



South Wokingham. Phase 2b Design Code

P22-0345_G002H | January 2025



“The creation of **high quality, beautiful and sustainable** buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para. 131, NPPF Dec. 2024)

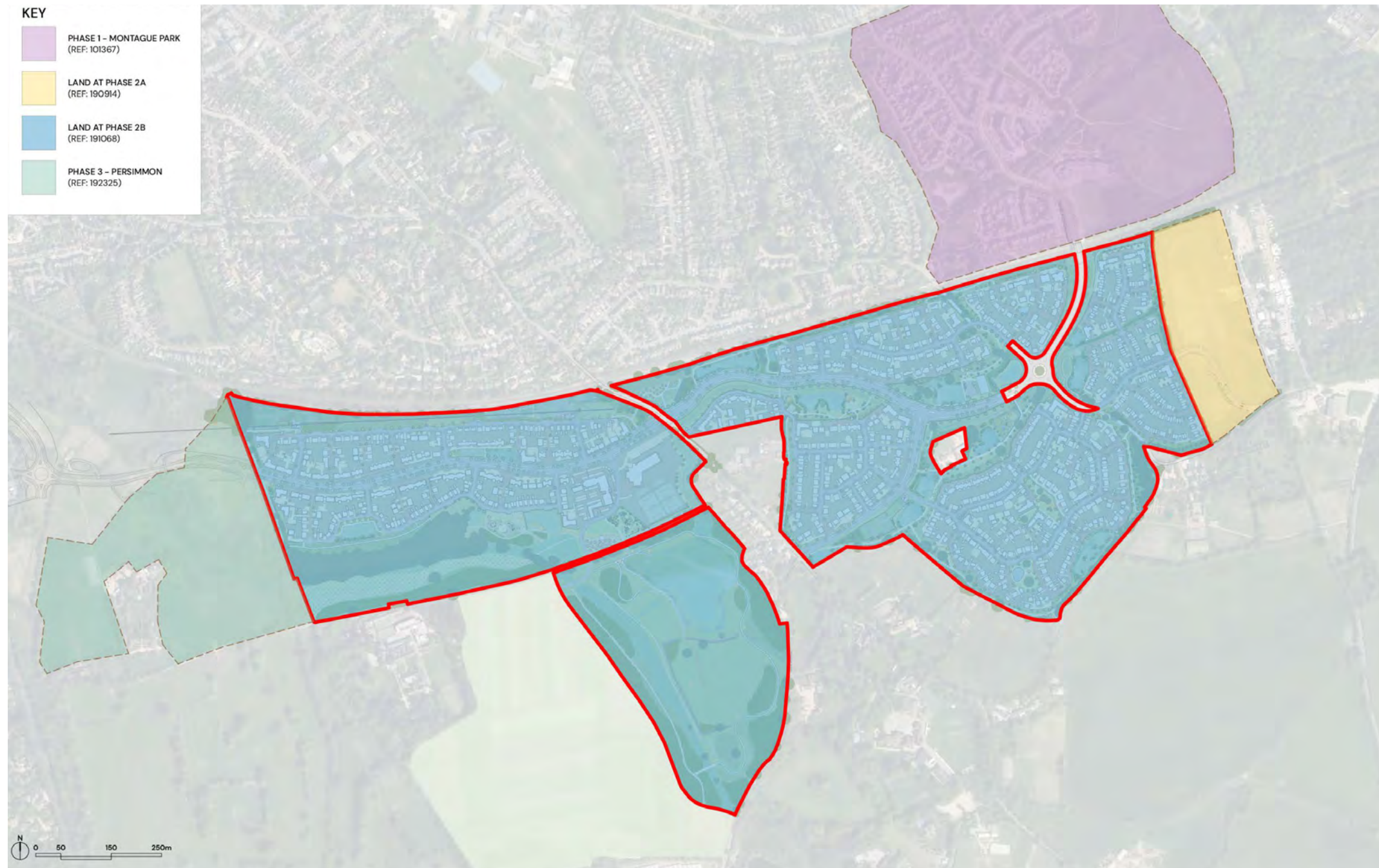
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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

01 The Vision



Phase 2b in relation to the surrounding Allocation

INTRODUCTION

- 1.1 This Design Code has been prepared on behalf of Miller Homes and Kier Venture Ltd and addresses the requirement of Condition 4 associated with the hybrid planning application permission for Phase 2b of the South Wokingham Strategic Development Location.
- 1.2 Land at Phase 2b ('the Site') lies to the south of the railway line (see plan opposite), and forms part of the wider South Wokingham Strategic Development Location (SWSDL) identified in the Core Strategy for a mixed use development of around 2,500 dwellings. The SWSDL straddles the Reading – London railway line to the south of the town. With the exception of Land to the South of St Anne's Manor, land to the north of the railway has been largely built out. A bridge across the railway line from Montague Park into the Site has now been constructed.
- 1.3 Land at Phase 2a forms the eastern most extents of the SWSDL to the east of Phase 2b. Land to the west of Phase 2b is in control of Persimmon Homes and completes the SWSDL to the south of the railway.

HOW TO USE THE CODE

Purpose

- 1.4 The Government places great importance on the design of the built environment in the National Planning Policy Framework (NPPF), with good design being identified as a key aspect of sustainable development. The NPPF identifies design codes as a tool which local planning authorities should use to help deliver high quality, beautiful and sustainable buildings and places.
- 1.5 The NPPF also identifies that design codes should be consistent with the principles set out in the National Design Guide (NDG) and National Model Design Code (NMDC) to create beautiful and distinctive places with a consistent and high quality standard of design. The relationship of this Design Code to the NMDC is set out later in this Chapter of the document.
- 1.6 The purpose of this Design Code is two-fold. It is designed to fulfill the objectives of the NPPF, NDG and NMDC in creating high quality, sustainable places for the future. It is also designed to address Condition 4 of the hybrid planning permission for Phase 2b, with particular reference to:
- i) amplification of the principles for development in each of the character areas and street typologies demonstrating a comprehensive approach that will deliver a cohesive development with distinct character areas within it;
 - ii) an interconnected movement network delivering a hierarchy of streets and paths to prioritise movement by pedestrians and cyclists, and;
 - iii) principles for how parking to the councils standards will be delivered within each character area including integration of unallocated parking in the public realm.
 - Items iv), v), vi) of Condition 4 will be addressed in the 'sister' document – Landscape Design Statement – also required by Condition 4. The Landscape Design Statement and this Design Code should be read together in developing and assessing development proposals for Land at Phase 2b.

Methodology

- 1.7 This Design Code will be used as a reference document by individual developers and their design teams in working up reserved matters applications and by Wokingham Borough Council in assessing proposals. It will help to ensure co-ordinated and high quality design within Land at Phase 2b and in consideration of Phase 2a to the east.
- 1.8 The Code has been carefully constructed as a short, concise and accessible document. Where possible, an emphasis has been placed upon instruction using plans, diagrams and tables, with words kept to a minimum to achieve these aims. This will help provide clarity and avoid ambiguity.
- 1.9 The structure of this Code responds to the requirements of Condition 4 and an individual developer and their design team should use the Code in the following way:

PART 1 – THE VISION

This part of the Design Code sets the scene and provide context for the codes themselves. Policy and design context is outlined in this part of the document, including the Parameter Plans underpinning the hybrid application.

PART 2 – SITE WIDE CODES

Part 2 of the Design Code sets out the codes and guidance principles which are applicable to the site as a whole. Part 2 will underpin the key site-wide themes, which will shape the detailed design proposals. Broadly, site-wide codes outlined in Part 2 of the Design Code will be associated with identity, movement, built form, and landscape .

PART 3 – CHARACTER AREA CODES

Part 3 of the Design Code underpins design codes that are specific to each of the proposed Character Areas, in order to reinforce distinctiveness on the one hand and consistency, uniformity and integration on the other.

PART 4: IMPLEMENTATION

Part 4 of the Design Code provides guidance on the implementation of the codes and the monitoring and review process.

PLANNING CONTEXT

1.10 The development plan for Wokingham Borough Council comprises:

- Wokingham Core Strategy
- Managing Development Delivery Local Plan

Wokingham Core Strategy:

1.11 Wokingham's Core Strategy Local Plan, adopted in 2010, creates a long-term vision for the evolution of the borough. The fundamental objective of the Core Strategy is to set out where development will occur within the borough up to 2026, having regard to health, wellbeing, and quality of life. This includes protecting the character of the borough by maintaining/improving the built and natural environment while mitigating the effect of new development on the environment to ensure good design which is in keeping with the local area.

1.12 Core Strategy Policy CP21 allocates the site at South Wokingham Strategic Development Location as suitable for circa 2,500 new homes, a primary school and appropriate retail and leisure facilities, in accordance with the borough-wide requirement to provide at least 13,200 dwellings between 2006-2026.

Managing Development Delivery ("MDD") Local Plan:

1.13 The Wokingham MDD plan was adopted in February 2014 and builds upon the Core Strategy, with more detailed policies for all types of development in the borough and further site allocations. The MDD aims, amongst other things, to ensure good design which is in keeping with the area.

1.14 The following policies are of relevance to this Design Code and will be referenced as appropriate:

- **Policy CP1** – Sustainable Development
- **Policy CP2** – Inclusive Communities Housing
- **Policy CP3** – General Principles for development
- **Policy CP5** – Housing mix, density and affordability
- **Policy CP21** – South Wokingham Strategic Development Location
- **Policy CC03** – Green Infrastructure, Trees and Landscaping
- **Policy CC07** – Parking
- **Policy CC09** – Development and Flood Risk
- **Policy CC10** – Sustainable Drainage
- **Policy TB07** – Internal Space Standards
- **Policy TB08** – Open Space, sport and recreational facilities standards for residential development
- **Policy TB21** – Landscape Character
- **Policy TB23** – Biodiversity and Development
- **Policy CW2** – Open Space Requirements

Supplementary Planning Documents

- Wokingham Borough Council Borough Design Guide SPD (June 2012)
- South Wokingham Strategic Development Location SPD (October 2011)
- Living Streets: A Highways Guide for Developers in Wokingham (2019)

HISTORY

1.15 Hybrid planning permission for Phase 2b has been granted for a mixed-use development including up to 1,434 dwellings, neighbourhood centre (A1, A2, A3, A4, A5 and D1 including community building D1/D2), public open space, play areas and associated infrastructure and landscaping; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), under reference 191068.

1.16 The Site is part of the SDL strategic allocation within Wokingham Borough, which includes:

- Phase 1, known as Montague Park, is located to the northeastern corner of the allocation and to the north of the railway line was granted by WBC in 2012 and is now complete (ref: O/2010/1712);
- Phase 2a comprises land to the eastern end of the allocation and is due to be granted outline planning permission (ref: 190914) for up to 215 dwellings;
- Phase 3, to the western end, land south east of Finchampstead Road is due to be granted hybrid planning consent (ref: 192325) for up to 171 dwellings;
- Planning permission has been granted for the South Wokingham Distributor Road (SWDR) between Finchampstead Road and Waterloo Road (ref: 192928).
- Planning permission has also been granted for the Eastern Gateway, a 420m single carriageway road, connecting Montague Park to a new junction with Waterloo Road, via a new bridge over the railway line (second phase of the SWDR) (ref: 172934).

1.17 The Design Code will have regard to other neighbouring sites through movement links, architectural scale, massing and orientation.

CONDITION 4

- 1.18 Condition 4 requires the submission of a Site-Wide Masterplan, Design Code and Landscape Design Statement. These elements have been submitted to WBC as separate documents, albeit the Site-Wide Masterplan is also embedded in this Design Code and the Landscape Design Statement.
- 1.19 The requirements of the Condition are set out opposite, and the documents that address each element of the Condition are 'signposted' for reference.

	Condition 4	Document Location
	Before submission of the first reserved matters a Site-Wide Masterplan, Design Code and Landscape Design Statement – which build on the principles established by the South Wokingham Land at Phase 2b of the Strategic Development Location Design and Access Statement (P19- 1075_1D, December 2020), Phase 2B of the South Wokingham SDL Green Infrastructure Strategy document (GIS) (P19- 0052_04D, August 2020) and Drawing No P19- 0052_16D Landscape Masterplan – shall be submitted to and approved in writing by the local planning authority and subsequent applications pursuant to reserved matters and conditions shall be in accordance with the approved details. The details shall include:	
i)	amplification of the principles for development in each of the character areas and street typologies demonstrating a comprehensive approach that will deliver a cohesive development with distinct character areas within it;	Design Code
ii)	an interconnected movement network delivering a hierarchy of streets and paths to prioritise movement by pedestrians and cyclists;	Design Code
iii)	principles for how parking to the council’s standards will be delivered within each character area including integration of unallocated parking in the public realm;	Design Code
iv)	Sufficient separation between development and ancient semi- natural woodland;	LDS
v)	Measures to ensure that the Southern Semi-Natural Corridor provides a sufficient buffer to the open countryside to the south of the site and accommodate the necessary mitigation planting as required by the Landscape and Visual Impact Assessment (LVIA), which may include an increase in width;	LDS
vi)	Measures to ensure sufficient additional specimen tree planting in the Northern Semi-Natural Corridor, especially to the north of Residential Parcel R8 (as identified on Drawing No P18- 0963_191 Framework Plan).	LDS

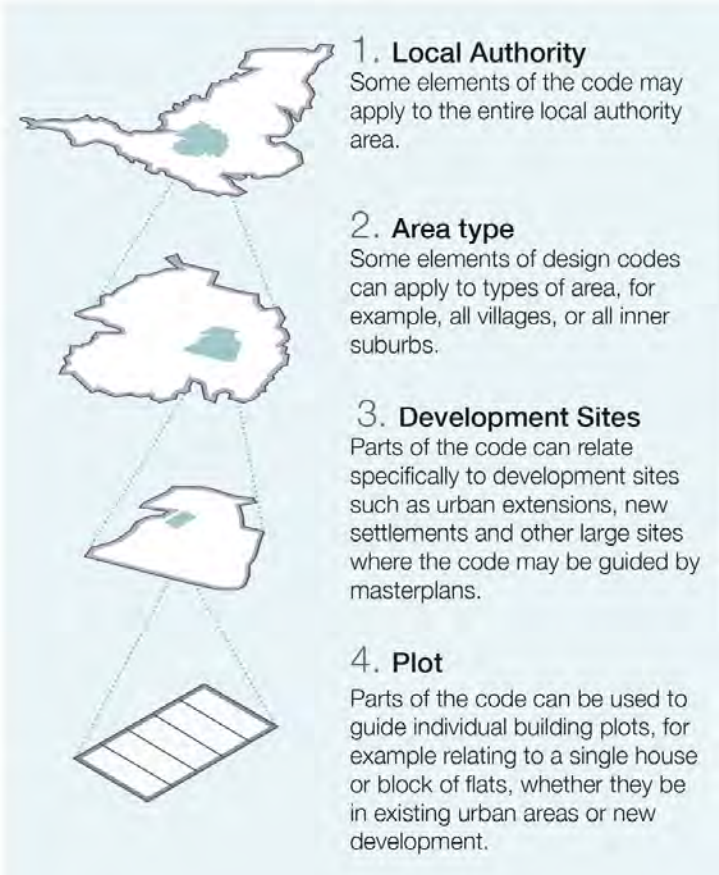


RELATIONSHIP TO THE NMDC PART 1

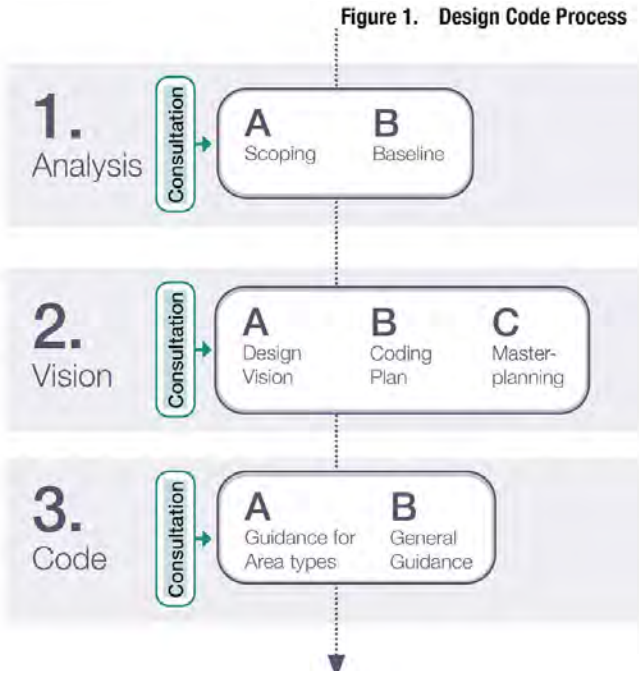
- 1.20 The NPPF requires design codes to take account of the guidance contained in the National Design Guide and National Model Design Code. It also identifies that codes can be prepared on an area-wide, neighbourhood or site-specific scale.
- 1.21 Land at Phase 2b falls into the latter – site specific – category. It is also clear from the NMDC Design Code Process diagram (illustrated opposite (right)) that this Design Code for Land at Phase 2b sits within Stage 3a of the process. The masterplan parameters and key area types have been fixed as part of the hybrid application (Stage 2c – Masterplanning in the process diagram), and the focus of this Design Code is on developing guidance for each area type.
- 1.22 The Guidance for Stage 3a Area Types states that the following issues should be considered : Movement; Nature; Built Form; Identity; Public Space; Use; Homes and Buildings; and Resources. Of these issues, and reflecting the requirements of Condition 4 – namely, the focus on the amplification of the principles for each character area and street typology, interconnected movement routes, and parking principles – this Design Code will concentrate on Movement; Built Form, Identity and Public Space issues.
- 1.23 Inevitably, there is some overlap with the Landscape Design Statement being prepared as part of addressing Condition 4, particularly in relation to Public Space. Where this occurs, the relevant document will be signposted for instruction.

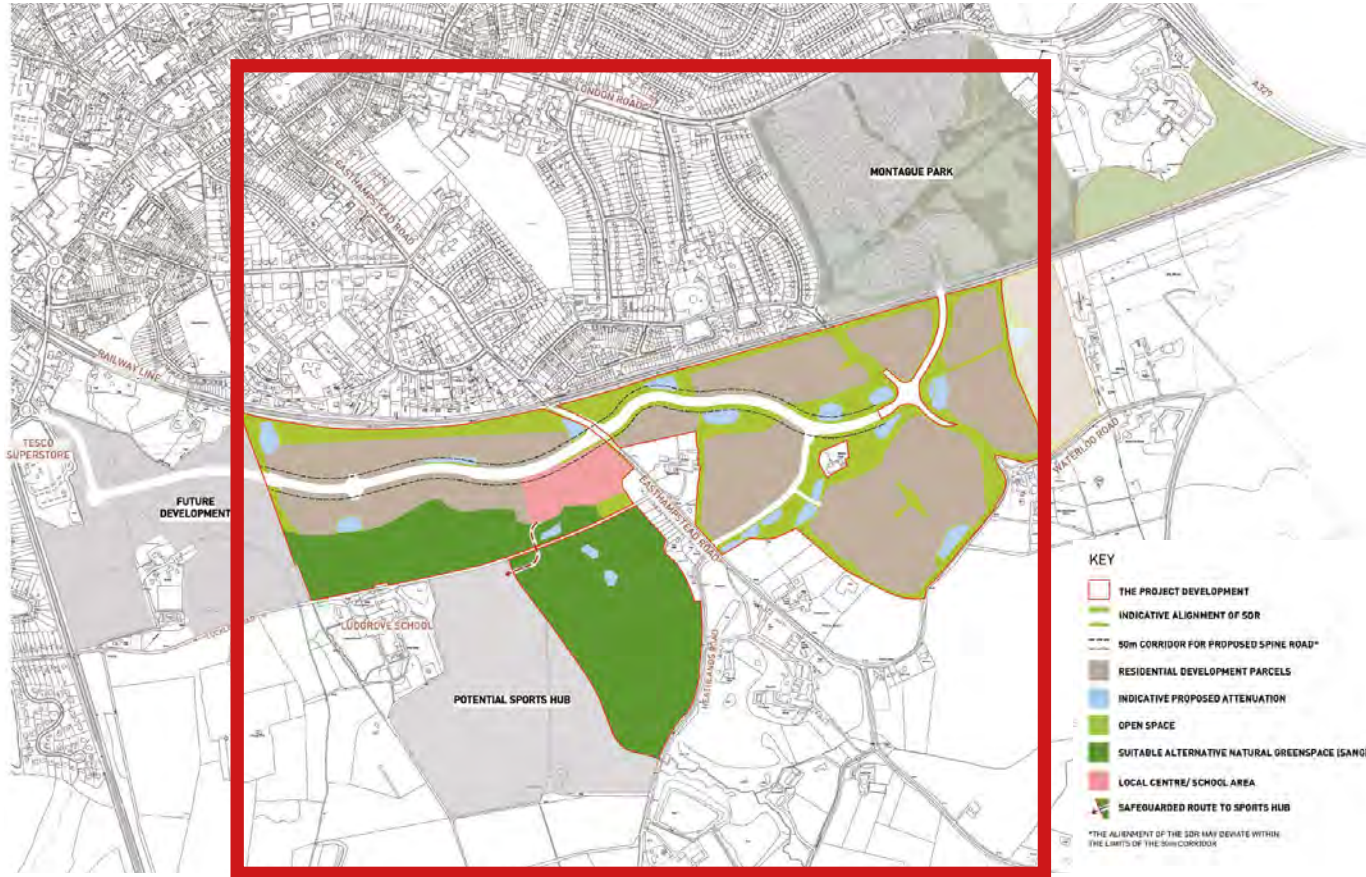
HYBRID PLANNING APPLICATION

- 1.24 The Illustrative Masterplan reproduced opposite (left), and unlike the Parameter Plans, has no formal status in the approved hybrid planning application material. It does, however, provide a strong indication of how the strategies detailed in the Design and Access Statement could come together to provide a locally distinct and coherent framework, integrating landscape, movement and built form considerations.



- 1.25 This Illustrative Masterplan also provides an important starting point for the Detailed Site-Wide Masterplan required by Condition 4, and reproduced in this Design Code. The strategic development parcels, open space areas and movement framework set by the Parameters Plan will remain consistent. The Detailed Site-Wide Masterplan will however, provide greater clarity on the built form in terms of block structure, building typologies, street hierarchy and parking arrangement. The Detailed Site-Wide Masterplan is reproduced on subsequent pages and demonstrates the evolutions of the Illustrative Masterplan. The Hybrid Planning Application for Land at Phase 2b was accompanied by a Design and Access Statement and suite of Parameter Plans setting out the proposed spatial framework of uses at South Wokingham. The Parameter Plans formed the basis on which the application was assessed and represented the key development framework for which approval was sought.

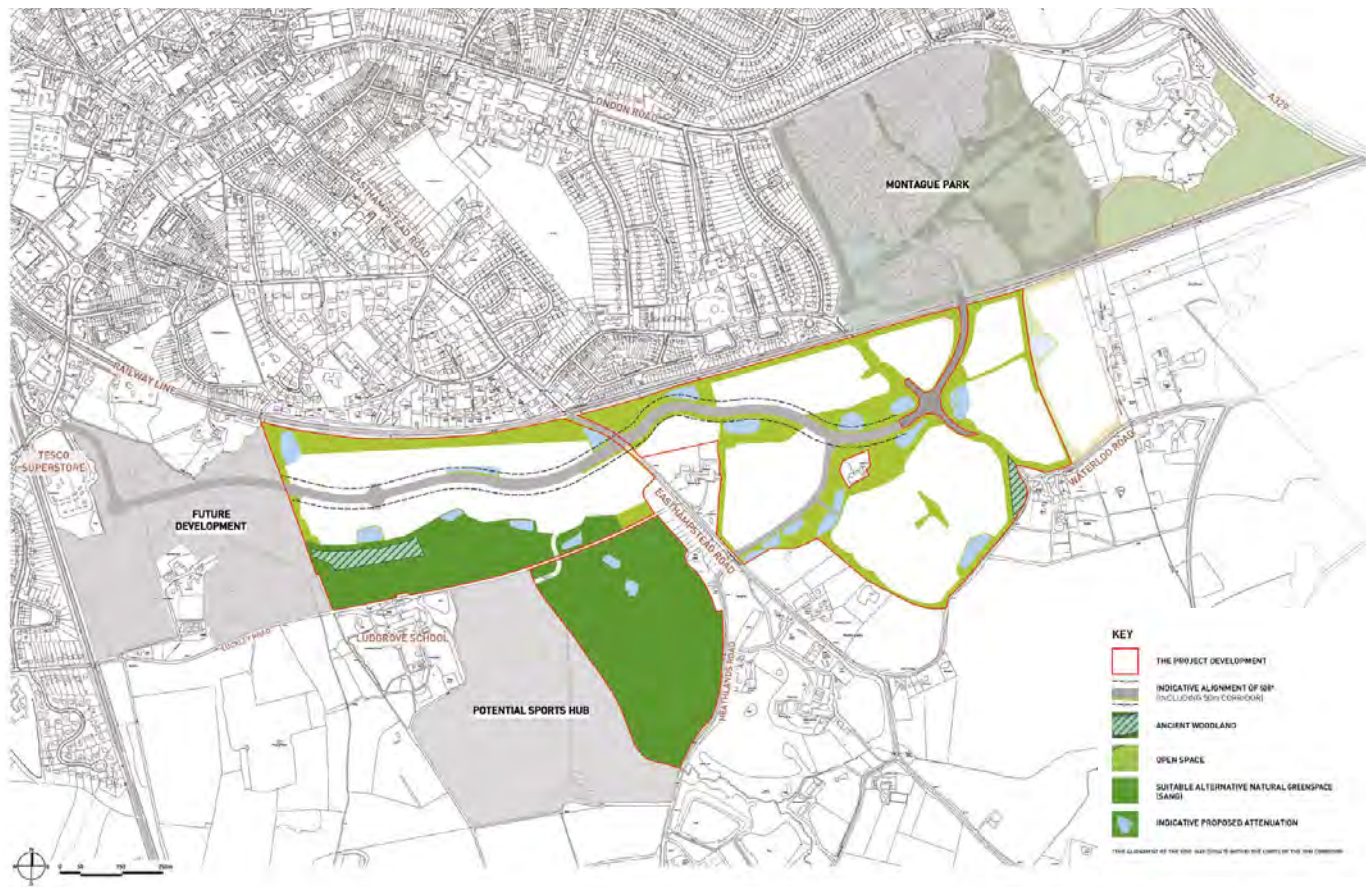




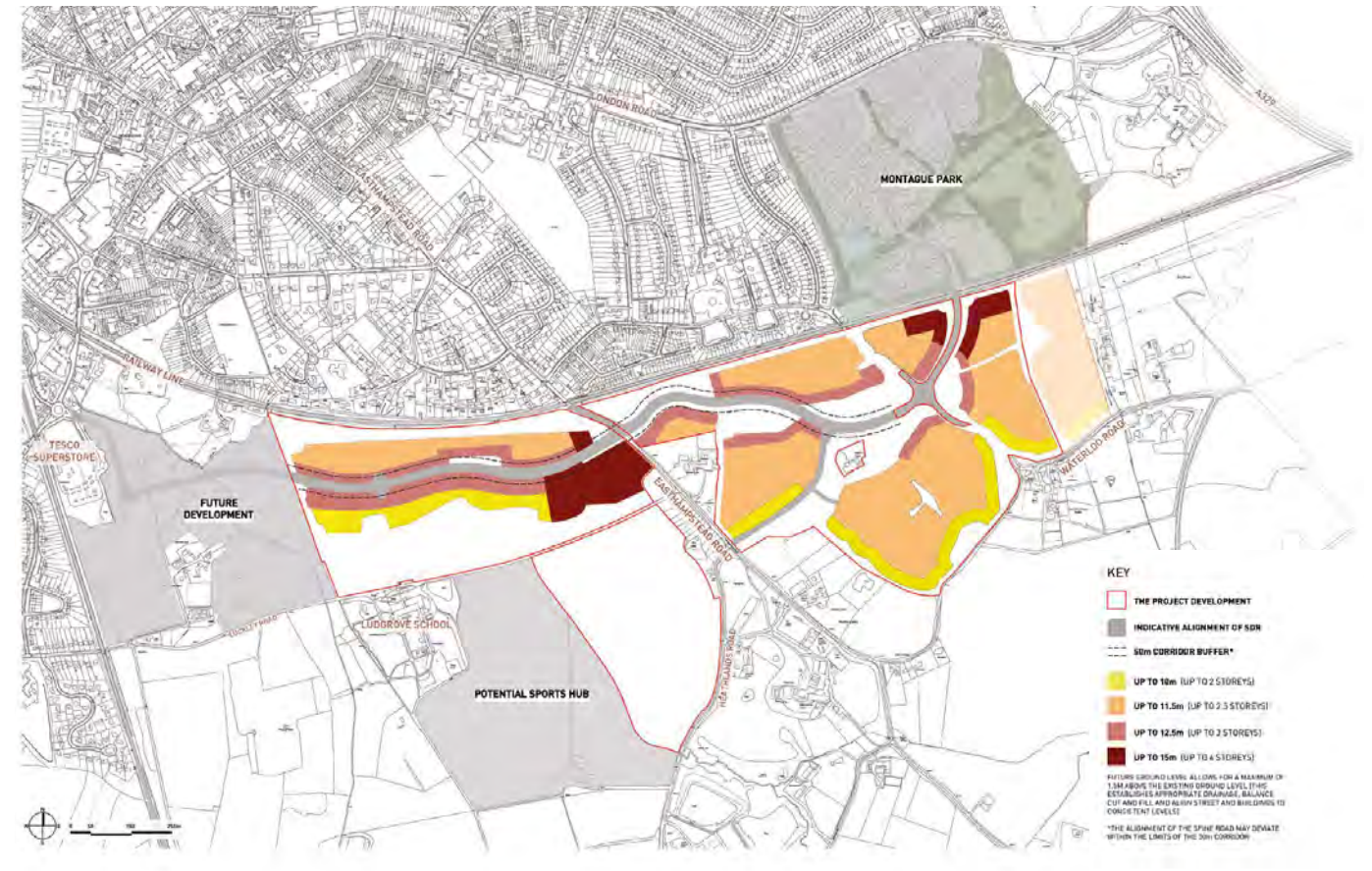
Land Use



Access & Movement



Open Space



Building Heights
Kier Venture Ltd

HYBRID APPLICATION PARAMETER PLANS

- 1.26 The Parameter Plans cover Land Use, Open Space, Access and Movement, and Building Heights. These are reproduced opposite for clarity and show how Phase 2b relates to the rest of the SWSDL south of the railway. In essence, the plans show the Site accommodating the South Wokingham Distributor Road, running east west through the Allocation, flanked north and south by development parcels and open space beyond, including the SANG to the south west. This framework and with the influence of bisecting road and open space corridor creates a series of independent but connected development parcels. These parcels are the focus of this Design Code.
- 1.27 The spatial development principles and development envelopes need to be respected in subsequent design work. This includes the Detailed Site-Wide Masterplan reproduced on the following pages as a central part of Condition 4.



Land Use Parameter Plan Insert



02 Site-Wide Codes

DETAILED SITE-WIDE MASTERPLAN AND THE REGULATING PLAN

- 2.1

Based on the design principles which were established at the Hybrid Planning Application stage, discussions with Wokingham Borough Council Officers, and more detailed design work a Detailed Site Wide Masterplan has been prepared. This plan is similar to the Illustrative Masterplan submitted with the hybrid planning application, but provides more certainty and clarity on the relationship between uses, and form and layout of the proposals. The level of detail shown has been agreed with Officers and appropriate to discharge this element of Condition 4.
- 2.2

Based on the Detailed Site-wide Masterplan, a Regulating Plan has been prepared for this Design Code. The Regulating Plan identifies and signposts the key design principles which will guide the subsequent detailed design at the Reserved Matters stage.

- 2.3

The South Wokingham Development Brief SPD 2011 requires the following design principles to be at the heart of the design of the Strategic Development Location. This Design Code illustrates compliance with the design principles throughout the document.

SPD Design Principle	Explanation	Compliance
a) Character	‘somewhere with a sense of place and local distinction’	
b) Legibility	‘a place which is easy to understand and navigate’	
c) Permeability	‘achieving a form of layout which makes for efficient pedestrian, vehicular movement and public transport provision ensuring places connect with each other’	
d) An articulated townscape	‘creating an interesting, contextually responsive townscape utilising building height, scale and massing, all of which should be related to human scale’	
e) An integrated landscape	‘a place which responds to its landscape setting and draws green space and infrastructure into the heart of the development’	
f) Human scale	‘the arrangement of building forms which are easy for the human eye to read and provide a sense of scale and perspective’	
g) Secure, natural surveillance	‘creating places which are properly overlooked and make for effective passive and active policing’	
h) Detailing, richness and interest	‘promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment’	
i) Quality within the public realm	‘promoting routes and spaces which are attractive, safe and uncluttered’	
j) Continuity and enclosure	‘promoting the continuity of the street frontage and the definition of public and private space’	
k) Adaptability, robustness and sustainability	‘the layout of the SDL and individual buildings should all contribute towards the minimisation of resources from the design stage’	
l) Diversity	‘promoting diversity and choice through a mix of developments and uses, responding to local need’	



Regulating Plan

Miller Homes

Kier Venture Ltd

2.4 The Regulating Plan sets out the design code development parameters, which include

- Proposed land uses;
- Character Areas
- Key frontages;
- Key buildings location;
- Landscaping/open space typology areas; and
- Higher order Street/Movement hierarchy (vehicular and pedestrian);



CHARACTER AREAS & BUILT FORM

	CA1 MAIN STREET
	CA2(A) WATERLOO CORE
	CA2(B) WATERLOO EDGE
	CA3 NEIGHBOURHOOD RESIDENTIAL
	CA4 RURAL EDGE
	NEIGHBOURHOOD CENTRE- SUBJECT TO A SEPARATE BRIEF
	INDICATIVE LOCATION OF A KEY BUILDING
	DEVELOPMENT PARCEL BOUNDARY
	PARCEL NUMBERS

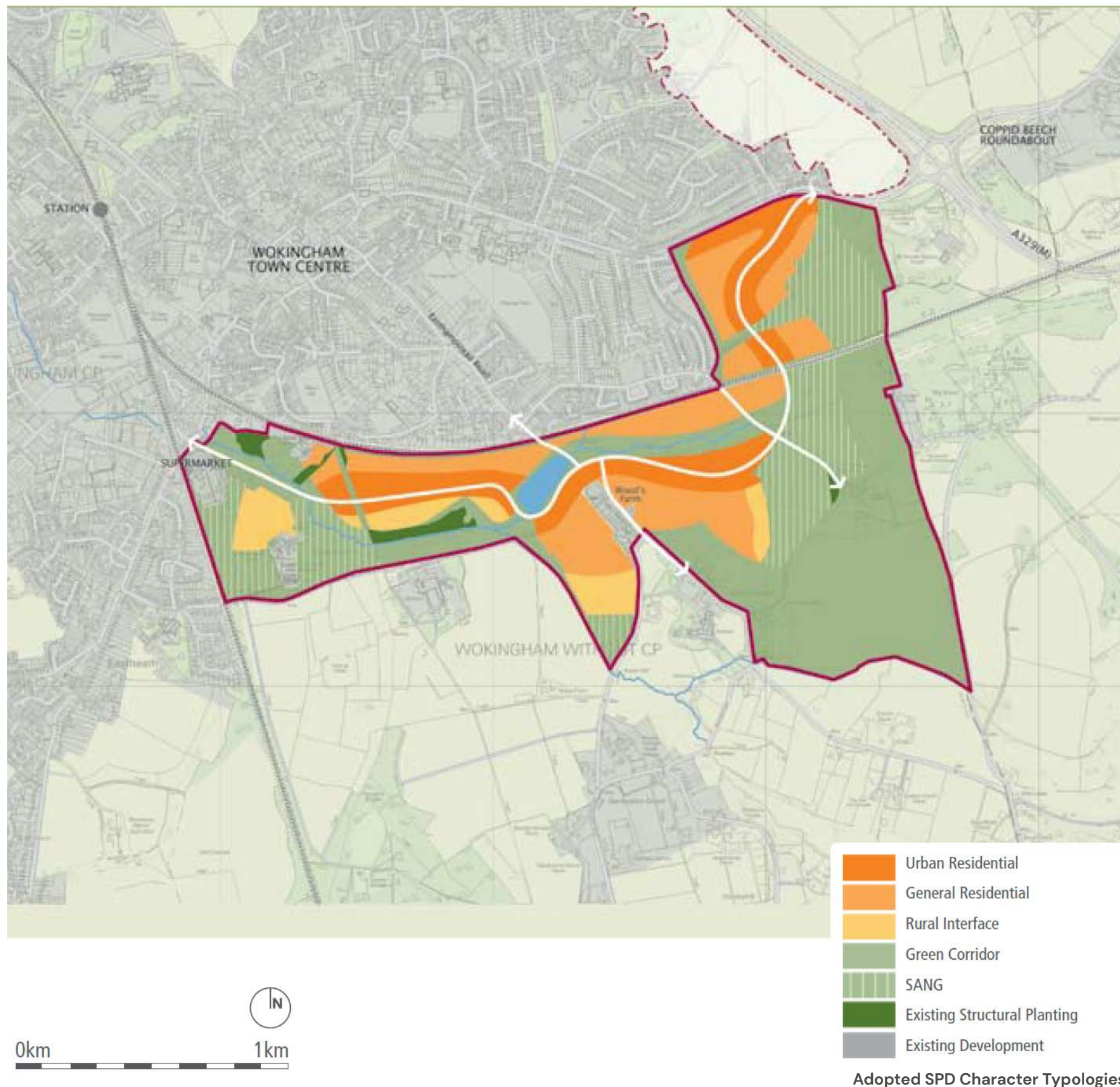
GREEN INFRASTRUCTURE

	APPROVED SUITABLE ALTERNATIVE NATURAL GREEN SPACE (SANG)
	PUBLIC OPEN SPACE
	ATTENUATION BASIN
	ANCIENT WOODLAND

	EXISTING VEGETATION TO BE RETAINED
	PROPOSED ALLOTMENTS / COMMUNITY ORCHARD
	CHILDREN'S PLAY AREA (EQUIPPED)

MOVEMENT

	S.W.D.R. / S.W.D.R. INTERNAL LINK ROAD WITH BUS ROUTE		EXISTING LOCAL ROAD - WITH SHARED FOOTWAY / CYCLEWAY
	SECONDARY STREET WITH BUS ROUTE		EXISTING LOCAL ROAD - WITH FOOTWAY
	INFORMAL PEDESTRIAN / CYCLE ROUTE		EXISTING LOCAL ROAD
	INFORMAL FOOTPATH		EXISTING RIGHT OF WAY - BYWAY OPEN TO ALL TRAFFIC
	INFORMAL FOOTPATH / EMERGENCY ACCESS		EXISTING RIGHT OF WAY - FOOTPATH
			PERMISSIVE FOOTPATH



IDENTITY

- 2.5 The Design and Access Statement (DAS) prepared in support of the Hybrid Planning Application identified four character areas within Land at Phase 2b. These character areas were informed in turn by the four areas identified within the South Wokingham Strategic Development Area SPD (see plan to the left), and comprised:
- Urban Residential
 - General Residential
 - Rural Interface
 - Neighbourhood Centre
- 2.6 The DAS envisaged that each character area will contain its own individual design elements, which aid in making it distinct from other areas, whilst still being part of an identifiable whole. It also foresaw that the boundaries between character areas are not fixed and that these would evolve through detailed design.
- 2.7 The approach envisaged within the DAS has been advanced to to split the general residential character area into two distinct areas. A northern area called Waterloo Core and southern area called Neighbourhood Residential.
- 2.8 The Character Areas Plan opposite (to the right) is based on the Detailed Site-Wide Masterplan and responds to the evolution of the design approach. This Plan should read in conjunction with **Part 3 – Character Areas** – which provides instructions for each area.
- 2.9 The Neighbourhood Centre is covered by a separate Condition as part of the Hybrid Application Planning Permission. As a consequence, only broad principles are covered within this document.



Character Areas Plan

THE NEIGHBOURHOOD CENTRE

2.10 The neighbourhood centre will be a key focal feature at the heart of the development. Parameters for the development of this area fall outside the scope of this document, but some key principles to consider and an example layout are shown below.



DESIGN COMPONENTS	NEIGHBOURHOOD CENTRE PRINCIPLES
General Layout	Buildings will front onto and positively address the space with active edges onto public areas.The size and enclosure of the public realm shall be informed by successful local precedents. Commercial uses will face the SWSDR, with residential uses above.
Built Form	Apartments will be the predominant residential typologies. Gaps between building will be limited, contributing to a high degree of enclosure to the public space. Building heights will range from 2 storey (or equivalent), to 3 storey with the occasional 4 storey element as part of creating a legible focal point to the SDL.
Indicative Average Density	n/a
Approach to Streets, Open Space and Landscape Design	Streets and spaces will have a hard landscape emphasis with formal tree planting. Where not conflicting with other functions, the public realm will look to bring forward shared space principles.
Residential Parking	Parking for non-residential uses will typically be provided within the public realm and shared between uses. Allocated residential parking provision shall be provided within the courtyard within the perimeter block..
Residential Boundary Treatment	Boundary treatments shall typically comprise a combination of privacy strips and railings demarcating small private spaces with modest set-backs.
Materials	The restrained palette of materials applied to the other character areas shall be embraced within the Neighbourhood Centre. This may be supplemented by other secondary and complementary materials to create a contemporary 'heart' to Phase 2.

MOVEMENT

- 2.11 National Planning Policy Framework requires the promotion of sustainable transport at the earliest stages of plan making and formulating development proposals. Key to this aim, and relevant to this Design Code, are that:

‘c) opportunities to promote walking, cycling and public transport are identified and pursued’ and; ‘e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places’.

Manual for Streets

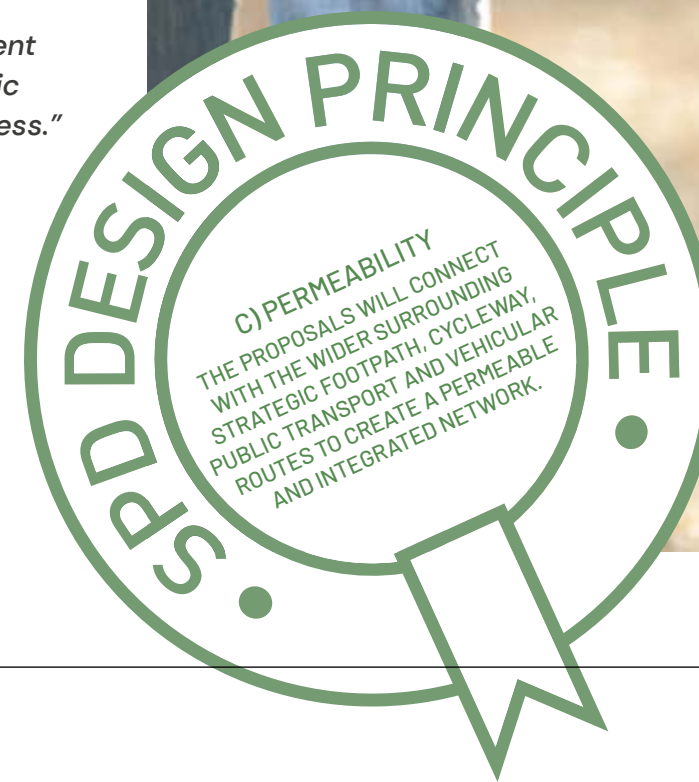
- 2.12 Manual for Streets (MfS) published in 2007, represented a step change in approach to designing streets, as part of a commitment to transform the quality of the built environment. Central to this aim was the promotion of a more holistic approach to street design, assigning a higher priority to the needs of pedestrians, cyclists and public transport.
- 2.13 MfS sets out the need to apply a user hierarchy to the design process, with pedestrians at the top. It also recognises, among other objectives, the importance of the community function of streets as spaces for social interaction; and promoting an inclusive environment that recognises the needs of people of all ages and abilities.

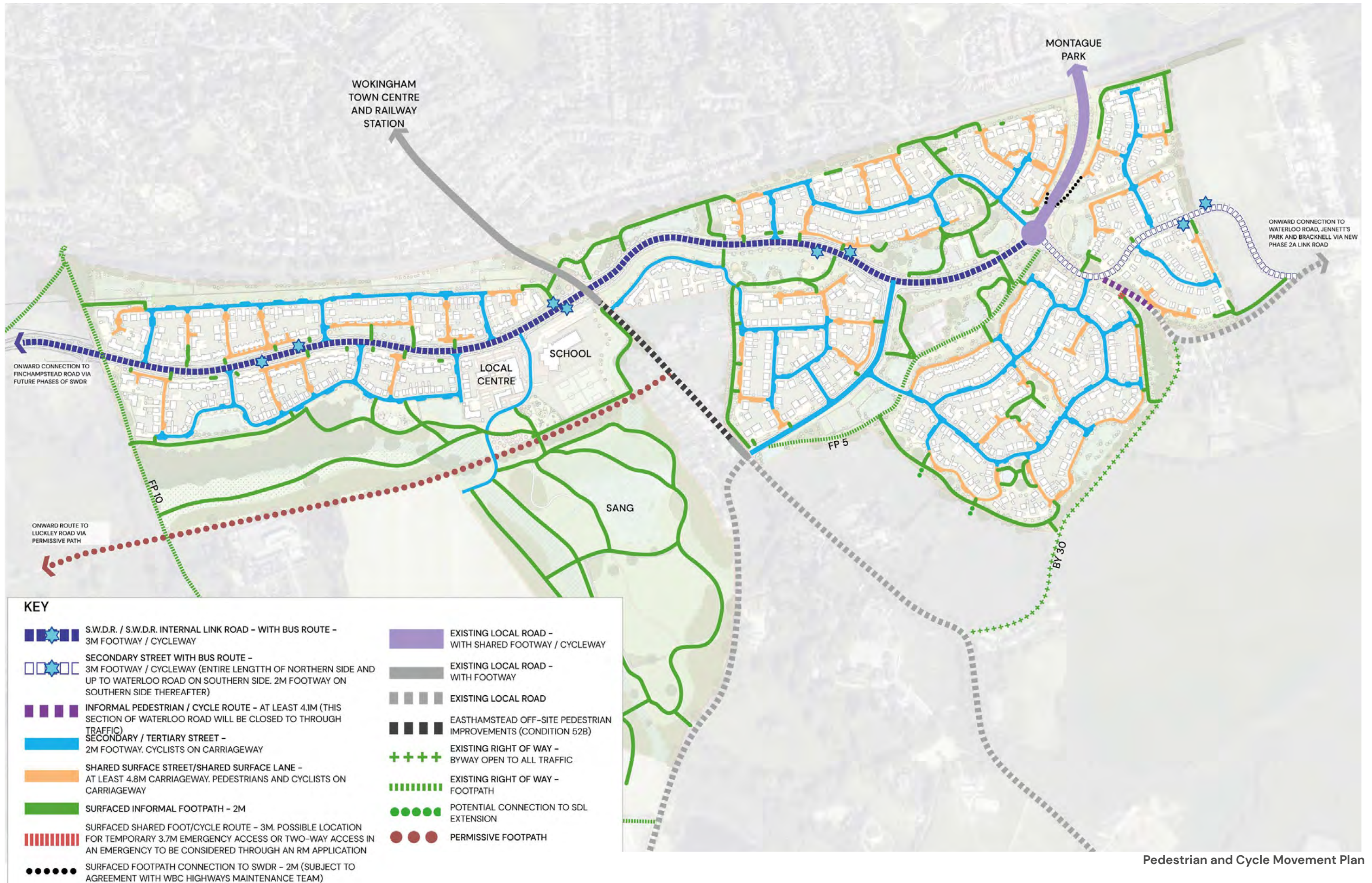
Highway Code Changes January 2022

- 2.14 In 2022, a number of changes to the Highway Code were introduced, that will influence junction design through the Reserved Matters stages of the development. These include three new rules regarding the new ‘hierarchy of road users’ and places those road users most at risk in the event of a collision at the top of the hierarchy with Rule H2 and H3 notably applicable.
- 2.15 **Rule H2** – Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists at a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.
- 2.16 **Rule H3** – Wait for the cyclist to pass the junction before turning. This also applies if there is a cycle lane or cycle track and if you are turning right or left into the junction.

Living Streets –Highways Design Guide

- 2.17 Adopted in 2019 by WBC, Living Streets reaffirms its support for the design principles advocated within MfS and encourages developers to apply these in the design process. The access hierarchy is reiterated and the guide sets out the design principles and standards for all new development in Wokingham. It covers detailed matters ranging from provision of emergency and refuse vehicles, to designing for low traffic speeds, carriageway widths and specifications, and materials and maintenance.
- 2.18 This Design Code has been informed by the national and local policy and best practice documents to promote a design approach that will embed the access hierarchy and high quality place-making into the development proposals for Phase 2b at South Wokingham.
- 2.19 These include the South Wokingham Strategic Development Land SPD, which was adopted in 2011. The SPD states that”
“The character of new development should reinforce the structure of the place. The intensity of development (density), the street types and the design of the public places should combine to establish local distinctiveness.”





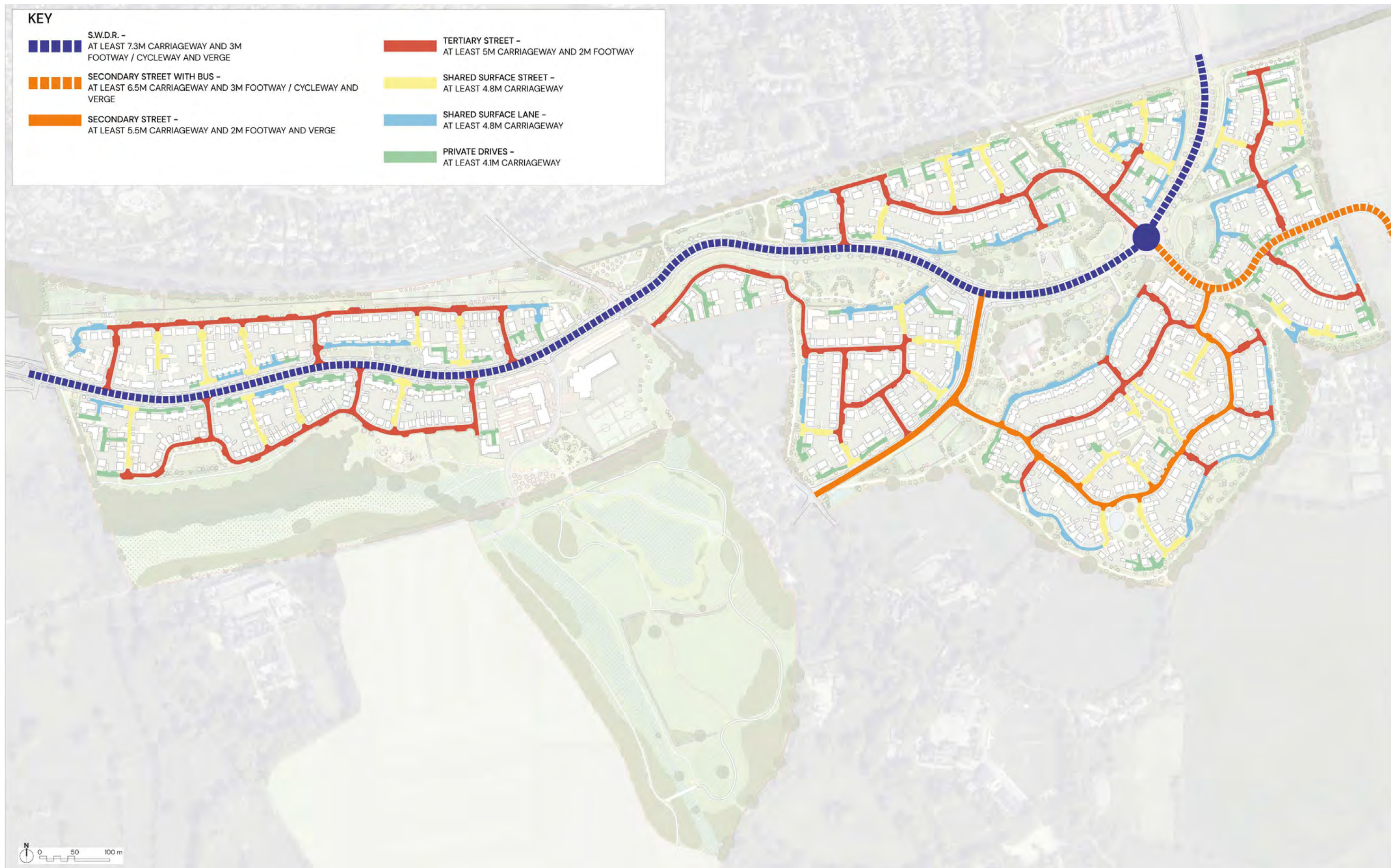
Pedestrian and Cycle Movement Plan

PEDESTRIAN AND CYCLE MOVEMENT

- 2.20 To support the Site Wide Masterplan, the overarching transport strategy is built upon providing travel choice through a range of sustainable travel options.
- 2.21 To deliver this objective, the Design Code has been developed to encourage active travel (walking and cycling) within and beyond the development through a combination of high quality shared foot/cycleways, separate footways and footpaths. A breakdown of the various provisions for each street typology are discussed below.
- 2.22 The SWDR is an east-west multimodal transport corridor, which is being delivered by WBC and designed to accommodate future bus services and a series of bus stops. Its design includes parallel dedicated 3m footway/ cycleways on both sides of the carriageway, which provide connection to the Montague Park residential development to the east with its local amenities, including the Floreat Montague Park Primary School.
- 2.23 The SWDR also provides connection for pedestrians and cyclists to Easthampstead Road, which runs north-south through the development. This provides a direct route to Wokingham Town Centre on foot or by cycle of approximately 1km to the north and an on-carriageway cycle route to Crowthorne, which is approximately 4km to the south.
- 2.24 Within the development, the new Primary School and District Centre have direct pedestrian and cycle access via the SWDR. Pedestrian access to this multimodal transport corridor will also be possible via a combination of Shared Surface Streets or connections with the 2m footpath network that runs throughout the Site Wide Masterplan.
- 2.25 A Secondary Street known as the 'R14 Link Road', to the east of the development has been designed with a minimum carriageway width of 6.5m to accommodate a potential future bus route. This route includes a 3m footway/ cycleway on the northern side of the carriageway and a 2m footway on the southern side of the carriageway.

- 2.26 Within the southeast of the development Plot R11 will contain a Secondary Street with a carriageway designed with a minimum width of 5.5m. Cycle movement will be on-carriageway and pedestrian movement via 2m footways on both sides of the carriageway. This follows the design principles of the Illustrative Masterplan and Design and Access Statement submitted with the Phase 2B hybrid planning application.
- 2.27 Tertiary Streets within the development provide several connections to the SWDR and are supported with 2m footways on both sides of the carriageway. The design width of these streets is based with a minimum carriageway width of 5m, which will accommodate on-carriageway cycle movement. These design principals also follow those set out in the original Illustrative Masterplan and Design and Access Statement that supported the Phase 2B hybrid planning application.
- 2.28 The network of Shared Surface Streets and supporting Shared Surface Lanes are 4.8m in width, reducing to 4.1m, where they serve 10 dwellings or less (See Street Hierarchy Table for further details). These streets contain reduced design speeds and distinct surface finishes to raise awareness to vehicle drivers that they are entering a different environment that is shared with cyclists and pedestrians.
- 2.29 The footpath network provides a series of vehicle free, landscaped routes that have been designed to minimise the need to cross carriageways within the development, thereby increasing their attractiveness as quiet and safer routes for journeys on foot. They will provide pedestrian access to destinations within the development including the play areas, allotments and the SANG and, along with the Primary School and District Centre, will be supported by a series of wayfinding signage throughout the development.
- 2.30 An informal footpath will be a surfaced (typically self-binding gravel, but materials will respond to the character area of the open space) footpath through areas of public open space and incidental areas of landscaping. They can either provide an alternative walking route to residential roads and pavements or provide informal pedestrian connections between roads to aid permeability through the development.





Street Hierarchy Plan

MOVEMENT HIERARCHY

- 2.31 The strategic movement framework was established as part of the hybrid application, governed by the Access and Circulation Parameter Plan, and the Access and Movement Plan, and Footpath and Cycleways Plans in the DAS. These plans established an integrated and permeable framework both within the site and to the wider surrounding area, with particular focus on connectivity to the town centre.
- 2.32 The Pedestrian and Cycle Movement Plan in this Code (see previous spread) updates and expands upon the information provided in the original application to demonstrate a comprehensive, connected and integrated approach to movement by sustainable modes across the site as part of informing subsequent reserved matters.
- 2.33 The street hierarchy illustrated defines the framework of development parcels and is supported by the Street Hierarchy Table and cross sections on subsequent pages of this Code, which provide detailed guidance on the criteria for each street.



Criteria*	Target Speed	Traffic Calming *2	Direct Access	Parking Provision*4	Bus Access	Carriageway Width	Footway Width	Verge*5	Service Margin
Secondary Street**	• 20mph	• Junctions at frequent spacing • Lay-bys for parking • Visual cues*3	• Yes	• Lay-by	• No	• At least 5.5m	• 2.0m footway both sides	• 2m wide verge adjacent to the carriageway (if street trees provided)	• Within pavements
Tertiary Street	• 20mph	• Tighter corner radii • Junctions at frequent spacing • Lay-bys for parking • Visual cues*3	• Yes	• Parallel on-street	• No	• At least 5.0m	• 2.0m footway both sides unless against open space	• None	2m both sides unless against open space. If adjacent to open space, 2m one side and 1m against open space, reducing to 0.5m if no services or lighting columns.
Shared Surface Street	• 15mph	• Tighter corner radii • On street parking • Visual cues*3	• Yes	• Parallel and perpendicular onstreet	• No	• At least 4.8m • 4.1m where less than 10 dwellings	• Shared surface	• None	• 2m both sides
Shared Surface Lane	• 15mph	• Tighter corner radii • On street parking • Visual cues*3	• Yes	• Parallel and perpendicular onstreet	• No	• At least 4.8m • 4.1m where less than 10 dwellings	• Shared surface	• None	2m one side and 1m against open space, reducing to 0.5m if no services or lighting columns.
Private Drives	• 15mph	• Tighter corner radii • On street parking • Visual cues*3	• Yes	• Parallel and perpendicular onstreet	• No	• At least 4.1m	• Shared surface	• None	• N/A

Notes:

*Street Character: The street typologies in the table above have been informed by the Street Hierarchy at Appendix A of the Living Streets: Highways Design Guide, comprising: Secondary Streets; Tertiary Streets; Shared Surface Streets; and Private Drives. A Shared Surface Lane typology has also been introduced to the hierarchy. This is very similar in all technical aspects to the Shared Surface Street, but the key difference relates to this street having development on one side only. Therefore, the service margin criteria differ on the open space side of the street, reducing the extent of hard surfaced area and dominance of the street.

*2 Junction Design: Junction designs will reflect the highway code, which identifies that pedestrians and cyclists have priority when using a footway or cycleway which crosses an access, such as through a change of carriageway materials. The layout of streets will reflect both Wokingham guidance and Manual for Streets so that the street geometry controls vehicle speeds rather than having to rely on unsympathetic traffic-calming measures.

*3 'Visual clues' can include: Surface material changes at junctions and potential carriageway narrowing; Secondary Streets – Trees, formal crossings; Tertiary streets – formal crossings Shared streets – variations in planting where provided, variation in building lines

*4 Parking spaces provided on the adopted highway will be unallocated or for the use of visitors. In this respect, care will be taken to ensure the on-street parking areas are designed so that they do not impinge on the operation of the street or footways.

*5 Street trees are an important component within the streetscape contributing towards water and carbon management as well as promoting health and wellbeing. Trees will be chosen for their scale, form and ability to thrive within the streetscape environment. Appropriate rooting and growing space will be provided for all trees, more guidance on street trees can be found within the Landscape Design Statement.

*6 Where overrun-able areas are proposed, then Table A2 of Wokingham's guidance document

Living Streets: Highways Design Guide identifies granite setts or Marshall's Mistral paving. The technical specification should be agreed with the Wokingham Section 38 Team.

*7 RNIB guidance states that for a kerb to be reliably detectable it must have an upstand of at least 60mm. Where footways are provided, such as the secondary and tertiary streets, then kerbs are provided in excess of this. Shared space streets are then utilised where the volume and speeds of traffic are low in accordance with WBC guidance.

8* Changes to the Highway Code in January 2022 will be considered in the design process during the Reserved Matters stages" as this matrix table is still applicable.

** 'Secondary Street with Bus' will have the following variations to the Street Hierarchy Table criteria: Carriageway Width: At least 6.5m. Verge: 3m adjacent to the carriageway on one side. Footway Width: 3m shared footway/cycleway on one side, with 2m footpath on other. Bus Access: Yes.

Gradient	Gradient (min)	Centreline Radii	Swept Path	Junction Radii (min)*2	Junction Sightlines (min)	Forward Vis (min)	Street Lighting Height/ Spacing	Carriageway Material*6	Kerbing*7	Pavement Material*6	Tree Planting
• Generally 1 in 20	• 1 in 125 absolute minimum	• Determined by tracking	• Car and Refuse	• 6m	• 2.4m x 25m	• 25m	• 5m columns/ 25m spacing	• Tar Macadam. Block paving to key areas	• 125mm upstand	• Tar Macadam and/or block paving	• Tree Planting within verge
• Generally 1 in 20	• 1 in 125 absolute minimum	• Determined by tracking	• Car and Refuse	• 6m	• 2.4m x 25m	• 25m	• 5m columns/ 25m spacing	• Tar Macadam. Block paving to key areas	• 125mm upstand	• Tar Macadam and/or block paving	• Tree planting in rain gardens, build outs and in between frontage parking
• Generally 1 in 20	• 1 in 125 absolute minimum	• Determined by tracking	• Car and Refuse	• 4–6m	• 2.4m x 17m	• 17m	• 5m columns/25m spacing	• Block paving	• 6mm to 50mm		• Tree planting in informal build outs, front gardens and in between frontage parking
• Generally 1 in 20	• 1 in 125 absolute minimum	• Determined by tracking	• Car and Refuse	• 4–6m	• 2.4m x 17m	• 17m	• 5m columns/25m spacing	• Block paving	• 6mm to 50mm		• Tree planting in informal build outs, front gardens and in between frontage parking
• Generally 1 in 20	• 1 in 125 absolute minimum	• Determined by tracking	• Car	• 2–4m	• 2.4m x 17m	• 17m	• 5m columns/25m spacing	• Block paving	• None		• Tree planting in private front gardens, incidental areas of open space between parking and outer edge of private drives

Street Hierarchy Table

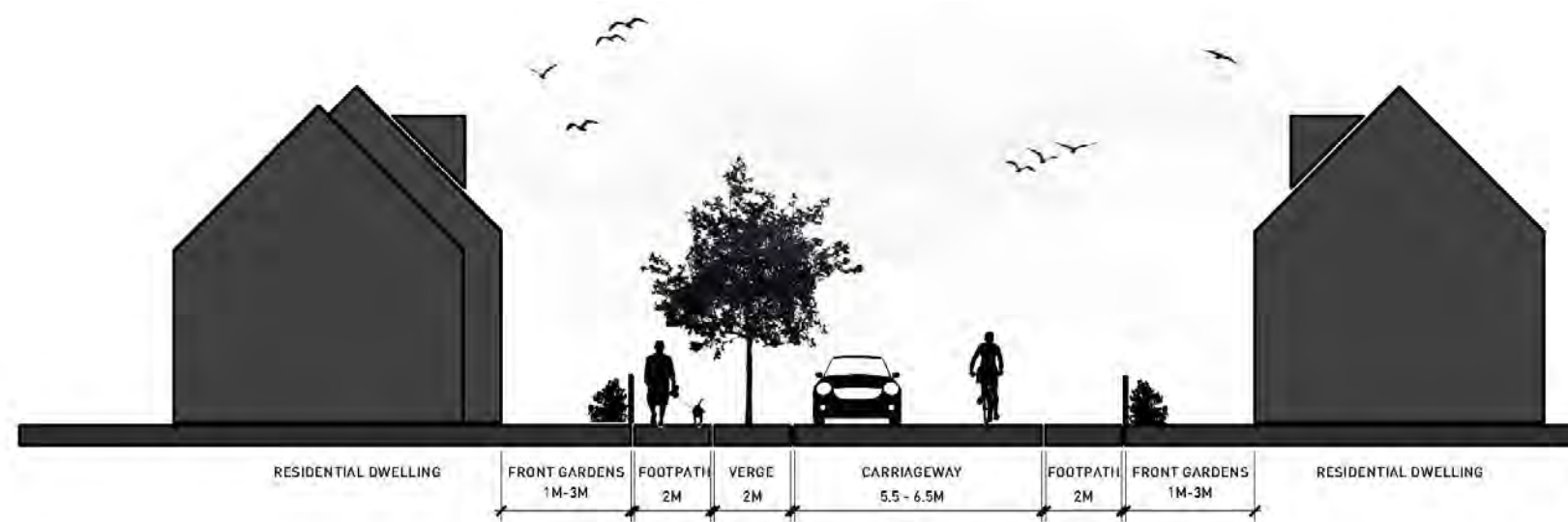


Where are change a change in priority occurs from standard footway/carriageway arrangement to shared surface, there should be a visible marker as part of the spatial design. For example a flush block paving strip

Street Character

Secondary Street

2.34 The Secondary Street is the most significant street within the hierarchy (beyond those streets being delivered by Wokingham Borough within the SDL). Secondary Streets feature within parcels R11 and R14 due to the number of dwellings within the former, and the latter provides a connection between the new Eastern Gateway roundabout and Waterloo Road south of the SDL. In both instances, the Secondary Street connects back to the South Wokingham Distributor Road. As such, Secondary Streets will serve an important movement and place-making function within the parcels. The adjacent built form will make a key contribution to the character of these streets, but the technical criteria governing street widths, verges, parking, materials and detailing will also have a considerable influence on the character of these streets, differentiating them from others in the hierarchy.

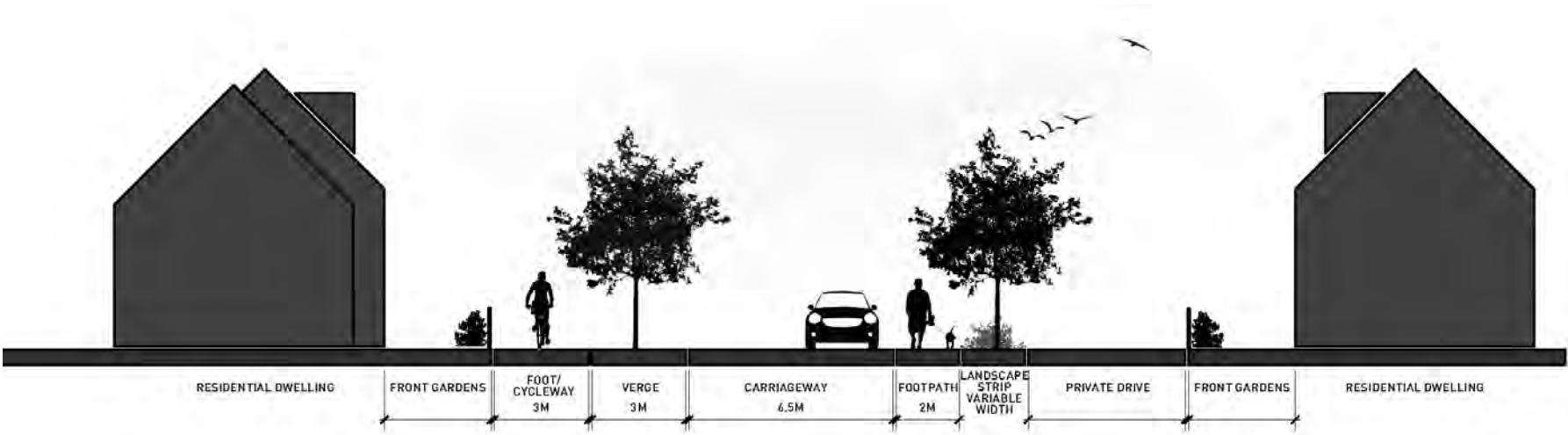


A-A Secondary Street Cross Section



Secondary Street Plan Vignette

2.35 A Secondary Street known as the 'R14 Link Road', to the east of the development has been designed with a minimum carriageway width of 6.5m to accommodate a potential future bus route. This route includes a 3m footway/ cycleway on the northern side of the carriageway and a 2m footway on the southern side of the carriageway.

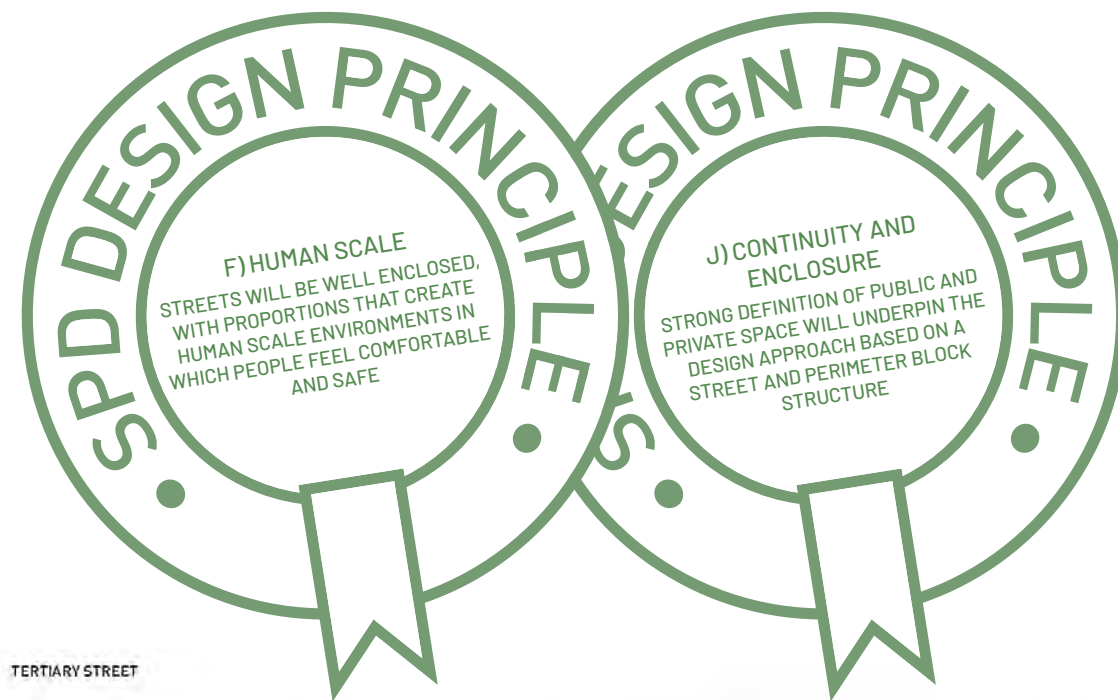


A-A Secondary Street with Bus Cross Section

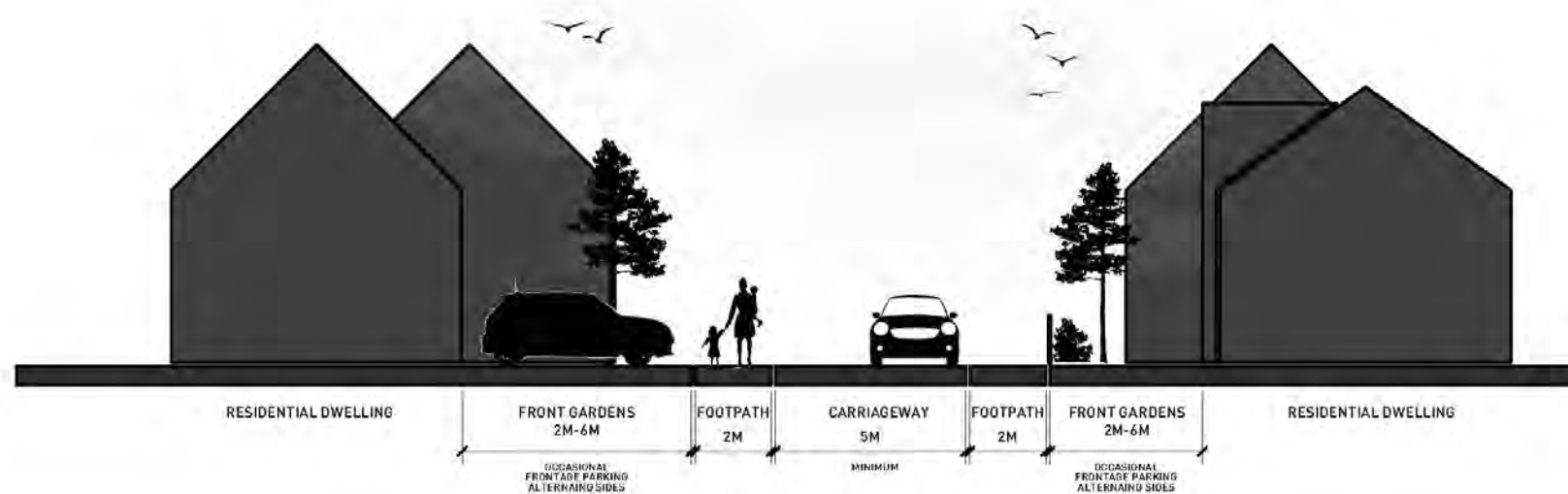
Secondary Street with Bus Vignette

Tertiary Street

2.36 Similar in many ways to the Secondary Streets, the Tertiary Streets are distinct by reduced road widths and an absence of verges. Tertiary Streets will be commonplace within the heart of the development parcels and provide a transition to the lower order streets in the hierarchy.



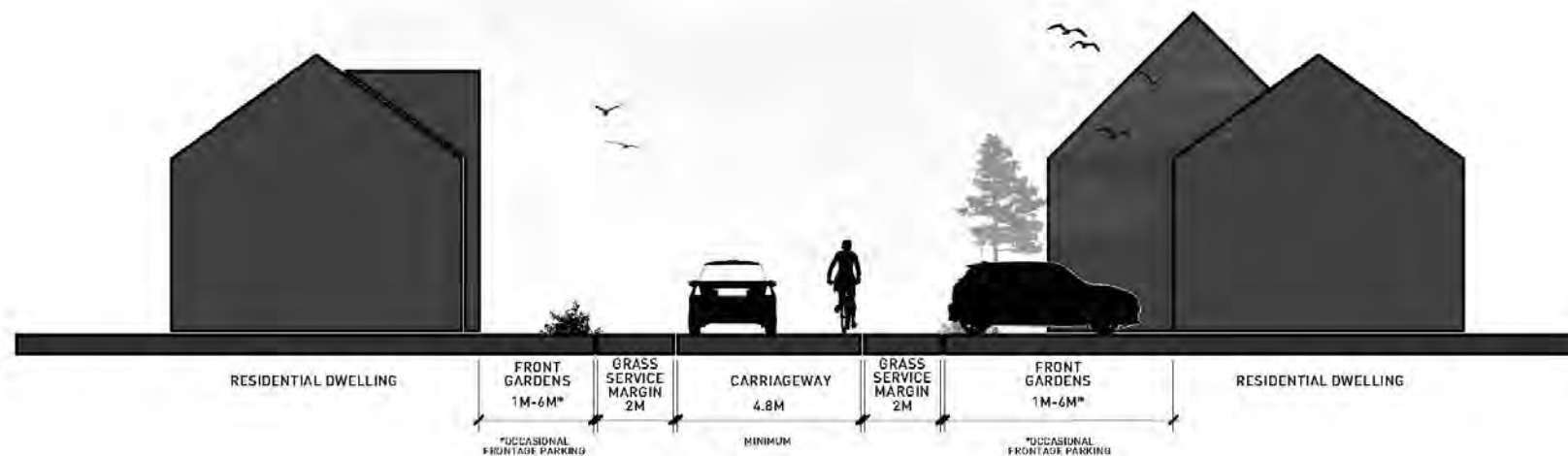
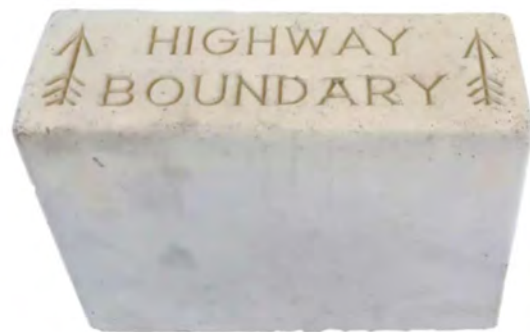
TERTIARY STREET



Tertiary Street Plan Vignette

Shared Surface Street

- 2.37 Shared Surface Streets will be notably different in the hierarchy and clearly distinguishable from the higher order streets by the shared surface finish with minimal kerb upstands. Reduced design speeds, reduced carriage widths, and perpendicular and parallel parking will also aid this differentiation.
- 2.38 In contrast to Tertiary streets which accommodate 2m tarmac footpaths, shared surfaces will have 2m softscaped service margins either side of the carriageway. These will be flush with the carriageway surface creating a very distinct appearance. Highway markers (similar to that shown below) should be used to delineate the ownership boundary.



A-A Shared Surface Street Cross Section



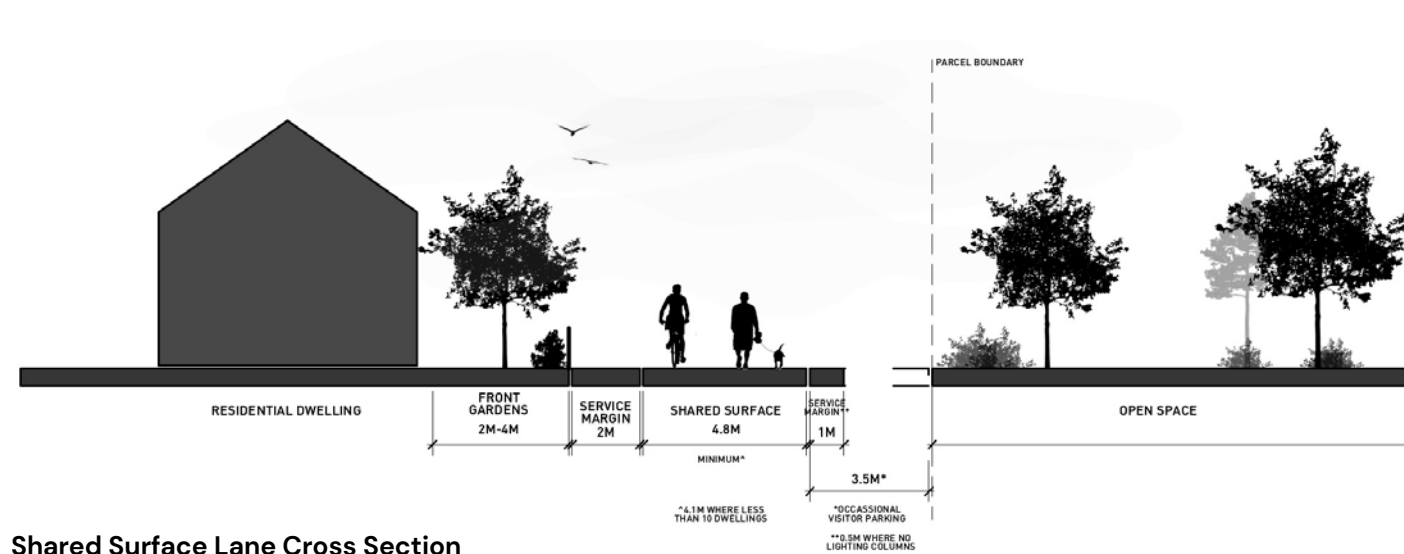
Shared Surface Street Vignette

Shared Surface Lane & Private Drives

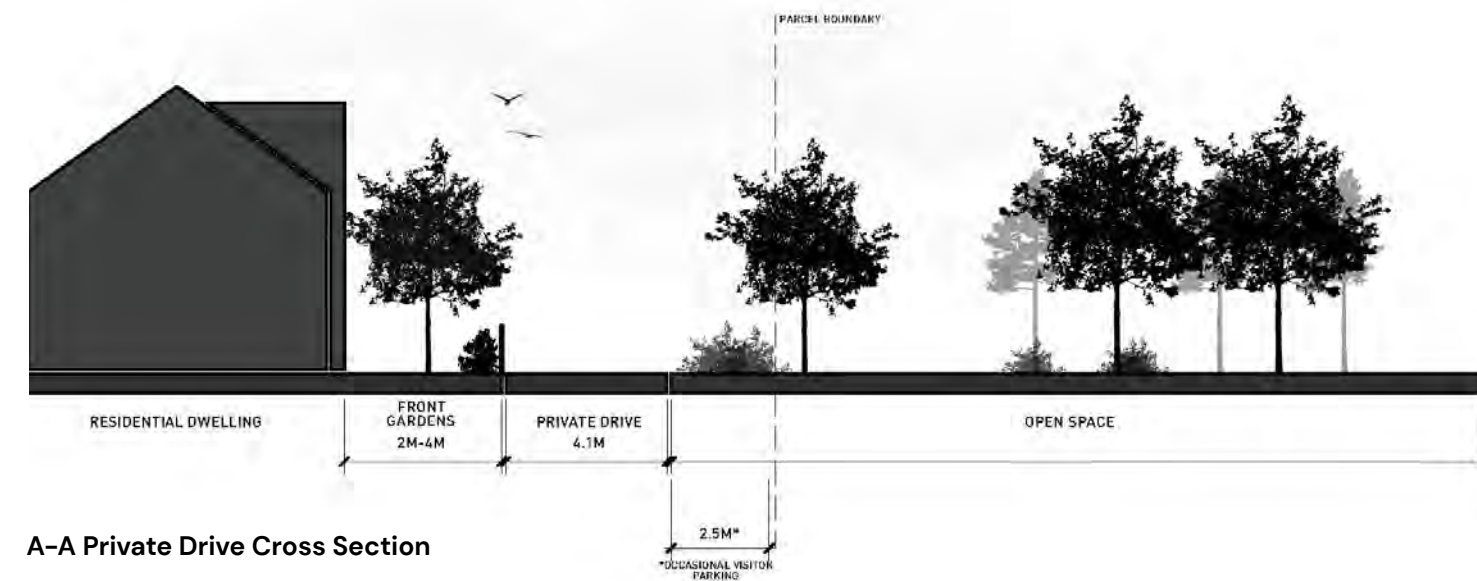
2.39 Shared Surface Lanes and Private Drives locations are not specified in the coding instructions. However, by their nature these will form the streets that are either on the edge of the parcels or provide a short connecting street to the edge of the development parcels. Shared Surface Lanes and Private Drives will be obviously distinct where development is on one side only, and in the case of Private Drives, street widths are likely to be the narrowest in the hierarchy and often forming discontinuous routes for vehicular traffic.



Private Drive Vignette



Shared Surface Lane Cross Section



A-A Private Drive Cross Section



BLUE/ GREEN INTERVENTIONS MATRIX

The matrix below provides an overview of the type of interventions that could be found in the different street typologies. For further details please refer to Section 7 page 38–51 within the Landscape Design Statement.

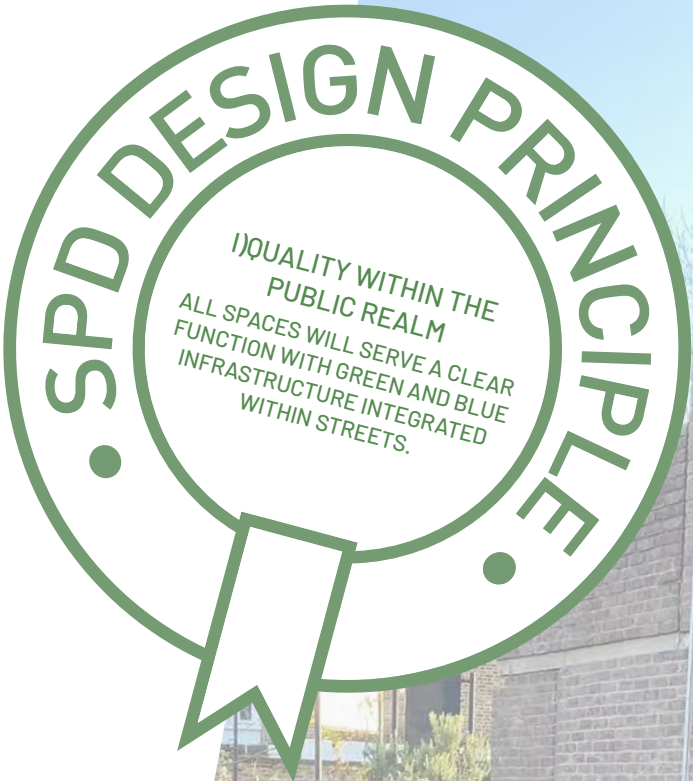
							
	Avenue Tree	Trees in Rain Garden	Rain Garden (Street Level)	Rain Garden (Plot Level)	Feature Tree Planting	Trees between parking	Permeable Paving
	Street trees planted within the highway verge. Species selected to provide impact within the streetscape whilst respecting highways and NHBC requirements. Typically planted as Extra Heavy Standard trees with a minimum height of 4.5m.	Street trees planted within rain gardens with areas of the street that are managed by a management company. Species chosen to suit the conditions of the rain garden and contribute towards the water management on site. Typically planted as Extra Heavy Standard with a minimum height of 4m.	Rain gardens within highway verges. They will feature Ornamental planting with species chosen to suit the conditions of the rain garden.	Rain gardens next to apartment blocks and parking courts to locally manage water from these surfaces. They will be located within areas that come under a management company. They will feature Ornamental planting with species chosen to suit the conditions of the rain garden.	Street trees chosen for their architectural form, seasonal colour or interest. Colour and species to reflect the character areas as set out later within section 9. Typically planted as Extra Heavy Standard Trees with a minimum height of 3.5m.	Street trees between parking bays to provide landscaping breaks within areas of parking rows or courts. Typically planted as Extra Heavy Standard Trees with a minimum height of 4m.	Located within private parking bays and drives where appropriate.
Secondary Street	X		X		X		X
Tertiary Street		X	X				X
Shared Surface Street			X	X	X	X	X
Shared Surface Lane			X	X	X	X	X
Private Drive			X				X

Within strategic open space	
	
Specimen shrubs	Focal Tree
Large scale shrubs or small scale multi-stemmed trees located within private curtilage. Typically planted at a minimum height of 1m.	Large scale street trees located within the Public Open Space at the end of streets to create vista points within the streetscape and a transitional edge between the street and the public open space. Typically planted as Extra Heavy Standard Trees with a minimum height of 4.5m.
X	
X	
X	X
X	X
X	X

BLUE/ GREEN INTERVENTIONS

2.40 The Site-wide Landscape Design Statement focuses on the blue and green interventions and should be read in conjunction with this section of the Code. Blue and green infrastructure will be integrated within the different street typologies through the development and contribute to managing water run-off, water quality and enhancing the visual amenity of the streets. The blue and green infrastructure will comprise features such as:

- Rain Gardens – A rain garden is a form of bioretention system where a shallow landscape depression allows runoff to temporarily pond on the surface before filtering through vegetation and underlying soils prior to collection or infiltration. Rain gardens across the development will feature herbaceous perennials as well as grasses, shrubs and trees to create a diverse planting mix that provides year round interest and reduces maintenance by creating a suitable level of ground coverage to suppress weeds
- Rain Gardens With Tree Planting – This type of rain gardens will be larger and feature tree planting to provide additional visual interest and biodiversity value within the streetscape.
- Street Tree Planting – Street trees perform important eco-system services and create an attractive streetscape for residents and visitors. They contributes towards the site wide green-blue infrastructure strategy and therefore species selection will be reflective of the green-blue needs in addition to providing amenity within the streetscape. Street tree species will reflect the character of the residential area and all trees will be planted with suitable soil volume for the selected trees.
- Permeable Paving – Permeable paving will contribute towards the water quality management on the site and will be located within private parking bays and drives where appropriate.



GREEN/BLUE INFRASTRUCTURE WITHIN PUBLIC OPEN SPACE

The following matrix shows the interventions for each of the open space typologies. The matrix shows the suite of typical interventions that can be expected, with at least one of the highlighted interventions delivered within each of the landscape typologies. Where possible more or all will be delivered subject to local circumstance.

	PARKS AND GARDENS	AMENITY OPEN SPACE	NATURAL/ SEMI- NATURAL GREEN SPACE
	Basins within the formal character of the parks and gardens – high level of usability and high level of visual amenity	Basins within the semi-formal character of the amenity open space – medium level of usability and high level of visual amenity	Basins within the informal character of natural/semi-natural green space – lower level of usability with high level of visual amenity and ecological value
Transitional edge from built form (2–3m)	X	X	X
Access for Informal Recreation	X	X	
Form of the basin responds to the location – some side gradients to be slackened off or steepened. Reduce straight edges where possible.	X	X	
Retaining Features e.g Broad Grass Steps, level steps Gabions	X	X	
Steps		X	X
Low Flow Channel			X
Wetland Scrapes			X
Tree, shrub and grassland planting	X	X	X
Boulders		X	X





South Wokingham



Phase 2b Design Code



PARKING STRATEGIES

- 2.41 Parking provision will accord with the standards set out in Appendix 2 of the Managing Development Delivery Local Plan February 2014. The parking strategy for the site is an integral part of the design approach for each character area. However, irrespective of the character area, parking to the side or behind the building line will be the most common approach to allocated parking, reducing the prominence of cars within the street and providing opportunities for visitor and unallocated parking within the public realm.
- 2.42 Parking courts may be positioned to either the front or rear of dwellings and are most appropriate in places where they serve apartments according to the Borough Design Guide. The Guide identifies that rear parking courts 'potentially reduce security at the rear of dwellings and should be avoided where possible'. As a consequence, other parking typologies should be considered first in preference to rear courts.
- 2.43 Notwithstanding, there may be instances for good placemaking or other reasons where rear parking courts are appropriate as part of a balanced and varied approach to accommodating the parked car. The potential disadvantages of parking courts will be mitigated through the application of the following principles:
- Typically serve no more than 6 dwellings when not serving an apartment. The improved surveillance afforded by dual-aspect apartments means parking courts can accommodate a larger number of dwellings;
 - Allocated parking spaces should be close to and easily accessible to the dwellings they serve;
 - Courts will be well overlooked and designed clearly to be semiprivate;
 - Designed as spaces in their own right to create a 'sense of place', with high quality hard and soft landscape (including shrubs, climbers and at least one specimen tree), and lighting;
 - Flats over Garages, or chauffeur units may be included to improve security; and
 - Boundaries to parking courts should be constructed from brick or alternatively a closeboard fence with a planting zone in front.

Chauffeur Units (FoGs)

- 2.44 Chauffeur units, either within parking courts or as part of the main street composition facing the public realm, should be designed with care. These dwellings should contribute to the quality of the public realm rather than just a conduit to accommodate more parking.
- 2.45 Where facing the public realm, chauffeur units should include windows to both ground and upper floor rear elevations. Parking courts should include at least one specimen tree. Where not located in close proximity to public open space, chauffeur units should provide an element of private amenity space (either garden space or balcony).

Visitor Parking

- 2.46 Visitor parking will typically be provided on street, integrated into the overall street design, as part of creating attractive, convenient provision that will deter parking in inappropriate locations. Their provision should be evenly distributed throughout the development and not clustered on the outer edge of parcels.
- 2.47 Parallel and perpendicular visitor parking spaces are acceptable.
- 2.48 These can comprise clearly delineated bays, or integrated with the carriageway design. In the former, delineated bays should also be integrated with the adjacent footways and street trees, and comprise no more than 2 or 3 spaces without a break.
- 2.49 Visitor parking within front or rear courts will be acceptable, but should comprise a small proportion of the overall visitor provision and should not be used in preference to on street provision.

Cycle Parking

- 2.50 Cycle parking should be considered at an early stage of the design process. The following key principles are proposed to ensure that cycle parking is provided in accordance with Wokingham Borough Council Standards for all dwellings within the development:
- The provision of 1 cycle space per 1-bed dwelling, 2 cycle spaces per 2-bed dwelling and 3 cycle spaces for dwellings with 3 or more bedrooms.
 - Cycle parking can be accommodated within garages where appropriate footprints are provided.
 - Alternatively, cycle parking will be provided via an appropriate cycle store in gardens with a minimum dimension of 2m x 0.9m to accommodate one cycle. Furthermore, gardens will benefit from rear or side access meaning that residents will not need to bring their bicycles through the house.
 - Cycle parking for apartments will be located within a dedicated, secure and covered cycle store. These will be supplemented by Sheffield Stands or similar located in close proximity to the apartment block for the use of short term visitors.
- 2.51 Where FOGs are provided, cycle storage could be promoted within their own amenity space, if available, with a store size of 2m x 0.9m.

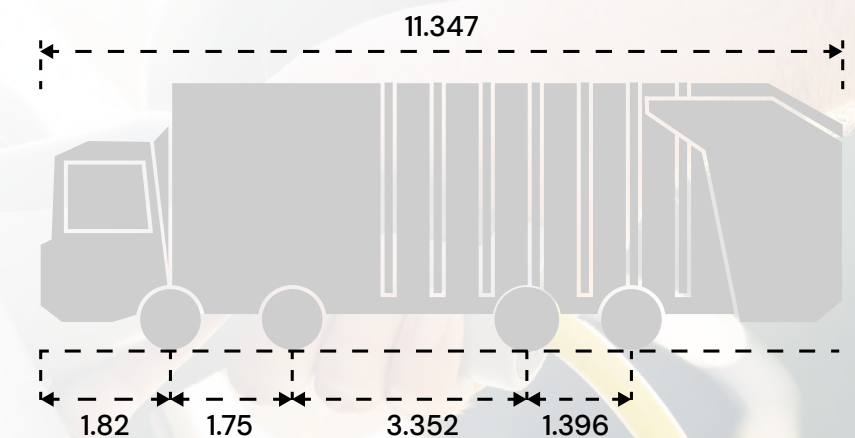


Traffic Calming

- 2.52 In accordance with Manual for Streets principles and the Living Streets Highways Design Guide, the design of development should: 'create an environment that naturally encourages appropriate speeds. Where traffic flows are low, and the primary purpose of an area is a place to live, speed limitation should form and integral part of the overall design'.
- 2.53 Details of appropriate speed restraint measures for South Wokingham are set out below, with an emphasis on horizontal measures. Vertical features will rarely be accepted.
- Junctions at Frequent Spacing
 - Lay-bys for parking
 - Tighter corner radii
 - Visual cues.
- 2.54 The Street Hierarchy Table earlier in this section of the Code identifies which of the above measures are potentially appropriate to each street in the hierarchy. Visual cues can comprise:
- Surface material changes
 - Carriageway narrowing and crossings
 - Street trees
 - On street parking
 - Variation in building lines and closure of vistas

ELECTRIC VEHICLE CHARGING

- 2.55 Part S (June 2022) of the Building Regulations covers EV Charging for new builds and essentially requires 1 active charging point per dwelling and new development at South Wokingham will be expected to comply with this requirement, exceeding the WBC standards on EVC.
- 2.56 EVC positions will be governed by the following principles::
- On plot side parking – fixed to the side of the dwelling;
 - On plot front parking – fixed to the front of the dwelling or freestanding within the curtilage, integrated with the boundary treatments/ planting strategy to ensure these do not detract from the streetscene.
 - Off-plot courtyard parking – freestanding. Where front courts are used, charging positions will be integrated with the boundary treatments/ planting strategy to ensure these do not detract from the streetscene.



REFUSE STORAGE AND COLLECTION

Refuse Vehicles

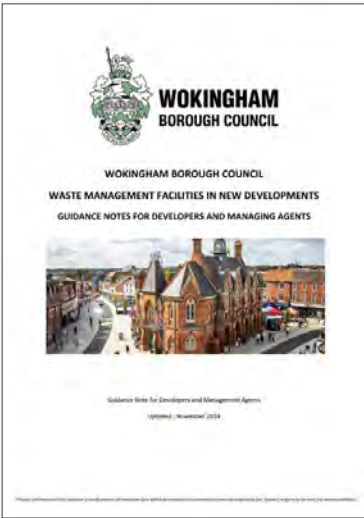
2.57 The design of the internal street network and adopted roads will be suitable for a large refuse vehicle with sufficient allowance for turning manoeuvres. Wokingham use a 11.4m long refuse vehicle as identified below.

Waste and Recycling Collection

- 2.58 The Living Streets: Highways Design Guide requires the collection of refuse bins from the edge of the highway. Refuse vehicles will not normally access private roads, and suitable bin storage facilities should be provided ideally within 10 metres of the adopted highway.
- 2.59 The maximum walk distances between a refuse vehicle and the refuse collection point are:
- 25m for standard collections
 - 10m for bin stores at communal buildings and/ or ‘Euro bins’
- 2.60 The maximum walk distance for residents to the roadside or collection point is 30m.
- 2.61 Bin and cycle stores for apartments should ideally be intergrated or attached to the footprint of the building. Where layout constraints mean this is not possible, outbuildings should be behind the building line, well landscaped and overlooked. Materials should match those of the main apartment building.

Dwelling Refuse

2.62 The design of layouts should allow residents to store waste and recycling receptacles away from dwelling frontages and within the dwelling curtilage. Bin stores should service apartments only in accordance with the Waste & Recycling Guidance for Developers and Management Agents (Updated November 2024). Bin store design and layout will accord with the specifications in the Waste & Recycling Guidance for Developers and Management Agents (Updated November 2024) and Wokingham’s visual ‘Do’s and Don’ts for Communal Properties’ guidance.



BUILT FORM

Density

- 2.63 The density strategy for Phase 2b perpetuates the approach envisaged in the Hybrid application. Three distinct density bands cover the residential parcels and are intrinsically linked with the Character Areas and approach to place-making.
- 2.64 The highest density band (35–45dph) relates to CA1(A) Main Street; and CA2(B) Waterloo Edge. Higher densities in this area will help provide definition to these large streets and open spaces and provide more dwellings within close proximity to the proposed public transport routes, contributing towards creating a sustainable place for the future.
- 2.65 At the other end of the spectrum, the lowest density areas (25–35dph) coincide with the CA4 Rural Edge Character Area and feathers out to a more rural landscape. Facing the wide open countryside or areas of important established woodland, lower densities in these areas will help to facilitate a softer transition between the development and the rural surrounding, providing more opportunities for soft landscaping within and between development plots.
- 2.66 Within the centre of most parcels, and making up a substantial proportion of Phase 2b, the mid range density band (30– 40dph) provides an opportunity to create the varied townscape qualities associated with the CA2(A) Waterloo Core; and CA3 Neighbourhood Residential (previously General Residential in the Hybrid Application), accommodating a variety of forms and heights. This mid density band is also designed to make efficient use of land, and provide a transition between the higher and lower densities as part of a considered transition towards the edges of development parcels.



Density Plan

Building Heights

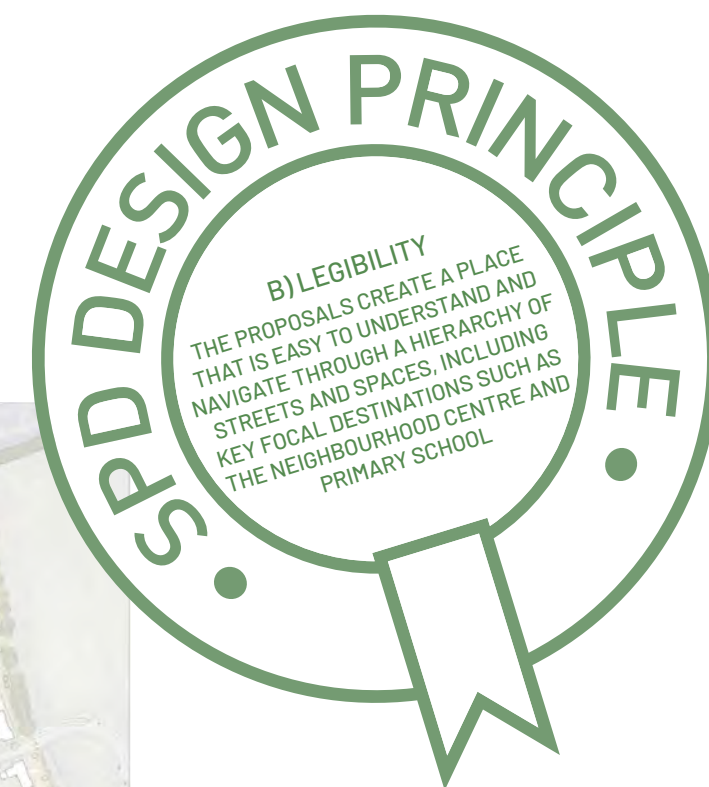
- 2.67 The broad disposition of building heights within Phase 2b have been fixed as part of the Hybrid application. The Building Heights Plan (opposite) respects this framework and has refined the boundaries to accord with the Detailed Site-Wide Masterplan on which the plan is based.
- 2.68 The building heights strategy works in tandem with the Character Areas and Density Plans to provide opportunities for increased heights along the SWDR (within CA1 Main Street), typically up to 3 storeys. Heights will generally reduce towards the southern edges of Phase 2b, with a maximum of 2 storeys to the Rural Edge Character Area.
- 2.69 At key gateways to Phase 2b along Easthampstead Road opposite the Local Centre and at the crossing of the railway line, localised increases in heights to 4 storeys are permitted as part of creating a focus for the development and responding to changes in topography.
- 2.70 Building the heights will be measured from ground floor DPC to ensure a consistent approach across the site.



Building Heights Plan



Key Buildings Plan



KEY BUILDINGS

- 2.71 Key buildings will be situated within the development in prominent locations to aid legibility, wayfinding and contribute to placemaking. The broad location of key buildings is shown on the plan above. As Reserved Matters layouts come forward, these locations may require revisiting in light of changes to built-form locations.
- 2.72 These buildings will be significant in the development due to either their location, height, detailing, materials or combination thereof.
- 2.73 Taller buildings will require special consideration, having regard to their siting, relationship to context, impact on views/ sightlines and composition, including how they

meet the ground. These shall have regard to the immediate context and wider local character to create a coherent form of development.

- 2.74 Primary key buildings in the neighbourhood centre will be the most identifiable within the development. Their scale, proportion and distinctiveness should highlight their prominence. Secondary key buildings which partially terminate views along the SWDR should be identifiable, but their form and appearance comply with the character area matrix. Tertiary key buildings should respond sensitively to their location within the development to ensure a distinctive but appropriate response.

Corner Turner Buildings

- 2.75 Corner turner buildings will be located throughout South Wokingham to provide an active frontage and surveillance at junctions. The key principles applying to corner turner building are:
- One side of the junction to incorporate dwelling entrance, with the entrance relating to the higher order street;
 - Corner turner buildings will provide windows to both elevations;
 - Corner turner buildings shall respect the characteristics and parameters of the character area to which it relates;
 - Buildings to provide active frontage to street;
 - Set back from adoptable highway to allow for landscaping and/or suitable boundary treatment.

DESIGN CRITERIA

Perimeter Blocks

2.76 Perimeter blocks for residential development will be created through a series of connected streets within the site. Built development should define the edge of the perimeter blocks and should face outwards onto the surrounding streets, creating a clear distinction between public fronts of buildings and private backs. This naturally enhances the safety and security of the site. Built development within perimeter blocks should also minimise the number of private rear gardens adjoining publicly accessible areas (including parking courts). Where these do occur walls to the public boundary should be provided rather than fences.

Separation Distances

2.77 The Wokingham Borough Residential Design Guide SPD requires new housing to provide easy access to some form of amenity space. The size of the amenity space should relate to the house type and the proposed number of occupants. Central to this approach is providing sufficient space that allows a variety of activities to take place within the private space and achieving privacy to the rear of the dwelling.

2.78 One way in which this approach is safeguarded is through minimum separation distances. A minimum garden length of 11m is typically required, with variations set out in the table opposite, reproduced from the SPD.

Separation distances to maintain privacy and limit sense of enclosure		
No. Storeys	Type of separation	Min. distance (metres)
1 to 2 storeys (height measured to eaves)	flank to boundary	1
	front to front elevation	10
	back to back elevation*	22
	back to flank	12
Over 2 storeys (height measured to eaves)	flank to boundary	2
	front to front elevation	15
	back to back elevation (houses to houses)*	26
	back to back elevation (flats to houses)*	30
	back to back elevation (upper floor living room on a house above gd. fl.)*	30
	back to back elevation (flats to flats)*	30
	back to flank	15

Source: Design SPD, February 2012, Appendix 13, Page 46

Separation Distances Table from WBC Residential Design Guide

Design principle	New housing	Minimum distance
R15	Front to front across street	10m
R15	Rear to rear of dwellings	22m
R16	Flank wall to boundary	1m
R16	Flank wall to rear of dwelling	12m

*Note: This back to back dimension shall also be applied for backland infill developments for a front to rear relationship.

Caution: Standards and measurements should only be applied once the overall character and nature of the scheme is agreed. Schemes in more urban settings or with a more intimate character will often require a tighter, more compact layout, for instance. In areas where overall distances are generally greater than those shown, these dimensions should be regarded as minimum standards.





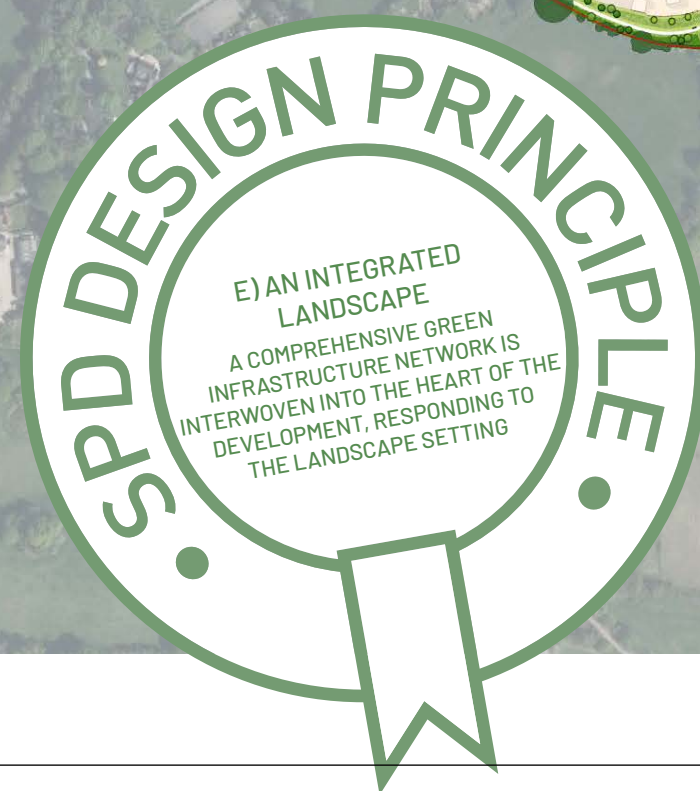
APARTMENT DESIGN

- 2.79 Apartments provide an opportunity to help create a distinctive, successful, high quality place in accordance with national and local policy objectives. Apartments should form a coherent part of the street and perimeter block structure and help define the street in accordance with the Borough Residential Design Guide. Often higher or more prominent than the adjacent residential uses, apartments are particularly noticeable in the streetscape, and require particular care to be given to the design approach in order for these structures to positively contribute to the quality of the street and wider development.
- 2.80 Apartments should be designed to embrace the following principles:
- Considered as three dimensional whole, so that elements such as bay windows and balconies are designed in from the start;
 - Flat, mono-pitched, or pitched roof forms will be acceptable and should respond to the traditional or contemporary approach of the Character Area of which they will form part. Where pitched roof forms are used, these should be carefully articulated to break down the massing of the roof, without slackening the pitch. Deep plan or square apartments blocks will often be more challenging to assimilate with appropriate roof forms and will typically be discouraged;
 - Apartments shall have an entrance onto the street at the ground floor. Where allocated parking is incorporated within a rear court, a secondary entrance should be provided from the court to discourage unintended parking close to the street entrance;
 - Apartments will have access to some form of amenity space – including usable balconies.
 - Balconies should be usable, with adequate space for a table and chairs, and contribute to the activity and surveillance of streets by being situated on public facing elevations where possible. Where provided, balconies should have a minimum usable area of 3 squared metres.

- Where taller than the surrounding dwellings or uses, apartments should be sited to perform a townscape function, including reinforcing the significance of particular (often higher order) streets, aiding legibility to serve a landmark or key building function, and providing enclosure of spaces.
- The scale and massing of apartments will vary throughout the development. Those situated within the local centre will be situated above retail or other uses. This may mean deeper structures with greater variation in appearance and style. In contrast smaller apartments at a more human scale (2.5 storey in height) will be present in CA2 and CA3. All apartments must comply with the outline parameter plans.
- Amenity space associated with apartments should be enclosed by soft landscape features to identify the extent of semi-private space.

Key

	Existing trees and vegetation to be retained		Native shrub planting		Estate railings		Overhead cables
	Feature tree planting		Ornamental shrub and herbaceous planting		Post and rail fencing		132kv cable route
	Public open space tree planting		Wetland shrub planting (upper slopes)		Knee rail		
	Fruit tree planting		Wetland shrub planting (lower slopes)		Footpath		
	Street tree planting		Wetland planting (aquatic and marginal)		Feature area of hard landscaping		
	Infrastructure trees		Amenity grassland		Seating		
	Woodland edge planting		Bulb planting		Picnic bench		
	Structural tree and shrub planting		Meadow grassland		Play space		
	Native hedgerow planting		Wildflower meadow		Allotment/Community garden		
	Semi-ornamental planting		Wetland grassland		Parking associated with allotment		



Nature & Public Areas

LANDSCAPE STRATEGY

- 2.81 Condition 4, in addition to a detailed Site-Wide Masterplan and Design Code, requires a Landscape Design Statement to be submitted. The Landscape Design Statement has been prepared as a sister document to this Design Code and addresses two key elements: Public Open Space Strategy; and On-plot Landscape Strategy. The latter of these (relating to on plot landscaping covering: tree planting, shrub and herbaceous species in relation to each of the Character Areas identified in this Design Code) is particularly relevant to designers working up reserved matters applications for individual parcels.
- 2.82 The Open Space Strategy Plan (left) is reproduced from the Landscape Design Statement and is the overarching plan governing the strategic landscape framework, distinct from the on-plot design.
- 2.83 This Design Code should be read in conjunction with the Landscape Design Statement to fully understand the instructions and principles covering Land at Phase 2b.

Street Trees

- 2.84 Street trees are an important component within the streetscape contributing towards water and carbon management as well as promoting health and wellbeing. Street trees will be provided within green verges along Secondary Streets and within appropriate areas of green space within all other street typologies. Trees will be chosen for their scale, form and ability to thrive within the streetscape environment. Appropriate rooting and growing space will be provided for all trees. More guidance on street trees can be found on pages 82-83 & 86-87 within the Landscape Design Statement.

Play

- 2.85 There are four play spaces within the public realm which provide a range of play opportunities for residents and visitors. The play spaces will follow Wokingham Borough Council's Play Space Design Guide Technical Note (December 2019) and respond to the wider open space character they are located in. Further information on the play spaces can be found on pages 70-79 of the Landscape Design Statement.

Street Furniture and Hard Landscaping

- 2.86 Street furniture and hard landscaping for the public realm within the scheme will be chosen to match the character of the space. The street furniture palette will provide aesthetically pleasing elements of furniture which create a uniform and cohesive material palette across South Wokingham. Footpaths, boundary treatments and street furniture including benches and bins will respond to the character of the open space and where appropriate the neighbouring residential character area. Further information on street furniture and hard landscaping including indicative pallets can be found on pages 32-35 of the Landscape Design Statement.
- 2.87 Additional cycle parking and benches will be provided at the Neighbourhood centre, along the SWDR, play spaces and pocket parks throughout the development. When incorporated in the footway they should be located in a dedicated furniture zone and not inhibit pedestrian movement. Provision of benches and cycle stands should only be located in areas of demand to avoid encouraging anti-social behaviour.

ECOLOGY

- 2.88 The following on-plot principles will be expected to be integrated as part of reserved matters applications:
- 2.89 Build-in Woodstone bat boxes (or similar) should be incorporated into 20% of all new buildings. Bat boxes should be installed at a minimum of 3 metres on the southern or easternmost aspects of the buildings. Two swift nest boxes should also be incorporated into 20% of all new buildings. As swifts are a colonial species the boxes must be installed in pairs, as close as possible on the same elevation. Swift boxes are preferred over more general bird boxes, as other generalist bird species will use swift boxes as well as swifts. Swift boxes should be installed as high as possible on the northern or western aspects of the buildings.
- 2.90 New external lighting will comprise hooded luminaires mounted horizontally with no light output above 90° and directed away from vegetation, particularly the boundary woodland and waterbody habitats. Ideally the bulbs should

be LED and be a warm light source (2700 Kelvin or lower). LED lights emit much lower levels of UV and therefore have a lower impact on wildlife. The new lighting should be task related and lux level should be as low as possible to allow the task to be carried out safely and effectively. Guidance on task related lighting levels and mitigation options as described within the Bats and Artificial Lighting in the UK report will be followed (Institution of Lighting Professionals, Bat Conservation Trust, 2023).

- 2.91 13 x13 centimetre gaps should be created in all boundary treatments to allow European hedgehogs and other small mammals to cross across the site.





03 Character Area Codes

3.1 This section of the Design Code provides detailed instructions for each Character Area that build upon the strategies set out earlier in this Code. The instructions for each character area are summarised in a table. This provides a comprehensive overview in relation to the key components, allowing easy comparison between, and understanding of, the essence of each area.

3.2 The following elements are coded within this section with supporting plans, diagrams and imagery:

- Urban Form;
- Building Typology;
- Building Lines;
- Building Setback;
- Enclosure;
- Roof Line;
- Elevational composition;
- Openings/ Window Configuration;
- Articulation;
- Building Material;
- Boundary Treatments;
- Parking



CA1 – Main Street



'The Main Street Character Area will blend traditional forms with contemporary treatments, a limited palette of materials and increased building heights to create a distinct character along the main movement corridor'



Illustrative View of Main Street Character Area

South Wokingham

Image: AAP Architecture

Phase 2b Design Code

CA1 MAIN STREET

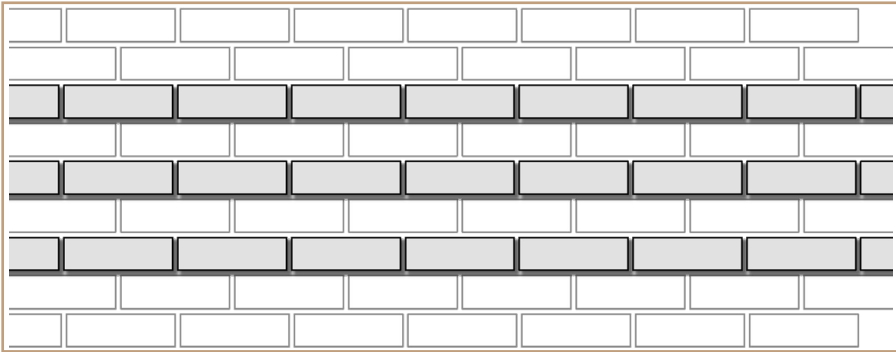
Key Characteristics:

- ‘Contemporary’ treatments, traditional forms
- Main movement corridor within the development so vital character is easily identifiable to ensure strong legibility
- ‘Front door’ to strategic development area south of the railway
- Limited palette of materials
- Predominantly 2.5/ 3 storey semi-detached townhouses and apartments
- Fronting private drives and shared surface lanes

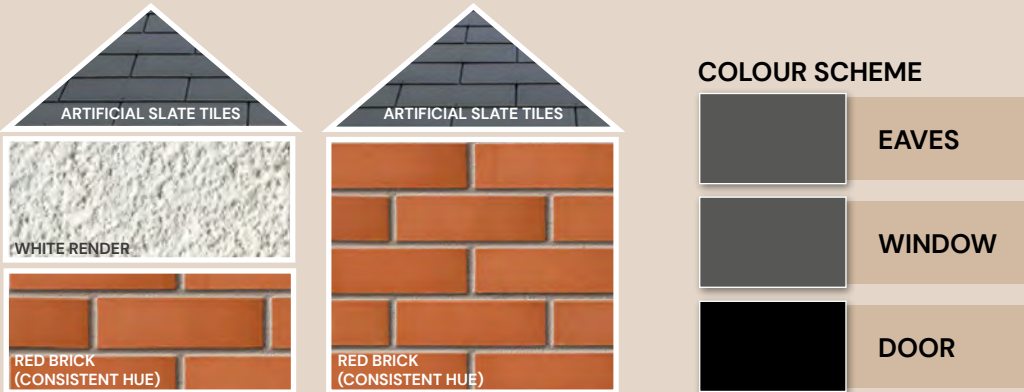
Consistency with the SPD

Consistency between the character of the Main Street Character Area and the Urban Residential Character Area envisaged in the SPD is evident in buildings positively fronting onto the SWDR and associated landscape. Buildings create well enclosed spaces with a variety of building types, taller heights and consistency and continuity of frontage.

BRICK DETAILING



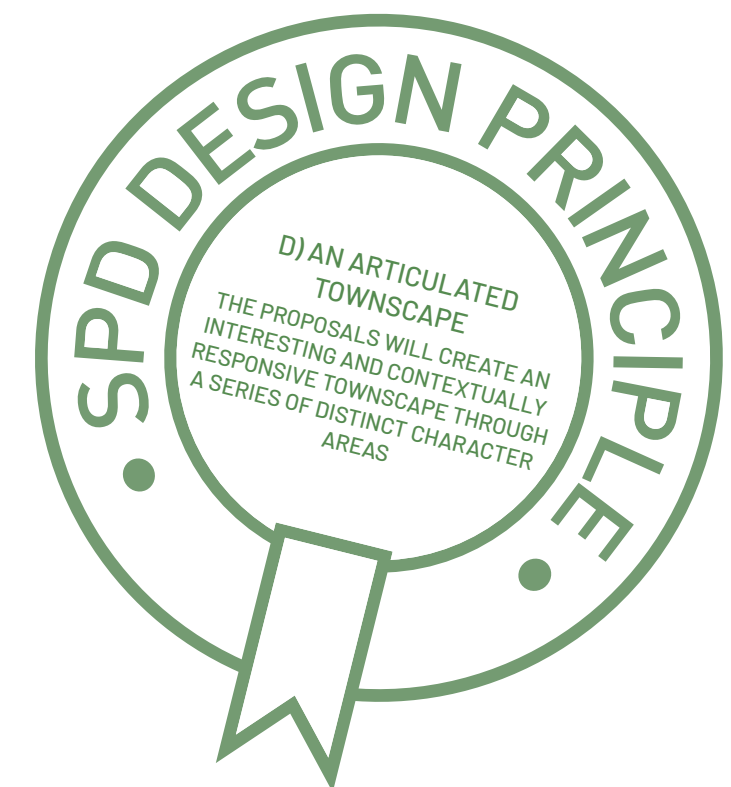
	Criteria	Code Principles
1	Building Typology	• Predominantly link detached/ terraced dwellings and apartments
2	Building Lines (Building Set-backs/ Layering)	• Formal • Building Line: Consistent building line parallel to the street/ open space • Typical set-back: 1-2 m
3	Height/ Enclosure	• Predominantly 2.5 and 3 storey • Occasional 2 storey and 4 storey permitted • Typically linked dwellings with accommodation over car port
4	Roof Form	• Simple front to back pitch with typically consistent roof line • Strong gables
5	Elevational Composition	• Balanced or unbalanced elevations are acceptable
6	Windows	• Contemporary style in dark grey with a low level or mid level division bar
7	Detailing	• Eaves – Dark grey fascias, soffits and rainwater goods Boxed eaves, flush gables (no bargeboards) • Heads and Cills – No window head detail and a plain cill • Doors – Contemporary style black colour front doors. Frame and door colour must match • Canopies – Flat canopy or similar • Dormers – Flat top dormers with grey cheeks • Brick Detailing – Linear horizontal brick detailing in identical brick type as main structure • Chimneys – None
8	Building Material	• Walls: Solid hue red brick to all dwellings; White render to a minimum of 50% of all dwellings (first floor and above) • Roof Tiles: Artificial Slate throughout
9	Boundary Treatments	• Ball top black railing throughout, with ornamental hedgerows and planting
10	Parking	• On plot, behind the building line, including within garages or car ports • Occasional rear parking courts. No frontage parking



CA1 MAIN STREET – MATERIALS DIAGRAM



Character Area Location Plan



Linked dwellings with accommodation over car port



Simple front to back pitch



Strong gables



Dark grey contemporary style windows



Linear brick detailing



Illustrative Street Scene 'Parkside Contemporary

CA2(A) – Waterloo Core





Illustrative View of Waterloo Core Character Area

South Wokingham

Image: AAP Architecture

Phase 2b Design Code

CA2(A) WATERLOO CORE

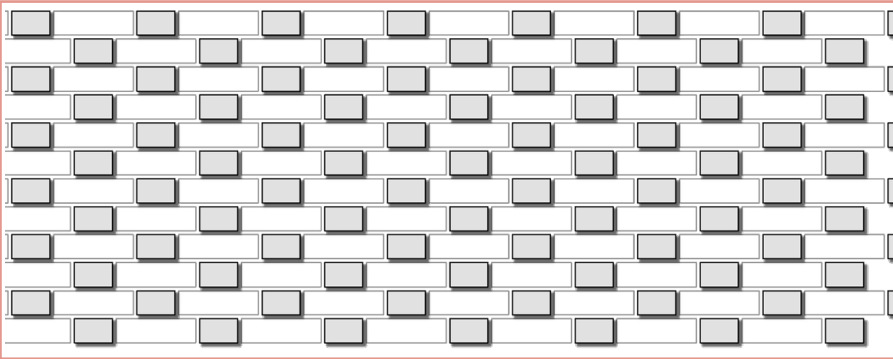
Key Characteristics:

- ‘Contemporary’ treatments, traditional forms
- Limited palette of materials
- All building typologies acceptable and actively encouraged to create variation within the streetscene
- Development to both sides of street

Consistency with the SPD

The Waterloo Core character area reflects the design components for the ‘General Residential’ character area in the SPD. A mixture of typologies with well-lined but less formal streets are proposed at medium density to create a relaxed residential setting.

BRICK DETAILING



	Criteria	Code Principles
1	Building Typology	• All building typologies are acceptable in this character area
2	Building Lines (Building Set-backs/ Layering)	• Formal and informal • Typical set-back: 2-3m. Larger where accommodating frontage parking
3	Height/ Enclosure	• Mix of 2 to 4 storey (must comply with building height parameter plan)
4	Roof Form	• Simple front to back pitch or gable projections
5	Elevational Composition	• Balanced or unbalanced elevations are acceptable
6	Windows	• Contemporary style windows in black with a low level or mid level division bar
7	Detailing	• Eaves – Black fascias, soffits and rainwater goods • Heads and Cills – No window head detail and a plain cill • Doors – Contemporary style front doors in black. Frame and door colour must match • Canopies – Flat canopy or similar • Brick Detailing – Extruded flemish brick detailing in the same brick as the main structure • Dormers – Flat top dormers with grey cheeks • Chimneys – None
8	Building Material	• Walls: Multi-red brick throughout. Only exception is the use of a solid red with red tile to some key plots. No Render. • Roof Tiles: Artificial Slate, plain red or brown
9	Boundary Treatments	• Formal hedge planting
10	Parking	• On-plot to side of dwelling • Some rear parking courts acceptable • Frontage parking



CA2(A) WATERLOO CORE – MATERIALS DIAGRAM



Character Area Location Plan



Contemporary use of tile hanging



Simple front to back pitch



Strong gables



Contemporary style windows & doors



Flat canopy



Illustrative Street Scene Waterloo Core

CA2(B) – Waterloo Edge





Illustrative View of Waterloo Edge Character Area

South Wokingham

Image: AAP Architecture

Phase 2b Design Code

CA2(B) WATERLOO EDGE

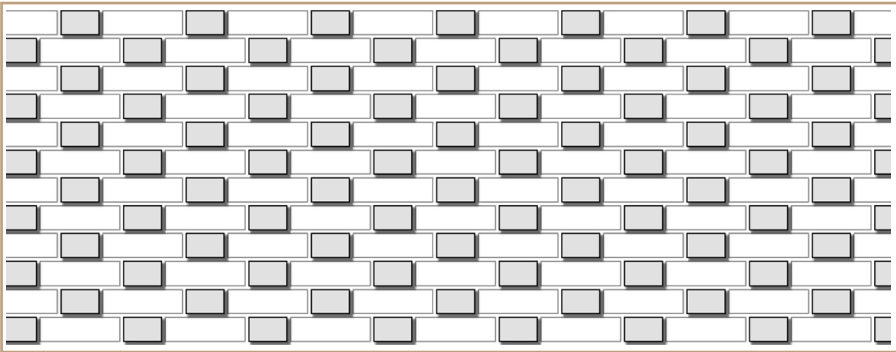
Key Characteristics:

- ‘Contemporary’ treatments, traditional forms
- Limited palette of materials
- All building typologies acceptable and actively encouraged to create variation within the streetscene
- Development to both sides of street

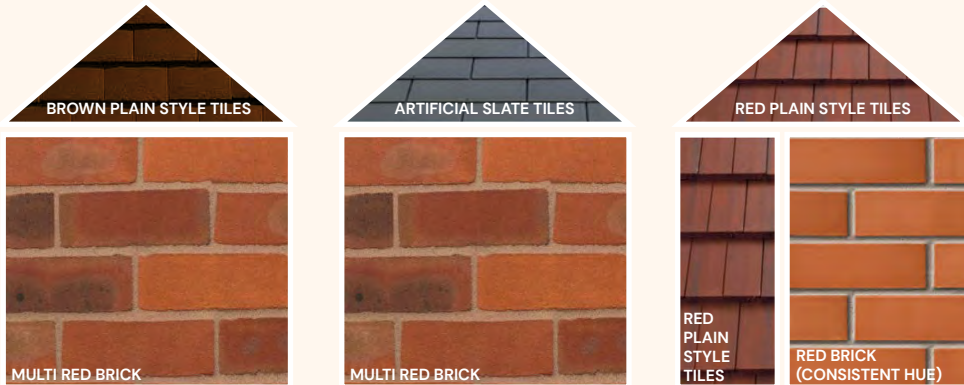
Consistency with the SPD

The Waterloo Edge character area takes design cues from both the Urban and General Residential character areas proposed within the South Wokingham SPD. This character area is slightly more regular in form than the Waterloo Core, with a regular build line, generally consistent setbacks and a higher proportion of terraces and apartments.

BRICK DETAILING



	Criteria	Code Principles
1	Building Typology	• Generally terraced dwellings and apartments
2	Building Lines (Building Set-backs/ Layering)	• Formal • Building Line: Consistent building line parallel to the street/ open space • Typical set-back: 2m
3	Height/ Enclosure	• Generally 2 & 2.5 storey • Taller dwellings are acceptable when in accordance with the parameter plans
4	Roof Form	• Simple front to back pitch or gable projections
5	Elevational Composition	• Balanced or unbalanced elevations are acceptable
6	Windows	• Contemporary style windows in black with a low level or mid level division bar
7	Detailing	• Eaves – Black fascias, soffits and rainwater goods • Heads and Cills – No window head detail and a plain cill • Doors – Contemporary style front doors in black. Frame and door colour must match • Canopies – Flat canopy or similar • Brick Detailing – Extruded flemish brick detailing in the same brick as the main structure • Dormers – Flat top dormers with grey cheeks • Chimneys – None
8	Building Material	• Walls: Multi-red brick throughout. Only exception is the use of a solid red (hue to match the darkest colour in the multi-red) with multi-red tile to some key plots. No Render. • Roof Tiles: Artificial Slate, plain red or brown
9	Boundary Treatments	• Hedging; Estate Railings to key plots.
10	Parking	• On-plot to side of dwelling • Some rear parking courts acceptable



COLOUR SCHEME

	EAVES
	WINDOW
	DOOR

CA2(B) WATERLOO EDGE – MATERIALS DIAGRAM



Character Area Location Plan



Extruded flemish brick detailing



Simple front to back pitch



Strong gables



Contemporary style windows

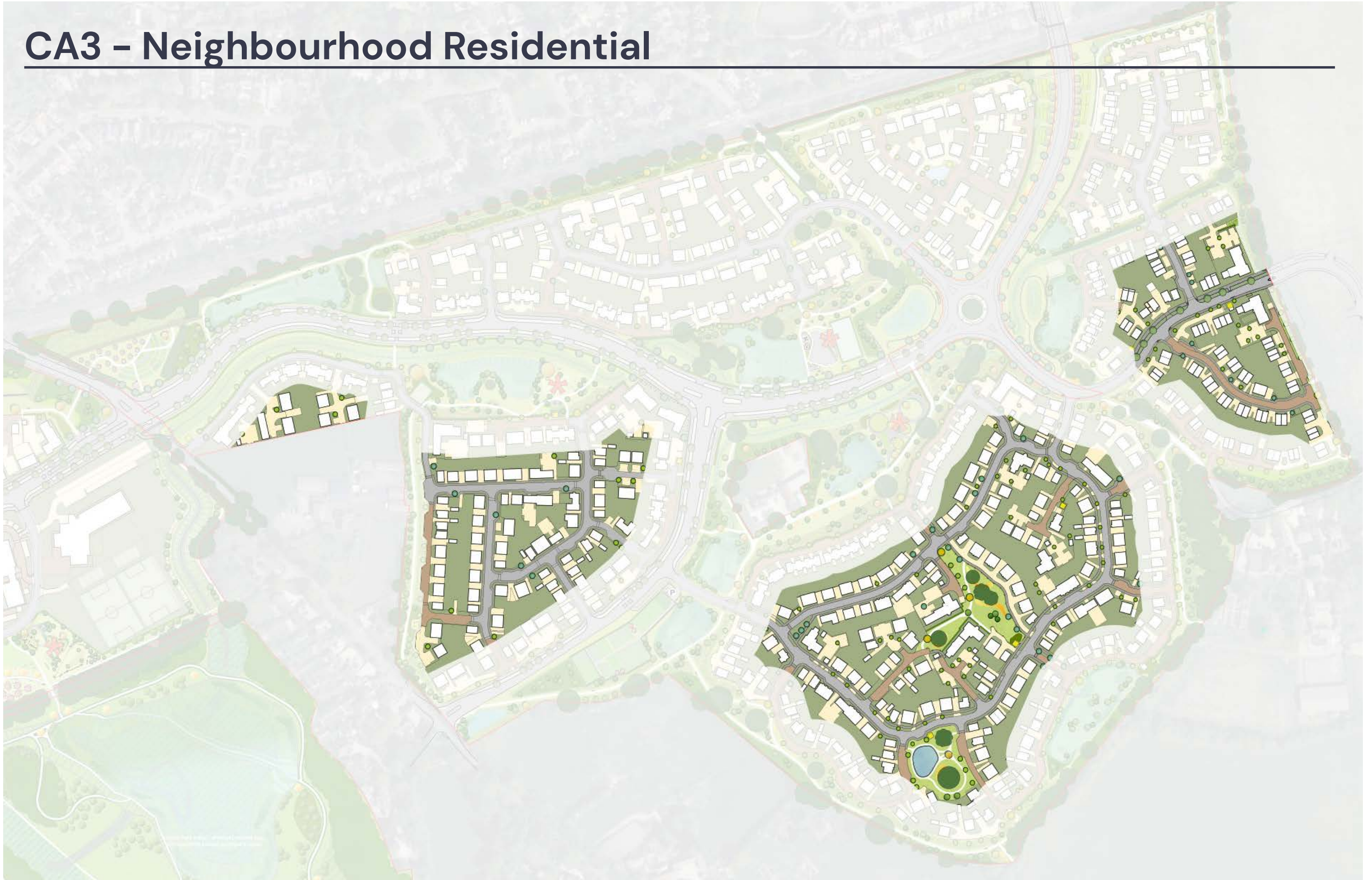


Flat canopy



Illustrative Street Scene Waterloo Edge

CA3 – Neighbourhood Residential





Illustrative View of Neighbourhood Residential Character Area

South Wokingham

Image: AAP Architecture

Phase 2b Design Code

CA3 NEIGHBOURHOOD RESIDENTIAL

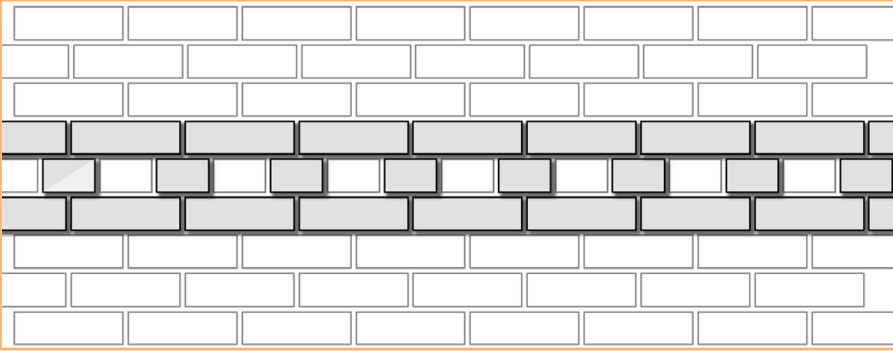
Key Characteristics:

- ‘Transition’ between urban and rural character areas
- Heart of development south of the Main Street
- Variety of forms, materials, heights inspired by the juxtaposition found in the heart of settlements –evolution over time
- Medium density with degree of enclosure to public spaces
- Range of 2/ 2.5 storey, predominantly semi detached and terraced forms
- Development to both sides of streets
- Fronting high order streets, including tree lined Secondary Street

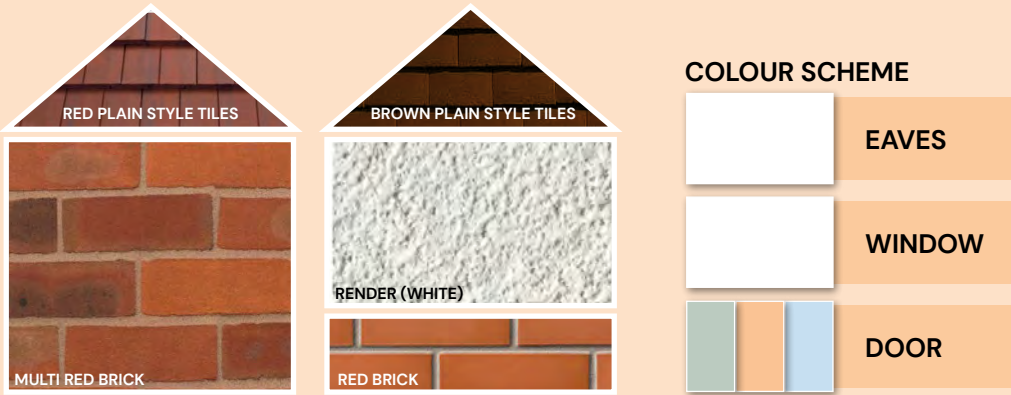
Consistency with the SPD

There is a good degree of consistency between the Neighbourhood Residential Character Area and the General Residential Character Area envisaged in the SPD. A mix of building typologies, typically 2 storey dwellings, modest set-backs, and predominantly on plot parking all perpetuate the original design ethos. The Wokingham requirement for limited use of rear parking courts has typically reduced the prevalence of continuous frontages relative to that envisaged in the SPD.

BRICK DETAILING



	Criteria	Code Principles
1	Building Typology	• Predominantly Semi-detached and Terraces • Occasional Detached. • Occasional Apartments
2	Building Lines (Building Set-backs/ Layering)	• Typically subtle variations in building lines • Variety of continuous and broken frontages • Typically 2-3m setbacks • Occasional greater set-backs permissible
3	Height/ Enclosure	• Typically 2 storey • Occasional increased heights of 2.5 storey to key buildings and around key nodes
4	Roof Form	• Mix of simple front to back pitched roofs and occasional hipped roofs
5	Elevational Composition	• Typically formally arranged elevational compositions
6	Windows	• Plain Casement windows with a single glazing bar in white
7	Detailing	• Eaves – White fascias and soffits. Rainwater goods to be black. Boxed eaves with bargeboards. • Heads and Cills – Splayed brick headers and brick or stone sill • Doors – 4 or-panel with 2 or 4 glazed panels in a pastel colour. Frame and door colour must match • Canopies – mono pitched or apex canopies • Dormers – Flat roof or gable fronted dormers • Chimneys – None
8	Building Material	• Walls: 50% solid hue brick & 50% multi-brick. Render – Full height white render on a brick plinth. • Roof: Mix of red multi and brown multi
9	Boundary Treatments	• Mix of evergreen and deciduous shrub planting • Hoop top railings to secondary streets
10	Parking	• On plot, behind the building line; occasional perpendicular frontage parking; off plot within rear courts and front courts • Perpendicular and parallel visitor parking



CA3 NEIGHBOURHOOD RESIDENTIAL MATERIALS DIAGRAM



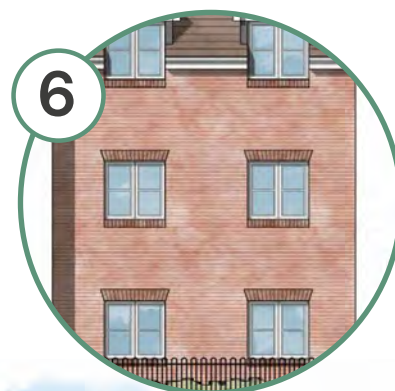
Typically 2 Storey
building height



Occasional hipped roofs



Casement style windows
with horizontal glazing bar



Gable fronted dormers

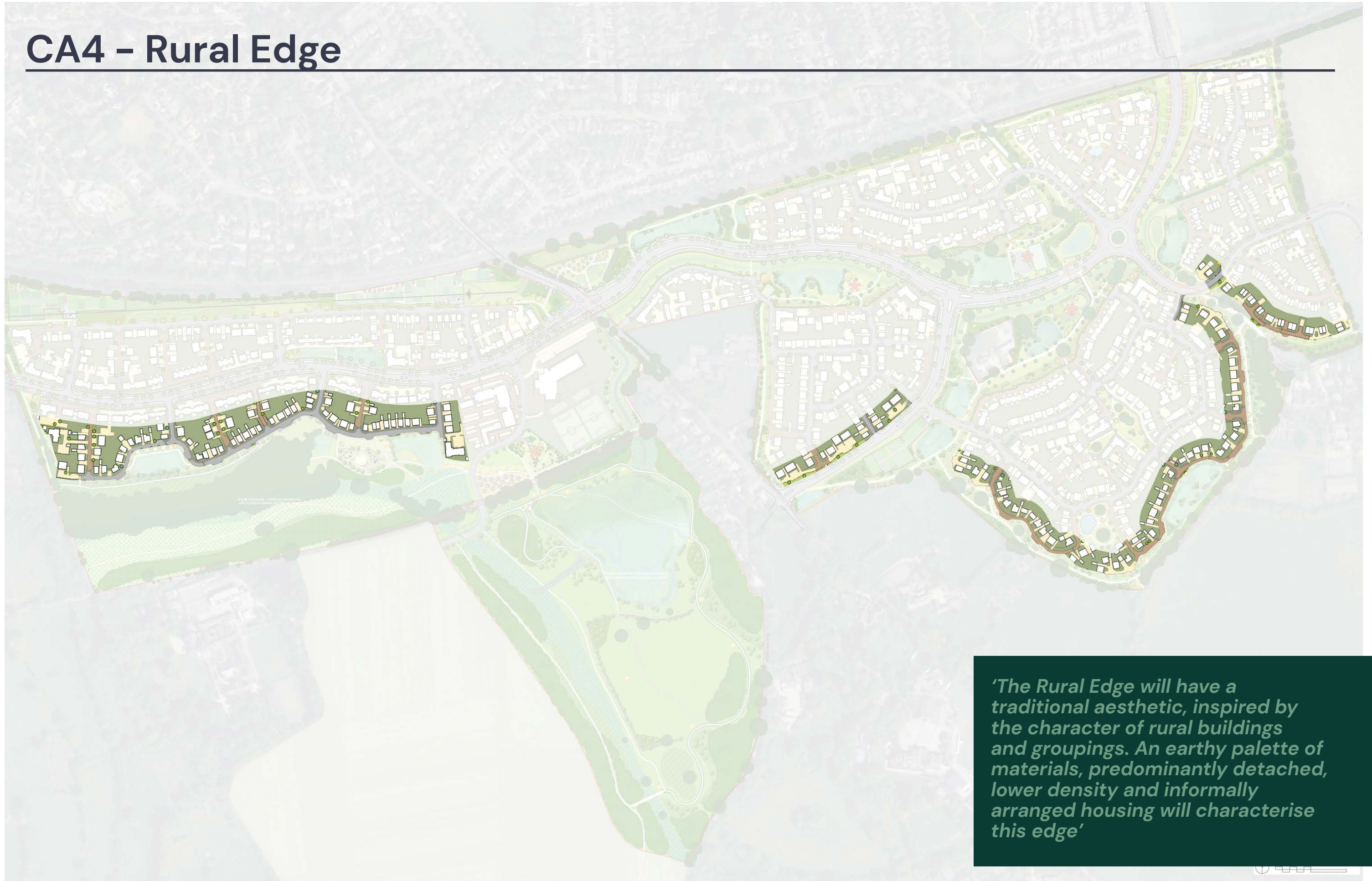


Full height white render
on a brick plinth



Illustrative Street Scene Neighbourhood Residential

CA4 – Rural Edge



'The Rural Edge will have a traditional aesthetic, inspired by the character of rural buildings and groupings. An earthy palette of materials, predominantly detached, lower density and informally arranged housing will characterise this edge'



Illustrative View of Rural Edge Character Area

South Wokingham

Image: AAP Architecture

Phase 2b Design Code

CA4 RURAL EDGE

Key Characteristics:

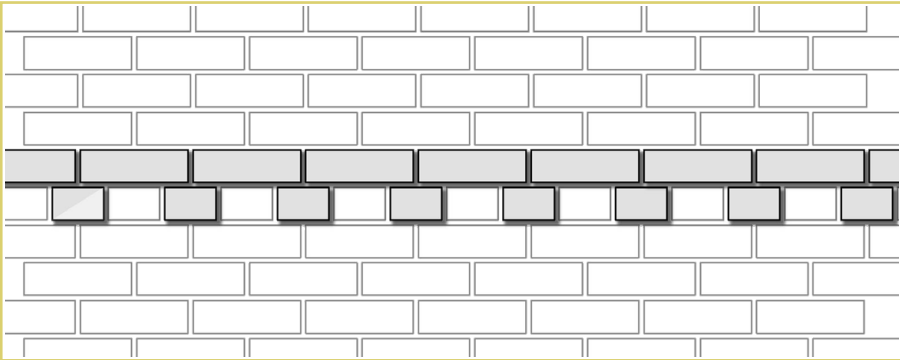
- ‘Traditional’, inspired by the character of rural buildings and groupings
- ‘Earthy’ palette of materials
- Lower density with strong landscape setting
- Predominantly detached houses, with a maximum 2 storey height
- Single sided development
- Fronting private drives and shared surface lanes

Consistency with the SPD

There is a high degree of consistency between the character of the Rural Interface envisaged in the SPD and the instructions within this Code. Making efficient use of land within the density parameters prescribed dictate that the indicative block configuration shown as part of the Detailed Masterplan is not quite as loose as illustrated in the SPD. Matters relating to general layout, built form, density, parking, boundary treatment and emphasis on informal, soft landscape treatments that reference the rural context are all consistent.

	Criteria	Code Principles
1	Building Typology	• Detached. • Semi-detached
2	Building Lines (Building Set-backs/ Layering)	• Informal • Building Line: Varied relationship to the street. Broken building line • Set-back: Generally a minimum of 3m
3	Height/ Enclosure	• Maximum 2 storey (taller dwellings only acceptable when compliant with parameter plan)
4	Roof Form	• Predominantly hipped roofs with occasional front to back and gable projections
5	Elevational Composition	• Typically formally arranged elevational compositions, with strong symmetry
6	Windows	• Arts and craft style windows in white
7	Detailing	• Eaves – White fascias and soffits. Rainwater goods to be black. Boxed eaves with bargeboards. • Heads and Cills – Arched brick header and brick cills. • Doors – Cottage style front doors in pale grey or cream. Frame and door colour must match • Canopies – Apex canopies • Chimneys – To feature plots
8	Building Material	• Walls: Red multi brick, cream render (to first floor) or tile hanging • Roof: brown or red plain tiles and artificial slate
9	Boundary Treatments	• Chestnut cleft fencing to outer edge of private drives • Informal hedgerows and planting with a high percentage of perennial mixes to front gardens
10	Parking	• On plot, behind the building line, often within garages or car ports • Visitor parking on street in parallel bays

BRICK DETAILING



CA4 RURAL EDGE MATERIALS DIAGRAM



Predominantly
hipped roofs



Cream render
to first floor



Arts & Craft
style windows



Chimneys to
feature plots



Gable fronted (open) or
hipped porch canopies



Illustrative Street Scene Rural Edge

CHARACTER AREA	STYLE	BUILDING TYPOLOGY	BUILDING LINE / SETBACK	BUILDING HEIGHT	MATERIALS	WINDOWS & DOORS	DETAILING	BOUNDARY TREATMENTS	PARKING
CA1 MAIN STREET	CONTEMPORARY	PREDOMINANTLY LINKED / TERRACED DWELLINGS AND APARTMENTS	FORMAL BUILDING LINE 1M TO 2M SETBACKS	2.5 & 3 STOREY WITH OCCASIONAL USE OF 2 & 4 STOREY (WHERE CONSISTENT WITH PARAMETER PLANS)	BRICK - SOLID RED HUE SPARING USE OF ENGINEERING BRICK FOR DETAILING RENDER - WHITE RENDER TO FIRST FLOOR AND ABOVE ROOF TILES - CONSISTENT USE OF ARTIFICIAL SLATE ROOF TILES	WINDOW COLOUR - DARK GREY STYLE - CONTEMPORARY ARRANGEMENT - BALANCED OR UNBALANCED ACCEPTABLE AT LEAST ONE 1800MM (OR SIMILAR HEIGHT) WINDOW TO FRONT ELEVATION PER DWELLING BLACK CONTEMPORARY DOORS TO ALL DWELLINGS	DARK GREY EAVES DETAILING NO HEADERS OR SILLS FLAT CANOPIES AND DORMERS LINEAR HORIZONTAL BRICK DETAILING LIGHT COLOURED WINDOW SURROUNDS WHERE APPLICABLE	BALL TOP BLACK RAILING WITH ORNAMENTAL HEDGEROWS AND PLANTING	ON-PLOT TO THE SIDE OF DWELLING SOME REAR PARKING COURTS ACCEPTABLE NO FRONTAGE PARKING
CA2(A) WATERLOO CORE	CONTEMPORARY	MIX OF DETACHED, SEMI-DETACHED & TERRACED DWELLINGS, WITH APARTMENTS AT KEY LOCATIONS	MIX OF FORMAL AND INFORMAL BUILDING LINE 2M TO 3M SETBACKS	MIX OF 2 & 2.5 STOREY EXCEPTIONS ONLY WHERE PARAMETER PLANS PERMIT	BRICK - RED MULTI-BRICK RENDER - NO RENDER TILE HANGING - TILE HANGING TO SMALL NUMBER OF KEY PLOTS (COLOUR TO MATCH ROOF TILE) ROOF TILES - ARTIFICIAL SLATE AND RED PLAIN OR BROWN	WINDOW COLOUR - BLACK STYLE - CONTEMPORARY ARRANGEMENT - BALANCED OR UNBALANCED ACCEPTABLE WINDOW HEIGHTS GENERALLY 1050-1350MM BLACK CONTEMPORARY DOORS TO ALL DWELLINGS	BLACK EAVES DETAILING NO HEADERS OR SILLS FLAT CANOPIES AND DORMERS EXTRUDED FLEMISH BRICK DETAILING BLACK WINDOW SURROUNDS WHERE APPLICABLE	FORMAL HEDGE PLANTING	ON-PLOT TO THE SIDE OF DWELLING SOME REAR PARKING COURTS ACCEPTABLE FRONTAGE PARKING
CA2(B) WATERLOO EDGE	CONTEMPORARY	PREDOMINANTLY TERRACED DWELLINGS, WITH APARTMENTS AT KEY LOCATIONS	FORMAL BUILDING LINE 2M SETBACKS	MIX OF 2 TO 4 STOREY DWELLINGS (WHERE CONSISTENT WITH PARAMETER PLANS)	BRICK - RED MULTI-BRICK RENDER - NO RENDER TILE HANGING - TILE HANGING TO SMALL NUMBER OF KEY PLOTS (COLOUR TO MATCH ROOF TILE) ROOF TILES - ARTIFICIAL SLATE, RED PLAIN OR BROWN	WINDOW COLOUR - BLACK STYLE - CONTEMPORARY ARRANGEMENT - BALANCED OR UNBALANCED ACCEPTABLE WINDOW HEIGHTS GENERALLY 1050-1350MM BLACK CONTEMPORARY DOORS TO ALL DWELLINGS	BLACK EAVES DETAILING NO HEADERS OR SILLS FLAT CANOPIES AND DORMERS EXTRUDED FLEMISH BRICK DETAILING BLACK WINDOW SURROUNDS WHERE APPLICABLE	FORMAL HEDGE PLANTING	ON-PLOT TO THE SIDE OF DWELLING SOME REAR PARKING COURTS ACCEPTABLE FRONTAGE PARKING
CA3 NEIGHBOURHOOD RESIDENTIAL	TRADITIONAL	PREDOMINANTLY SEMI-DETACHED AND TERRACED UNITS, WITH LIMITED NUMBER OF APARTMENTS AND DETACHED DWELLINGS	MIX OF FORMAL AND INFORMAL BUILDING LINE 2M TO 3M SETBACKS	MIX OF 2 & 2.5 STOREY	BRICK - 50% SOLID RED HUE & 50% RED MULTI-BRICK RENDER - FULL HEIGHT WHITE RENDER ON A BRICK PLINTH TILE HANGING - NO TILE HANGING ROOF TILES - MIX OF BROWN AND RED PLAIN	WINDOW COLOUR - WHITE STYLE - PLAIN CASEMENT WITH SINGLE HORIZONTAL GLAZING BAR (CAN BE INTERNAL) ARRANGEMENT - BALANCED WINDOW HEIGHTS GENERALLY 1050-1350MM PASTEL COLOURED FOUR AND SIX PANEL DOORS	WHITE EAVES DETAILING SPRAYED BRICK HEADERS AND BRICK OR STONE SILL MONO PITCHED OR APEX CANOPY FLAT ROOF OR GABLE FRONTED DORMERS	MIX OF EVERGREEN AND DECIDUOUS SHRUB PLANTING HOOP TOP RAILINGS TO SECONDARY STREETS	ON-PLOT TO THE SIDE OF DWELLING SOME REAR PARKING COURTS ACCEPTABLE FRONTAGE PARKING
CA4 RURAL EDGE	TRADITIONAL	PREDOMINANTLY DETACHED AND SEMI-DETACHED UNITS	INFORMAL BUILDING LINE PREDOMINANTLY 3M SETBACKS	PREDOMINANTLY 2 STOREY. EXCEPTIONS ONLY WHERE PARAMETER PLANS PERMIT	BRICK - 100% RED MULTI-BRICK RENDER - HALF HEIGHT CREAM RENDER ABOVE EXTRUDED DENTAL STRIP TILE HANGING - SOLID HUE AND MULTI RED TILE HANGING ROOF TILES - MIX OF BROWN AND RED PLAIN OR ARTIFICIAL SLATE	WINDOW COLOUR - WHITE STYLE - ARTS AND CRAFTS STYLE WINDOWS ARRANGEMENT - BALANCED WINDOW HEIGHTS GENERALLY 1050-1350MM PALE GREY & CREAM COTTAGE STYLE DOORS	WHITE EAVES DETAILING ARCHED BRICK HEADERS AND BRICK SILL APEX CANOPY CHIMNEYS TO KEY PLOTS	CHESTNUT CLEFT FENCING TO OUTER EDGE OF PRIVATE DRIVES INFORMAL HEDGEROWS AND PLANTING WITH A HIGH PERCENTAGE OF PERENNIAL MIXES TO FRONT GARDENS	ON PLOT, BEHIND BUILDING LINE, OFTEN WITHIN GARAGES OR CAR PORTS OCCASIONAL USE OF OTHER TYPOLOGIES WHEN NOT FRONTING A GREEN EDGE
SITE WIDE							BLACK RAINWATER GOODS	SIDE WALLS FACING THE PUBLIC REALM SHOULD BE CONSTRUCTED FROM BRICK. THE RETURN SECTION CAN BE CONSTRUCTED FROM CLOSE BOARD FENCING WHEN BEHIND THE BUILDING LINE. BOUNDARY WALLS TO COURTYARDS TO BE CONSTRUCTED FROM BRICK OR CLOSE BOARDED FENCE WITH A PLANTING ZONE IN FRONT	

04 Implementation

- 4.1 Design Codes are acknowledged as a powerful tool in delivering high quality development. The production of design codes in themselves, however, are only part of a process that needs to focus on quality in order to ensure the outcomes demanded by the NPPF. Central to delivering this quality is the extent to which the Code is understood and followed by designers working on reserved matters applications, and the extent to which the proposals are assessed against the content of the Code.
- 4.2 The role of the Design Code is not to be overly prescriptive. As such there is no substitute for designers working up reserved matters applications to take inspiration from the policy and physical context to reinforce sense of place. Equally, the Local Planning Authority must be robust in their decision making process to ensure the high quality design all parties aspire to is delivered.

Monitoring and Review

- 4.3 It is recognized that there is a need to monitor and review the Code as development proceeds on this site. It is recommended that an opportunity for formal review of the Code should take place every 3 years after the submission of the first reserved matters application. This provides a number of formal reviews of the Code during the development and allows for lessons learned during the implementation of the Code during initial reserved matters applications to inform the preparation of reserved matters for subsequent phases.
- 4.4 Outside of the formal review mechanism, there may be circumstances where a designer, working up proposals in accordance with the Code, feels that a building or group of buildings could better contribute to the quality and identity of the development by localised deviation from the Code. In these circumstances a strong rationale and justification for the approach being proposed is recommended in conjunction with early discussions with Wokingham Borough Council.



Office Location
33 Sheep Street
Cirencester
GL7 1RQ
T 01285 641717
cirencester@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

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Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT
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