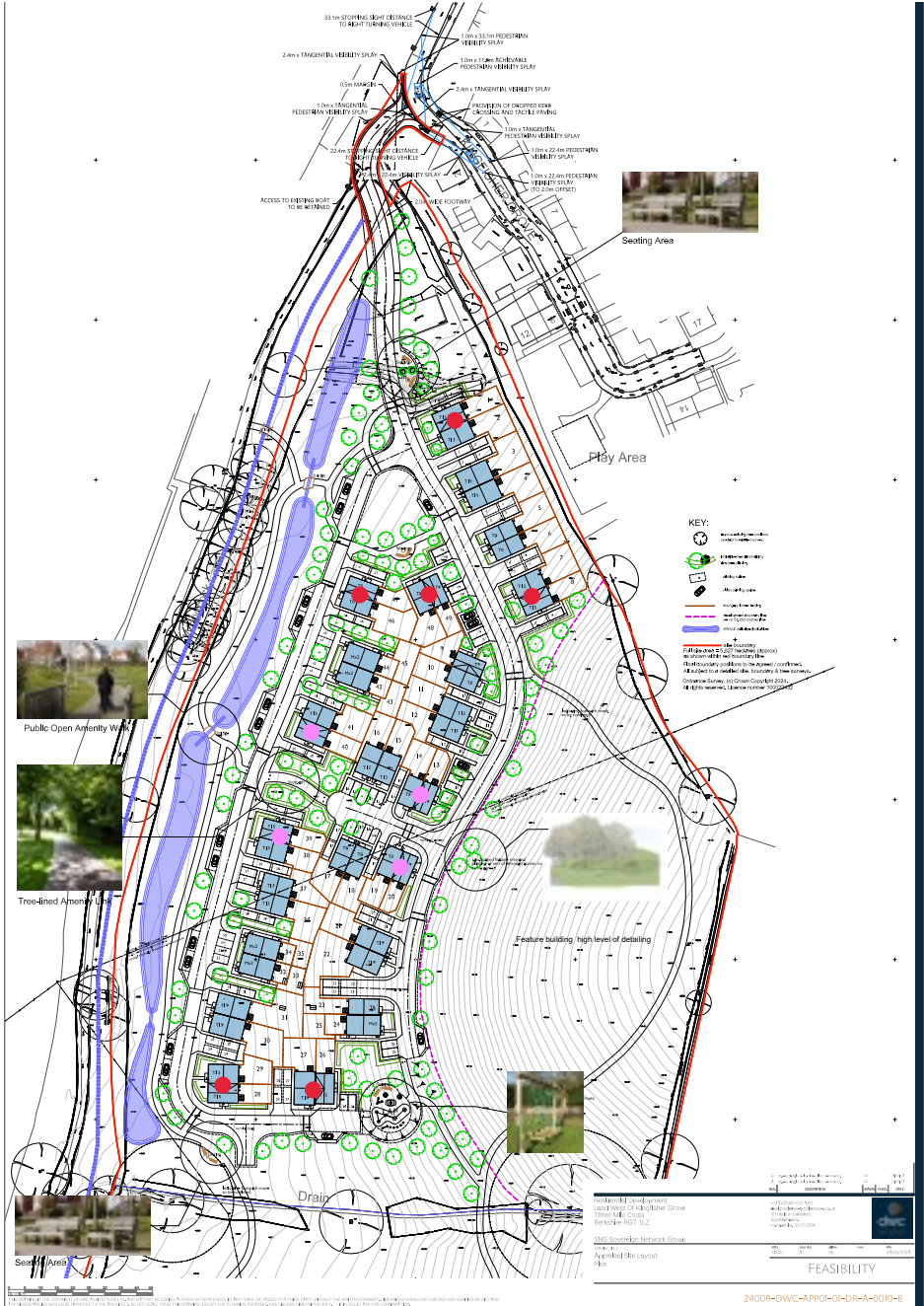


Design Evolution - Materials for discussion



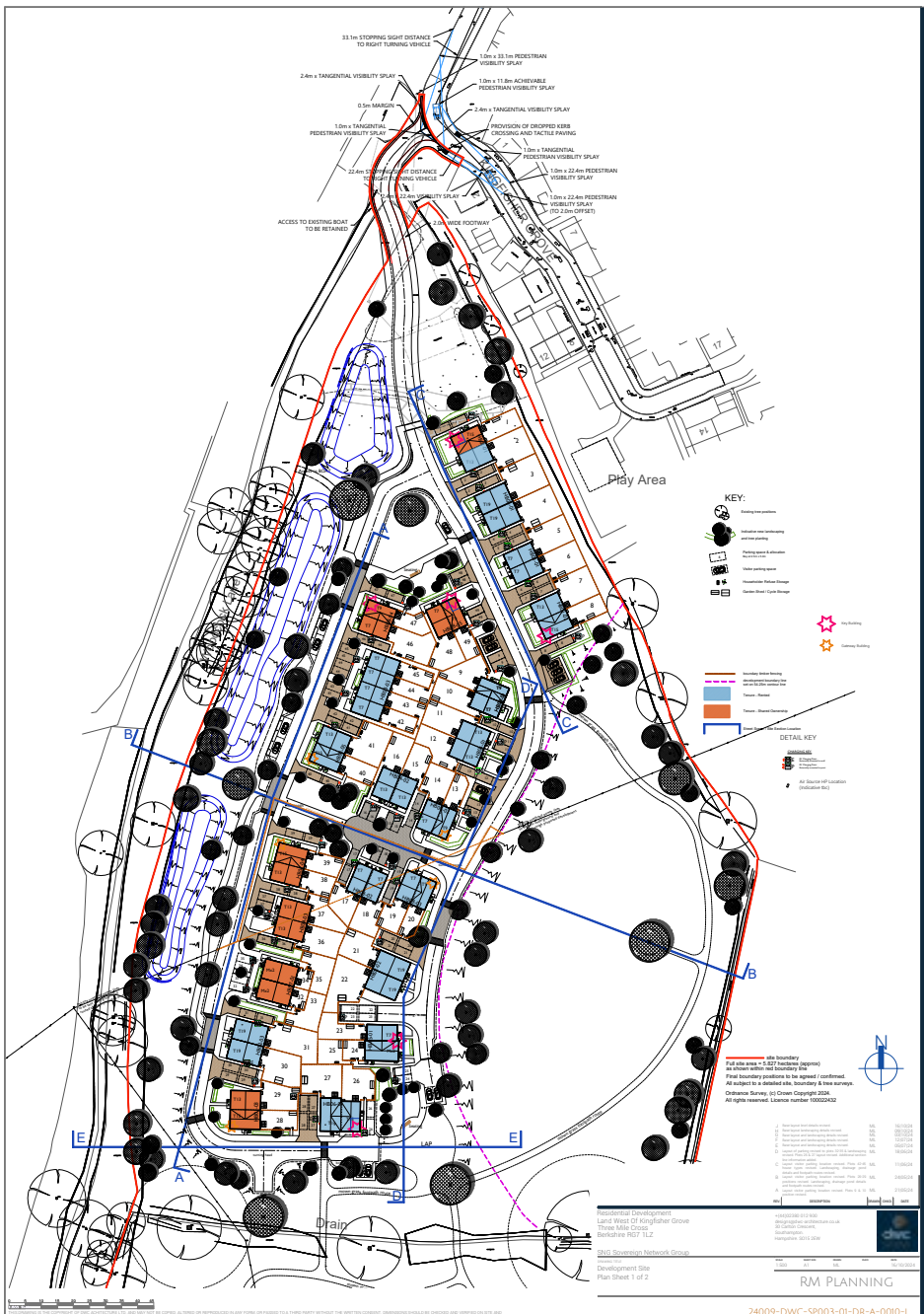
Design Evolution - Feature Legacy Buildings



Design Evolution - Final RM Coloured Site Layout



### 3.04 RM PLANNING LAYOUT



The Scheme has been developed consciously around the sites existing constraints, drainage, existing ecology and the immediate surrounding area, all being essential drivers for preservation of open space and the green infrastructure network. The design evolution has been conscious of the sites position on the edge of an established residential area and as a secluded development site. This has been realised through appropriated scaled development adopting contextually familiar material and detailing. General design features of the scheme include:



- Complimentary form, design and materials to homes neighbouring the site.
- Preservation of mature boundary trees and hedgerows creating landscape buffers between the site and adjacent context.
- Single vehicular access point discouraging non residential vehicles users of visitors.
- Key buildings and landscaping features addressing site gateways and road stops.

- Clear pedestrian routes provided through the site and joining with adjacent public access footpaths and to the Byway Open to All Traffic (BOAT)

The development provides active street frontages and overlooking onto open spaces providing natural surveillance including onto the proposed play space. Houses have a strong front line addressing the main development road system layout along with varying parking arrangements from on plot to on street options. The provision of an ecological buffer to the eastern site boundary to protect adjoining development and play areas has offered positive landscaping opportunities. There have also been large areas of the development site area left clear for natural and public use amenity but detailing has also been included relating to greening of the public realm and softer road edges. Existing boundary vegetation has been retained and enhanced to all of the boundaries providing an appealing backdrop for the new development and preserving the secluded nature of the existing site.

Responding to the domestic nature of the immediate area, the scheme has been maintained as a low-rise development with all houses limited to 2 storey. The scale of the development is in keeping with the contextual developments and well within the design and planning constraints as set out in the approved Outline Permission. The space between houses created by recessed parking and mixed surfaces further assists with the creation of a characteristic neighbourhood within adjacent developments. The proposed development requires the redesign and detailing of a new site access at the northern end of the development site and this was approved as part of the Outline Permission.

3.05 DEVELOPMENT CHARACTER - DETAILS

As discussed within the original Outline DAS

Most buildings in the surrounding housing areas are modest in size and domestic in scale, typically one to three storeys with relatively low roof pitches. Residential dwellings are typically detached or semi-detached.

Grazeley Road is developed on both frontages along the majority of its length, typically in semi or detached two storey form, with pitched roofs, and red brick or render facades. The properties are of varying age, generally from early-mid 20th century to individual houses constructed in the latter part of the 20th century. They are generally of simple form, set back from the road frontage, each with their own front gardens. The character is more suburban than rural.

The development concept is designed around a strong landscape structure, taking as its starting point the existing land form, vegetation and surrounding built features, which act as form-givers for the development, with the purpose of delivering a development which responds to its location. Opportunities for linking with the neighbouring Spencers Wood scheme at the southern side of the site will be taken as much as possible, to ensure a positive interface between the two. Overall, a sustainable, safe, attractive place will be created, with buildings and landscape defining streets and public spaces.

Building heights reflect the edge of settlement location, using the standard two storey design, along with overall outline design cues from the surrounding area. Elevation details have been kept simple to reflect a more contemporary feel to the development with the inclusion of specific detail brickwork features, modern porch designs and simple window and elevational detailing.

The overall development design will result in a mix of house types and tenures, creating a balanced community and meeting the housing needs of the local area. This will enable greater potential for homes to be occupied throughout the day and provide increased opportunity for natural surveillance, community interaction and environmental control. The built form will respond positively to the sense of place by using materials that complement the local vernacular, reinforcing local distinctiveness. Building materials will be locally and sustainably sourced wherever possible. Buildings will be designed and constructed to minimise energy consumption, conserve water resources and reduce its consumption, recycle materials and reduce waste. The scheme will be energy and water efficient, with all new units achieving the relevant requirements of Part L of the Building Regulations. Water pollution and flooding will be prevented.

Streets are designed in accordance with the Wokingham Borough Design Guide, Manual for Streets 1 and 2 and the Urban Design Compendium. The street layout encourages walking and cycling and is permeable, in that it is well-connected and offers a choice of direct routes to all destinations. It is legible, structured by a spine street that runs around the outside of the proposed developable area, with private drives spurring off, forming distinctive places and spaces so that it can be 'read' and is thus easy to navigate. New pedestrian and cycle (including buggy and wheelchair friendly) routes are provided through the site which prioritise pedestrian and cycle movement and aids connectivity with the adjacent SANGS (as far as possible) and the wider landscape. Routes are overlooked and well lit and speed restraints are designed in so that walking and cycling is safe, accessible and convenient. Car parking will not dominate the street scene, located so as to be shielded as far as possible by the dwellings or by vegetation



1 TWO STOREY BRICK DETACHED DWELINGS ON GRAZELEY ROAD  
2 DETACHED AND TERRACED PROPERTIES ON GRAZELEY ROAD



DWELLINGS WITHIN A NATURAL LANDSCAPE SETTING

DESIGN PRINCIPALS - RESERVED MATTERS APPLICATION

Introduction

Great care has been taken to ensure the proposed development responds positively to the outline consent and the character and appearance of the area thus ensuring good integration of the site in the adjoining residential area.

Boundaries and edges are an integral part of any proposed design process, defining the limits and transitions between different spaces, providing a sense of place through visual, social, and physical cues. The nature of the layout and principles offered in the original outline consent brings forward a scheme which promotes perimeter block design philosophy. It conforms to good urban design principles with appropriate building frontages overlooking streets and open spaces.

The layout with back gardens meeting back gardens provides a strong linear and uncomplicated street design, with buildings set back from the road provides for a strong landscaped edge with feature trees and hedgerows.

This approach in design layout has provided the opportunity to introduce a small but effective use of prominent corners, these landmark buildings with heightened detailing helps to give these building the balance of material choices.

The architectural styling of the buildings has been carefully considered and while there maybe differences a simple but effective use of an uncomplicated pallet of materials, ensures an overall continuity is maintained throughout the site with a strong the sense of place.



BUILDINGS FRONTING OPEN SPACE

Copy of information and drawing taken from original Fabrik Outline Planning Application D&A Statement

Shinfield Parish - Our Village Character Statement



7. The Built Environment

Features

**Housing**  
Housing is the major building type in the area, of a variety of ages and a variety of housing styles. Typically houses are two storeys, with pitched roofs, and generally detached or semi-detached. Terraces are rare and normally short, of no more than four properties.



Late Victorian / Edwardian Houses: Houses characteristic of the centres of Spencers Wood and Ryeish Green with the details in brickwork, special windows and eaves are special to Our Villages.

Copy of information taken from original A vision for Our Villages Ryeish Green, Spencers Wood, Three Mile Cross. Character Statement - April 2008

Outline consent

**TOWNSCAPE & LANDSCAPE**  
**TOWNSCAPE OF THREE MILE CROSS**  
The village of Three Mile Cross is centred on the staggered cross-roads junction of Basingstoke Road, Gravelley Road and Church Lane. These three roads comprise the main arteries of the built form in the village, together with recent residential development behind the frontage of Gravelley Road.  
Most buildings in Three Mile Cross are located in one or two storeys in scale, typically one to three storeys with relatively low roof pitches. Residential buildings are typically detached or semi-detached.  
Basingstoke Road displays the best examples of the traditional Victorian buildings, many of which are listed. The buildings are red brick with examples of decorative grey brickwork around the windows. Housing to the western frontage is typically two storey semi-detached, with pitched roofs and brick or render facades. There are a number of commercial premises such as the petrol station on the western side of Basingstoke Road.  
Church Lane is of a quieter, more informal nature with a predominance of Victorian style two storey red brick properties with more ornate chimneys and small gable features above some windows. There are some notable properties of individual character.  
Gravelley Road is developed on both frontages along the majority of its length, typically in semi or detached two storey form, with pitched roofs, and red brick or render facades. The properties are of varying age, generally from early mid 20<sup>th</sup> century to individual houses constructed in the latter part of the 20<sup>th</sup> century. They are generally of various scale, set back from the road frontage, each with their own front gardens. The character is more suburban than rural.  
Gravelley Road becomes less dense at its western end with larger front gardens, taller red-brick and more detached buildings. The character is more rural. The landscape development around Gravelley Road is higher in density, with two storey housing in semi-detached or terrace form. Buildings vary from detached green amenity estates on the western front to denser, more suburban courtyard in the centre.  
South-west of the site, a commercial/industrial complex can be found off the A33. This complex contains a service station and a building supply yard. Built form here is varied in scale and height from one-and-a-half storeys to three storeys.

1. Semi-detached brick detached properties on Gravelley Road  
2. Detached and terraced properties on Gravelley Road  
3. Use of white render and larger front gardens on Gravelley Road  
4. New residential development along Gravelley Road at its western end  
5. Detached Victorian house with arched porch  
6. Historic building on Basingstoke Road  
7. The main pub on Basingstoke Road (The Crown Inn)  
8. Use of brick details  
9. Grade II listed building (former cottage) at the junction with Church Lane  
10. Plot area on Church Lane  
11. Use of decorative chimney and brick details  
12. New school, grade II listed building on Church Lane

**BUILDING TYPES & CHARACTER**  
It is envisaged that new buildings will represent a contemporary, sustainable representation of Three Mile Cross vernacular. This contemporary expression should bear reference to historic forms and materials, but most importantly efforts to good house design. The Basingstoke Borough Design Guide provides a detailed assessment of the characteristics of buildings within the county. This will be followed closely in the design of dwellings for the Land west of Kingfisher Grove.  
The proposed new dwellings would be in keeping with the local character of Three Mile Cross to ensure the site fits in to its place. Use of vernacular materials such as red brick and render will be considered. Windows and doors would be in the traditional style and material within the composition of the elevation. Porches, brick detailing and robust materials would be utilised to provide interest and individuality to the elevations.  
**INCLUSIVENESS**  
The development will integrate the principles of inclusion design as set out in local planning guidance. The Disabled Persons Transport Advisory Committee defines inclusive environment as follows:  
Inclusive environments are those that can be used by everyone regardless of age, gender, ethnicity or disability. This makes them truly functional, efficient and sustainable. Inclusive environments recognise and accommodate differences in the way people use the built environment and provide solutions that enable all of us to participate in important activities equally, independently, with choice and dignity.  
The development will integrate the principles of inclusiveness in a number of ways:  
• A mix of housing and tenure types will be provided to meet the needs of a wide spectrum of society.  
• Priority will be given to pedestrians and cyclists over the private car.  
The development will ensure good access for all members of the community. It will provide safe, direct and convenient access to public transport, public open space and local facilities via pedestrian and cycle routes which comply with Government regulations on shared access. The public realm will be designed to satisfy the CDO standards.  
**FLEXIBILITY**  
All elements of the proposal will be future-proofed. This will be embedded from the start and should operate at the masterplan, block and building levels in order to be truly adaptable.  
A responsive masterplan should provide clarity in what is prescribed and what is flexible. Adaptive blocks should allow for changes in need depending on the requirements of the market and flexible buildings should provide the opportunity for users to modify and personalise their homes.  
**SECURED BY DESIGN**  
One of the Government's key objectives for the planning of new housing is to secure high-quality sustainable places where people will choose to live. To achieve this, much greater emphasis is placed on the quality of design and planning. Designing for community safety is a central part of this.  
Secured by Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. The entire masterplan will be designed to meet the requirements of Secured by Design.  
The reduction of crime and the fear of crime are key objectives of Secured by Design. Many movement routes provide informal control by the community and a heightened sense of safety in particular. Clear and direct routes through an area for all forms of movement are desirable. These must not undermine a sense of ownership and responsibility towards well-designed neighbourhoods. Secured by Design seeks to promote safe walking, and to this end a series of community should be promoted through an emphasis on key community local areas in the plan.  
The masterplan facilitates natural surveillance and careful design will create a sense of ownership and responsibility for every part of the scheme, deterring criminal or anti-social behaviour. Design features will include secure parking, adequate lighting of communal areas, ensuring streets and open spaces are monitored and landscape design that supports natural surveillance and safety. However, the rural character of the development should not be compromised through overly intrusive lighting or security measures.  
**SUSTAINABILITY**  
Society and technology continue to change at an ever increasing rate, and the needs of the population are likely to evolve over time. Underpinning the approach to sustainability, therefore, is the need to anticipate and then design for this evolution, whilst minimising the environmental impact of the development. The masterplan seeks to future-proof our proposals, using three guiding principles:  
• **Longevity and Lifetime** - ensuring that the development can meet the needs of its population over time (and through different stages of life). For example, this includes the creation of flexible buildings that can be adapted to suit individual, family and elderly care needs.  
• **Multi-functionality** - ensuring that the design and construction solutions implemented demonstrate excellent design sense and value for money by performing a range of roles or services. This encompasses of such, for example, performs a function in terms of sun-out, but also has aesthetic, ecological and amenity benefits.  
**ENERGY**  
The houses will be constructed using highly insulated elements in order to maximise energy efficiency whilst retaining thermal mass.  
Renewable technologies will be installed to reduce carbon emissions by in excess of 10%. These will be comprised of:  
1. Solar hot water heating panels  
2. Photovoltaic panels and/or  
3. Air source heat pumps  
The air tightness of the houses will demonstrate at least a 40% improvement over the minimum required by the Building Regulations.  
**MATERIALS**  
Materials will be selected for their environmental rating and preference will be given to those materials which score an A+, A or B rating in the Green Guide to Specification.  
**SUSTAINABLE TRANSPORT**  
The proposals will seek to ensure that the impact on existing transportation methods is minimised, whilst providing the necessary opportunities for new, cleaner technology to be supported. The impact on air quality should be minimised by enabling a more rapid shift to the use of zero emission vehicles.  
The potential scale for dwellings to be provided with a rapid charging point, if requested by residents. The electrical design details for all houses should ensure easy switch of charging points if the option is not taken up immediately. A commitment to provide in-line with Basingstoke Borough Council's guidance in Appendix E of the Long Streets & Highway Guide for Development Document (2019). Visitor spaces within the development could also be fitted with charging points.

Copy of information and drawing taken from original Fabrik Outline Planning Application D&A Statement

Outline consent Wider context to parish area



Figure 1 Tabby Close, Three Mile Cross



Figure 2 Star Rise, Three Mile



Figure 3 Basingstoke Road, Spencers Wood



Site and surroundings - local images



Number 1 Kingfisher Grove.



Number 2 Kingfisher Grove.



Number 2 Kingfisher Grove.



Site Access area



Existing building on site - to be removed.



General view across existing site area

3.06 RESERVED MATTERS LAYOUT DESIGN

Outline Planning Masterplan - as Approved



Starting point for the RM Planning Layout design.  
Copy of information and drawing taken from original Fabrik Outline Planning Application D&A Statement