brief summary is provided below:

- Parks and Gardens: Public parks with a minimum size of 2 hectares.
- Natural/Semi-natural Greenspace: Areas prioritising the protection and enhancement of local biodiversity, with a minimum size of 0.4 hectares.
- Amenity Greenspace: Usable public open spaces that may include unequipped children's play areas and pocket parks, enhancing visual amenity within the development. Minimum size requirement is 0.4 hectares (road verges and roundabout centres cannot contribute to this typology).
- Children's Play (Equipped): Inclusive facilities suitable for a wide age range. Innovative approaches to play provision are encouraged, including Local Landscape Area of Play (LLAP) where appropriate. The council aims to avoid numerous small play areas, as historically indicated by FIT guidance standards.
- Outdoor Sports Facilities: Preference is for sports hubs, dual use of school facilities, and enhancement of existing sports facilities owned by Borough, Town, or Parish Councils.
- Allotments: Provided on level ground not prone to flooding. Requirements include adequate fencing, car parking, water points, and communal composting points relative to plot size. Plots are either 126m² or 253m², with a maximum of 20% being the larger size.

Areas of open space smaller than recommended sizes must demonstrate usability and value within the local context.

Open Space Typology	Standard Ha (per 1,000 population)	Required Provision	Onsite Provision
Parks and Gardens	1.1	0.26	1.77
Natural and Semi-Natural	2.84	0.68	3.68
Amenity Greenspace	0.98	0.23	0.22
Provision for Children and Young People	0.25	0.06	0.06
Civic Space	0.01	0.00	-
Outdoor Sports Facilities	1.65	0.39	Contribution to offsite provision
Cemetaries / Burial Grounds	-	-	-
Allotments (including Community Orchard)	0.52	0.12	0.84
Total		1.75	6.57
Note: Based upon 2.4 persons per household			



	PARKS AND GARDENS 0.26HA REQUIRED, 1.77HA PROVIDED
	NATURAL AND SEMI-NATURAL GREENSPACE 0.68HA REQUIRED, 3.68HA PROVIDED
	AMENITY GREENSPACE 0.23HA REQUIRED, 0.23HA PROVIDED

	PROVISION FOR CHILDREN AND YOUNG PEOPLE 0.06HA REQUIRED, 0.06HA PROVIDED
	ALLOTMENTS (INCLUDING COMMUNITY ORCHARD) 0.12HA REQUIRED, 0.84HA PROVIDED

MULTI FUNCTIONAL LANDSCAPE

Planting within the scheme will enhance biodiversity, contribute to placemaking, and establish a distinctive identity. Where vegetation removal is necessary, new tree and native planting elsewhere on-site will mitigate loss and supplement existing vegetation, enhancing placemaking efforts. In addition to native species, careful consideration of species selection during detailed design will maximise diversity, provide habitat and visual amenity, seasonal interest, and climate resilience.

Replacement trees will predominantly be native, prioritising biodiversity enhancement. Non-native tree species, where proposed, will offer multiple benefits such as wildlife support, nectar and pollen resources, and desirable physical and visual characteristics suited for urban environments.

The central common area serves as the heart of the landscape design, with tree planting around its perimeter creating an attractive, usable open space. Varied grassland types and management strategies provide opportunities for informal sports, recreation, and rich biodiversity. Surfaced footpaths ensure all-weather access and site connectivity. Surface water management features like swales and basins not only enhance visual appeal but also add multi-functionality to the space. A mix of trees, shrubs, and grassland planting further supports diverse wildlife habitats.

The orchard serves as an additional multi-functional space, promoting biodiversity through foraging and nesting habitats. Communal fruit trees foster social cohesion and educational opportunities through fruit growing and harvesting activities.

The Local Landscape Area of Play (LLAP) and adjacent amenity greenspace benefit from natural surveillance provided by neighbouring properties. The naturalistic play space harmonises with the broader landscape while enhancing the area's multi-functionality.



PLANTING STRATEGY

Planting within the scheme will enrich biodiversity, aid in placemaking, and establish a unique identity. Together with the architectural treatments of the buildings, landscape materials, and planting proposals will reinforce the character of the proposed dwellings and reflect the surrounding landscape.

The new planting will play a crucial role in the green infrastructure network, connecting with existing landscapes, hedgerows, and trees. The range of planting will include ecological enhancements to improve overall site biodiversity, emphasising a naturalistic style in form and species selection.

New tree planting in open spaces and supplementary planting along the site's perimeter will provide additional structure and screening where needed, creating immediate impact with views highlighted by specimen trees.

Attention will focus on defining the road network within the development, emphasizing hierarchy through suitable provision of street trees. Trees along the main vehicular routes will reinforce street legibility, with specimen trees at key nodes and junctions enhancing the street scene and aiding orientation and identity within the site.

Species selection will prioritise physical and visual attributes, longevity, and climate resilience. Detailed design stages will tailor tree selection to complement proposed dwellings, meeting National House Building Council (NHBC) standards.

In accordance with ecology report recommendations and to integrate public open spaces seamlessly into the existing landscape, native meadow grass areas and native tree planting will create diverse conditions and enhance biodiversity. SuDs features will include wildflower meadows. Within residential areas and along the site periphery, ornamental grasses will echo naturalized grassed areas, providing structure and definition to formal residential spaces.

DRAINAGE AND LANDSCAPE

The integration of a comprehensive Sustainable Drainage System (SuDS) has been considered from the outset and has shaped the masterplan development. The aim of the site's drainage strategy is to maximise its potential to attenuate and clean water, while providing valuable amenity through the creation and integration of well-designed landscaped features and promoting greater diversity of flora and fauna.

SuDS features manage surface water runoff rates by mimicking natural drainage characteristics to achieve a sustainable solution that balances water quality, quantity, amenity, and biodiversity. Well-designed SuDS also offer opportunities for communities to enjoy the dynamic nature of the water environment and the diverse habitats it can sustain. The integration of a successful SuDS scheme has therefore been integral to the overall masterplan for the development from the outset, with the water management strategy being a core component.

The attenuation basins and swales are designed in a naturalistic manner to provide areas for surface water and to create new wildlife habitats or enhance existing ones on site. They also enhance visual amenity and provide further contact with native flora, alongside their functional drainage benefits. The management of the basins and swales has been carefully considered during the design process, with the features having 1:3 gradients and slopes seeded with grassland suitable for the setting.



PLAY STRATEGY

Wokingham Borough Council has produced a Technical Note: Play Space Design Guide (March 2018) to outline principles for designing play spaces within the Borough. This guidance builds upon standards defined in the local plan and encourages innovative and imaginative play spaces that depart from typical configurations of equipment, safety surfacing, and fencing. Instead, it promotes a blend of natural elements and play equipment, incorporating various surfaces and natural barriers such as hedges where appropriate.

The provision of spaces for children and young people is crucial to ensuring accessible public open space. Therefore, alongside informal play opportunities within the open space of the development, a Local Landscaped Area of Play (LLAP) has been integrated into the centre of the development. This play space draws strong influence from the local landscape context. Play opportunities will be provided through a mix of natural elements like logs, boulders, and timber play equipment, fostering physical, social, and imaginative play. Natural play surfaces such as sand, bark, and amenity grass contribute to the character of the space, while tree, shrub, and herbaceous planting create further opportunities for children to interact closely with nature.

The proposed LLAP will be:

- safely overlooked by adjoining properties and main circulation routes.
- maintained to ensure the highest standards of play equipment quality and safety.
- accessible, with well-lit access for pedestrians and cyclist.
- located in logical, well-used, and visible corridors to enhance clarity and aid orientation.





ECOLOGY STRATEGY

The proposed site-wide mitigation includes:

- * A Construction Environmental Management Plan (CEMP) incorporating standard best practices for pollution prevention, and precautionary measures to protect retained habitats, bats, reptiles, nesting birds, Great Crested Newts (GCN), and badgers.
- A bat-sensitive lighting strategy to safeguard retained bat roosts, as well as habitats suitable for bat commuting and foraging such as hedgerows, trees, and ditches.
- Enhancements like bat and bird boxes, and reptile refugia.
- A Habitat Management and Monitoring Plan (HMMP) ensuring the long-term management of created habitats.

Four statutory and 18 non-statutory designated sites were assessed. Assuming implementation of the above mitigation measures, no adverse impacts on protected sites are expected.

The development will primarily impact habitats of negligible ecological importance. The loss of some locally significant hedgerows will be mitigated by planting replacement trees and shrubs. Retained features such as ditches, hedgerows, and tree lines will be protected through a CEMP and/or an Alternative Mitigation Strategy (AMS). Proposed native species tree and grassland planting is expected to enhance the site's ecological value.



The majority of existing hedgerows and other habitats suitable for bats, reptiles, badgers, GCN, and nesting birds will be retained. Trees with bat roosting potential will also be preserved. No adverse impacts on these species groups are anticipated with the implementation of the mitigation measures.

The Biodiversity Net Gain (BNG) assessment indicates an expected net gain of 5.12 habitat units, 3.06 hedgerow units, and 1.05 watercourse units. This represents a percentage increase of 11.04% in habitat units, 34.47% in hedgerow units, and 23.75% in watercourse units. These gains in habitats and hedgerows comply with the Town and Country Planning Act and the National Planning Policy Framework (NPPF). An HMMP will be conditioned to ensure the management and monitoring of habitats for 30 years post-development.

In conclusion, pending the implementation of required mitigation measures, which could be secured through planning conditions, the proposed development aligns with relevant planning policies including policy CP7 of the Wokingham Borough Local Development Framework: Adopted Core Strategy Development Plan, policies CCo3 and TB23 of the Wokingham Borough Development Plan: Adopted Managing Development Delivery Local Plan, and policy SS1 Local Plan Update: Revised Growth Strategy Consultation, as well as ecological legislation.





Post development habitat plan. Not to scale.



MOVEMENT STRATEGY

In accordance with paragraph 114 of the National Planning Policy Framework, a Transport Assessment has been conducted to support the development proposals. The assessment addresses the following transport and highways aspects:

- Will safe and suitable access be provided for all users?
- Will opportunities for travel by sustainable modes of transport be maximised?
- Will there be any unacceptable residual impact, particularly in terms of queueing, delays at local junctions, and highway safety?
- Will the design of streets, parking areas, and other transport elements adhere to current national guidance?

This assessment ensures that the development complies with national planning policies and aims to mitigate any potential adverse impacts on transportation and highway infrastructure.

EXISTING CONDITIONS

Lodge Road is a two-way inter-urban single carriageway with a 40mph speed limit along the site frontage, which reduces to 30mph approximately 150m north of the site. A footway is present on the eastern side of the carriageway from this point onwards.

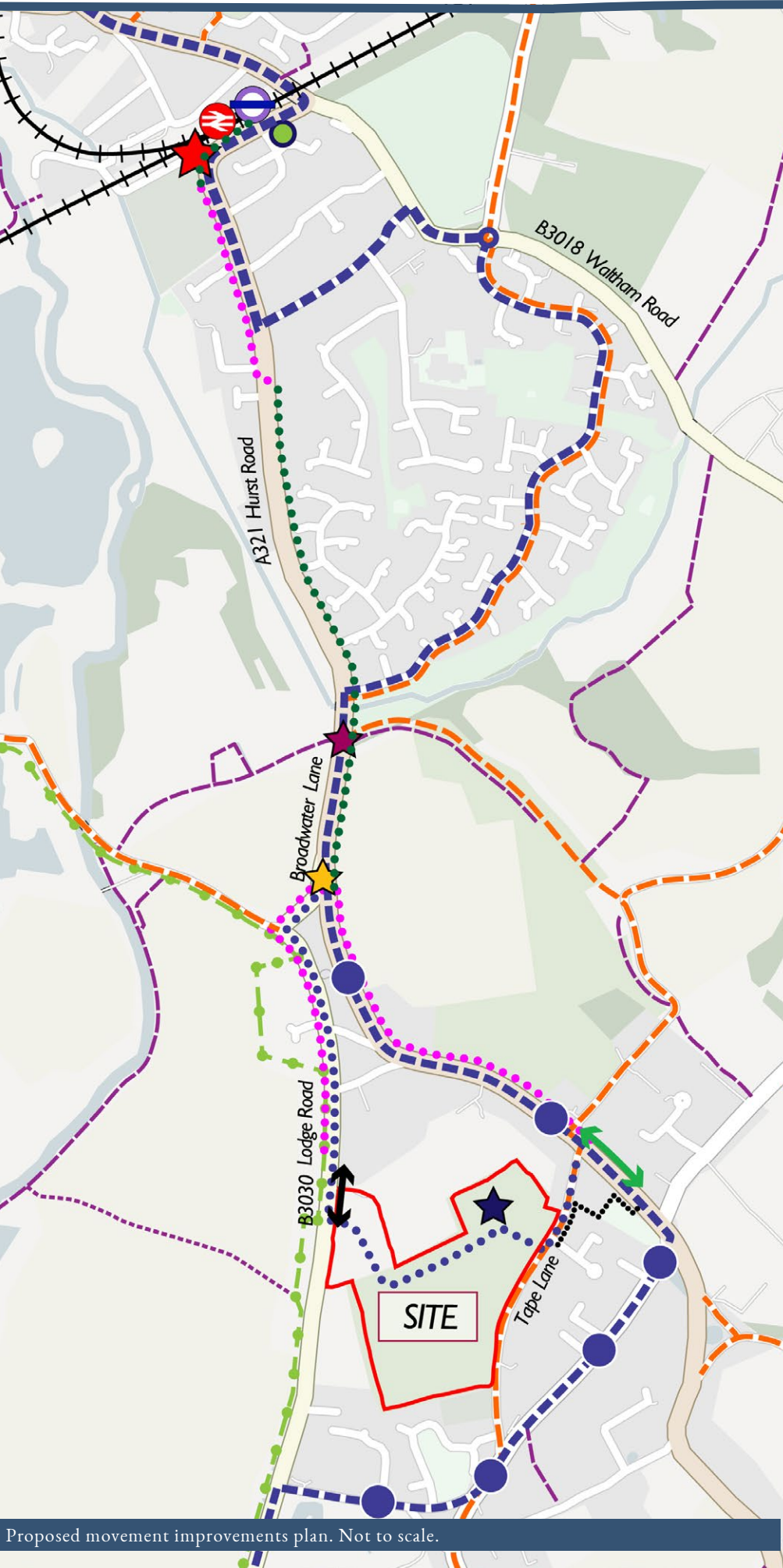
Tape Lane connects School Road to the south and Broadwater Lane to the north. This lane is a quiet rural route with minimal traffic, designated by Wokingham Borough Council (WBC) as a 'Quiet Link' cycle route. These characteristics make Tape Lane suitable for shared use by pedestrians and cyclists, who perceive it as a space to occupy rather than simply a road to cross. South of the site, access to Hurst Village Hall, a primary school, and a pre-school is facilitated by the footway on the eastern side of School Road. Tape Lane connects both ends to broader village facilities.

Hurst is classified as a Tier 3 settlement in WBC's Settlement Hierarchy, offering a range of essential services such as a Village Hall, Shop/Post Office, primary school, pre-school, green spaces, sports facilities, and public houses. These amenities are within comfortable walking distance (less than 800m) from the site and are easily accessible. Additionally, higher-level services are available in nearby towns like Twyford and Winnersh, as well as in Wokingham and Reading, accessible by bus.

To promote sustainable transportation modes for accessing local and higher-order services, the development proposals include significant improvements for pedestrians, cyclists, and public transport. These enhancements are detailed in the Transport Assessment and summarised in this chapter.

SUSTAINABLE TRANSPORT IMPROVEMENTS

To encourage residents, both current and future, in Hurst to adopt active modes of travel, the development proposals include extensive enhancements to the local highway network.



- Site boundary
- 128/129 bus routes and nearby bus stops
- Potential to divert 128/129 services through the site
- Greenway routes: Loddon Long Distance Path (WBC Rights of Way Improvement Plan 2020-2030)
- Public Right of Way: proposed new routes (WBC Rights of Way Improvement Plan 2020-2030)
- Public Right of Way: footpaths
- Cycle routes
- Proposed advisory cycle lanes
- Proposed shared use footway/cycleway
- ↔ Proposed footway and pedestrian crossing improvements to existing shop/Post Office
- ★ Proposed pedestrian crossing point
- ★ Proposed cycle crossing improvements at Lodge Road / Broadwater Lane junction
- ⊞ Twyford railway station
- ⊞ Tube network: Elizabeth Line
- ★ Opportunity to deliver a new bus shelter, large cycle storage, footway/cycleway link and existing pedestrian crossing to be replaced
- Opportunity to deliver a new bus shelter
- ★ Opportunity to deliver an on site mobility hub that could include a bus stop, EV charging, cycle parking and bike hire
- ↔ Proposed footway improvements along B3030 Lodge Road
- Potential pedestrian and/or cycle route to local shop (subject to agreement with St Nicholas Hurst Parish Council)

PEDESTRIAN IMPROVEMENTS

A comprehensive range of pedestrian infrastructure improvements will be implemented in Hurst village to prioritise walking as the preferred mode of local travel. These include:

- Footway enhancements along Lodge Road, creating a pedestrian link leading north from the site.
- A new circa. 20m section of 2.0m wide footway on the western side of Tape Lane, reducing the need for pedestrians to walk on the carriageway to access School Road south of the site.
- Improvements to footways and pedestrian crossings at the junction of School Road and Tape Lane, enhancing safety for journeys to St Nicholas Pre-School and St Nicholas CofE Primary School.
- Comprehensive pedestrian improvements along the northern part of Tape Lane and Broadwater Lane, improving access to the existing Hurst village bakery and shop. These enhancements include widening existing footways on both Tape Lane and Broadwater Lane, installing new uncontrolled pedestrian crossings, and implementing a 20mph zone.

Detailed information on these improvements can be found in the Transport Assessment.

CYCLE IMPROVEMENTS

The development will deliver a comprehensive cycle improvement scheme towards Twyford Railway Station, covering approximately a 2km stretch along Lodge Road, Broadwater Lane, and Hurst Road, from the site to Twyford Railway Station. This scheme would deliver the WBC LCWIP aspiration for improved connectivity between Hurst and Twyford, improving access to its facilities, the rail network and schools. The proposals are detailed in full within the Transport Assessment and include:

- The introduction of advisory cycle lanes on either side of Lodge Road and Broadwater Lane within Hurst and additional pedestrian crossing points.
- A new length of 3m wide shared footway/cycleway on the eastern side of Hurst Road leading north towards Twyford Railway Station, with pedestrian connections to existing public rights of way.

- Substantial improvements to the existing cycle and bus infrastructure at Twyford railway station to introduce improved cycle parking and bus layby arrangements, as well as a new bus shelter for westbound bus services towards Hurst from Twyford.

PUBLIC TRANSPORT IMPROVEMENTS

A new bus service will be introduced between Hurst and Twyford, operating at a half-hourly frequency from Monday to Saturday. This self-funded service will operate during tailored operational hours, significantly improving existing public transport connections within Hurst. It will complement the current 128/129 service.

The new service will be accessible to all Hurst residents, with direct stops at Twyford Railway Station and Twyford center. This enhancement aims to improve connections to higher-order services and provide direct access to Piggot CE Secondary School nearby.

MOBILITY HUB

The development includes a commitment to deliver an on-site mobility hub within the development. The mobility hub will include a range of measures including:

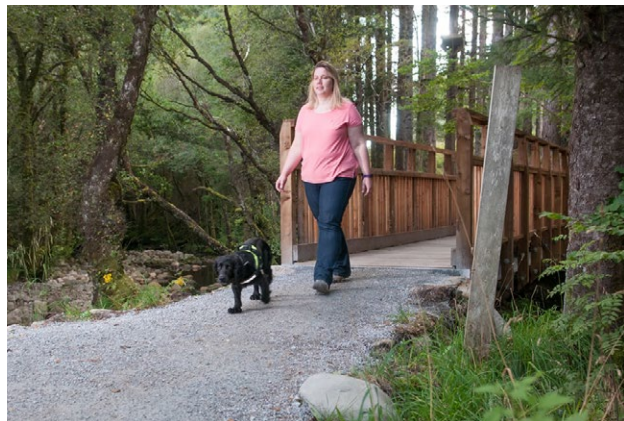
- Access to a local Car Club, including one capable of supporting an electric vehicle.
- A bus stop (for the proposed new bus service), including Real Time Passenger Information (RTPI) for the new service and existing 128/129 bus service which operates within Hurst.
- Short-stay cycle parking for visitors of the proposed development.
- A bike repair / cycle maintenance area.
- Parcel lockers, which will enable parcel drop-off and storage for residents of the development and locals within Hurst.

TRAVEL PLAN

The development will also be supported by a Travel Plan that will commit to delivering a package of measures and active travel strategies to promote sustainable travel opportunities. These will include green travel vouchers, as well as bus taster tickets and personalised travel planning services.



-  Pedestrian routes
-  Shared pedestrian and cycle routes
-  Potential alternative pedestrian/cycle connection to local shop (subject to agreement with St Nicholas Hurst Parish Council)
-  Proposed pedestrian improvements along Tape Lane and School Road
-  Mobility hub
-  Proposed bus route
-  Existing bus route



VEHICULAR ACCESS

Vehicular access to the site is proposed onto Lodge Road in the form of a new priority-controlled ghost island right-turn lane junction. The proposed development access road will be 6.0m wide and will include relocation of the 30mph speed limit south of the site access junction. To ensure safe pedestrian access, a new length of footway will also be provided on the eastern side of Lodge Road to facilitate pedestrian journeys to the north. The footway has been carefully designed with expert arboricultural advice to ensure the retention of trees adjacent to Lodge Road.

Further points of access for pedestrians and cyclists will be provided onto Tape Lane at the north-eastern and south-eastern corners of the site respectively, providing direct, intuitive and attractive connection towards the core village facilities.

The form of the access mirrors that previously agreed with WBC in conjunction with the previous application at the site and has been subject to a Stage 1 Road Safety Audit. All matters raised within the audit have been addressed and therefore the design will provide safe and suitable access to the development for all users.

An additional 3.7m wide emergency vehicle / bus access is also proposed onto Tape Lane at the north-eastern extent of the site. The access will lead to an emergency vehicle / bus access corridor within the site that will be designed to ensure access by vehicles is prohibited for all regular vehicles.

The internal layout of the site will be designed in line with the principles set out in the Manual for Streets guidance document, adopting healthy streets principles, with walking and cycling at the heart of the road hierarchy and layout structure. A network of footways/ cycleways will be provided within the development that will create a permeable network for pedestrians

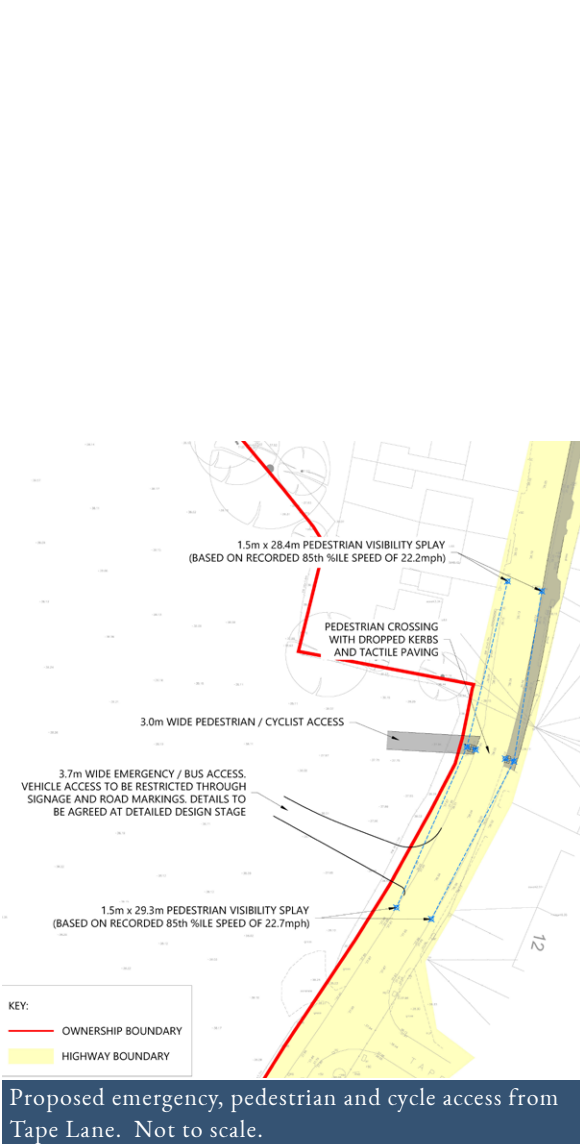
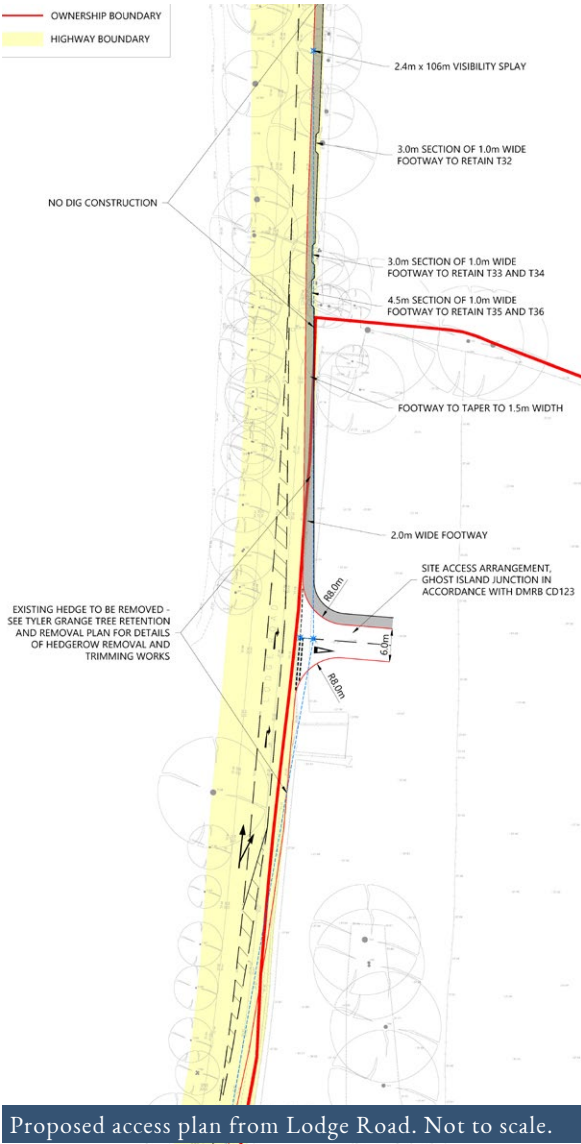


- Primary route
- Secondary routes
- Private drives
- Emergency access

and cyclists, as well as a series of leisure routes. This internal network of footways will tie into the pedestrian and cycle infrastructure at the proposed development site access, as well as the additional points of access for pedestrians/cyclists at Tape Lane.

Car and cycle parking will be provided at the development in accordance with prevailing Wokingham Borough Council standards, as set out in the Parking Standards Study Report (2011). All homes will be provided with electric vehicle charging facilities to promote low carbon transport.

The internal site layout will be designed appropriately such that a refuse vehicle, as well as emergency service vehicles are able to access, circulate and egress the site in a forward gear and reach within acceptable distances to all proposed dwellings. There will be a maximum carry distance of 30m for residents and 25m for operatives, in line with Manual for Streets guidance and Building Regulations.





RESIDENTIAL STREET CHARACTER

A residential street ‘character area’ approach has been adopted for both development areas to ensure proposals respond to local context while being engaging and varied.

The residential street character areas are designed to respond to the immediate local context at their position within the masterplan. They contribute to creating a sense of place and a cohesive development that is visually and functionally integrated with its surroundings. These street areas are determined by various placemaking tools, including density, building types, architectural treatment, materials and landscape. This section explores the diverse yet cohesive range of character areas within Land east of Lodge Road. It is expected that future applications for reserved matters should align with the vision for residential street character areas outlined in this chapter.

CHARACTER AREAS

The five character areas identified are as follows:

-  Village Lanes
-  The Avenue
-  Lodge Pond Gateway
-  The Common
-  Green Lanes





OVERARCHING URBAN DESIGN PRINCIPLES

The purpose of the overarching design principles outlined in the following pages is to promote good design throughout the development of Land east of Lodge Road. These principles will be applicable to both character areas and will help ensure that the development is cohesive, functional and visually appealing. They will guide decision-making in all aspects of the development including layout, architecture, materials and landscaping. Adhering to these principles will result in a development of high-quality design that is in keeping with the character of the area.



Block Structure

The arrangement and organisation of blocks within the development should promote positive building frontages onto all streets and spaces, provide defensible space at the front of dwellings units and for all ground floor apartments, establish clear and appropriate boundaries between private and public areas and avoid blank facades facing public spaces and streets.



Apartment Design

All flats above garages and maisonettes within the development should be designed with a dual aspect. Communal spaces will be provided to the same quality and protection as a dwelling house. Additionally, small, secure and well-landscaped car parks will be provided for residents.



Tenure, design and layout inclusivity

The development does not differentiate between different types of housing tenure in terms of design, layout, or architectural style. Additionally, parking provision and amenity standards are consistent across all housing types within the development.



Street Trees

Land east of Lodge Road will incorporate street trees where appropriate within the proposals. This will include a more regular pattern of tree planting to define key routes/ public realm, and irregular planting along minor streets.



Treatment of the Public Realm

The public realm within Land east of Lodge Road should be designed with a cohesive, varied and high-quality material palette. The street widths and design should support the street hierarchy, promoting legibility and creating a sense of place. Public spaces must be accessible and inclusive for all users, providing opportunities for socialisation and leisure. The design will be carefully crafted with safety in mind, promoting walking and cycling as sustainable modes of transportation.



Permeability

The design of streets, routes, and pathways within Land east of Lodge Road should aim to follow desire lines and provide clear and obvious access to key destinations such as green spaces, plays area, and the early years and childcare centre. The routes should be designed to create safe, secure and inclusive environments, utilising natural surveillance and appropriate lighting.



Parking

The provision of parking at Land east of Lodge Road should be conveniently located for all residents and visitors and assimilate with the street scene through suitable visual mitigation such as planting. Parking provision and arrangement should prevent ad-hoc parking and offer a range of parking typologies and solutions including on-street, on-plot and within secure, private, allocated parking courts.



Building Design

All buildings within Land east of Lodge Road should be of good design and reflect their location within the masterplan. Building materials should reflect the local vernacular with landmark buildings providing legibility through additional architectural and visual interest. All buildings should be sustainable, designed with inclusivity in mind and well-serviced with excellent digital provision.

LODGE POND GATEWAY

Inspired by the agricultural buildings, including farmsteads found on the periphery of Hurst, the Lodge Pond character area forms a key gateway, being the first buildings visitors see when approaching the village from the west.

This character area will form an idyllic setting with agriculturally inspired buildings overlooking the common, complete with a permanently wet feature duck pond.

The architectural features, colours, and material choices in this area are deliberately curated to sensitively integrate with and reflect Hurst's agricultural rich heritage.



Lodge Pond Gateway character area. Not to scale



Lodge Pond Gateway artist impression



Building typologies

Predominantly will consist of linked terraced houses, and flats over garages, with opportunity for detached houses on corners.



Building heights

Building heights of up to two storeys.





Building density

This area will feature medium to higher densities compared to other areas, reflective of linked homes and flats above garages. This will mirror the building typologies of surrounding agricultural buildings and farmsteads.



Building lines

A formal and consistent building line with minimal variation is proposed. The emphasis will be on rhythm and repetition to create a strong sense of continuity.



Materials and colour

Reflecting its location as a transition from the countryside, this area will predominantly feature black timber weatherboarding, redbrick or a combination of both. There will be a predominance of buff or grey coloured roof tiles.



Street Design

The street design will feature a single-sided, shared-surface lane with tree planting.



Boundary treatments and setbacks

Front gardens will generally range between 2m and 3m in size. They will be characterised by estate railings with soft planted areas.



Parking arrangements

Parking will be primarily located on plot, with some use of rear parking courts associated with FOG arrangements. Discreet street parking for visitors will be set within the landscaping. Any garages to be recessed slightly behind the building line.



Planting strategy

Planting will reflect this street character area's close relationship with adjacent public open space, through the use of shrubs, hedgerow and tree planting. A soft naturalistic planting strategy will help to soften the transition between the development and the landscape beyond. Tree planting groups will be introduced to help mitigate visual impact on the development from the proposed common.



THE AVENUE

Inspired by the landscaped streets found throughout Hurst and the ordered brick and bay-windowed homes of nearby Broadwater Lane where it meets Tape Lane, The Avenue forms a key, generously landscaped, sustainable, and active travel corridor, lined with trees and formally arranged buildings.



The Avenue character area. Not to scale



The Avenue artist impression



Building typologies

Predominantly consisting of semi-detached and terraced homes, with some maisonettes and detached homes located on corners.



Building heights

Building heights of up to two storeys.





Building density

Comparatively, this area will feature medium to higher densities compared to other areas.



Building lines

A formal and consistent building line with minimal variation is proposed. The emphasis will be on rhythm and repetition with subtle changes in architecture.



Materials and colour

A predominance of red brick, with some properties featuring render to the first storey. Additionally, there will be a mix of red/brown or black/grey roof tiles.



Street Design

A street featuring a mobility hub, including a bus stop, planted verges, a combined pedestrian and cycle path, footway, and access lanes to homes, ensuring minimal crossing of the cycle routes.



Boundary treatments and setbacks

Front gardens will generally be around 2m in size. They will be characterised by soft planted areas, with some featuring hedge boundaries where possible.



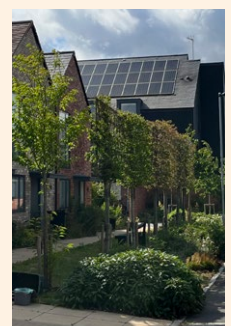
Parking arrangements

Parking will be primarily located on plot. Any garages to be recessed behind the building line to reduce car dominance within the street. Frontage parking should be limited.



Planting strategy

Planting within The Avenue will be more formal in character. Formal shrubs, clipped native single-species hedges and uniform avenue tree planting will promote a cohesive character, helping to create a sense of order and continuity, enhancing the overall experience of the space for both residents and visitors.





Ornamental roll top
ridge tile

Chimneys

White/cream render

Sash windows

Diamond brick pattern

Brick banding

Recessed porches

Bay windows

Shared foot/cycle

Planted boundary treatments

Open porches



Cream/white render

Decorative finial

Faux exposed timber frame

Secure delivery lockers

Bus stop

Cycle parking and
cycle maintenance area

Hedgerow planting

Street tree planting

Parking integrated within the landscape

Footway

Brick quoining

Shared surface streets