

BUILT FORM

3.1 OVERALL FORM OF DEVELOPMENT

This section provides further detail about the form of the proposed development. The following paragraphs describe the character of the development across the site, with an overall approach which is sympathetic to the locality.

The built form has evolved through considering the opportunities and constraints presented by the site, particularly to reinforce placemaking principles.

It is considered that the scheme as drawn provides a good mix of accommodation, efficiently using the land yet appropriate to the character of development in the immediate vicinity.

3.2 STOREY HEIGHTS & SCALE

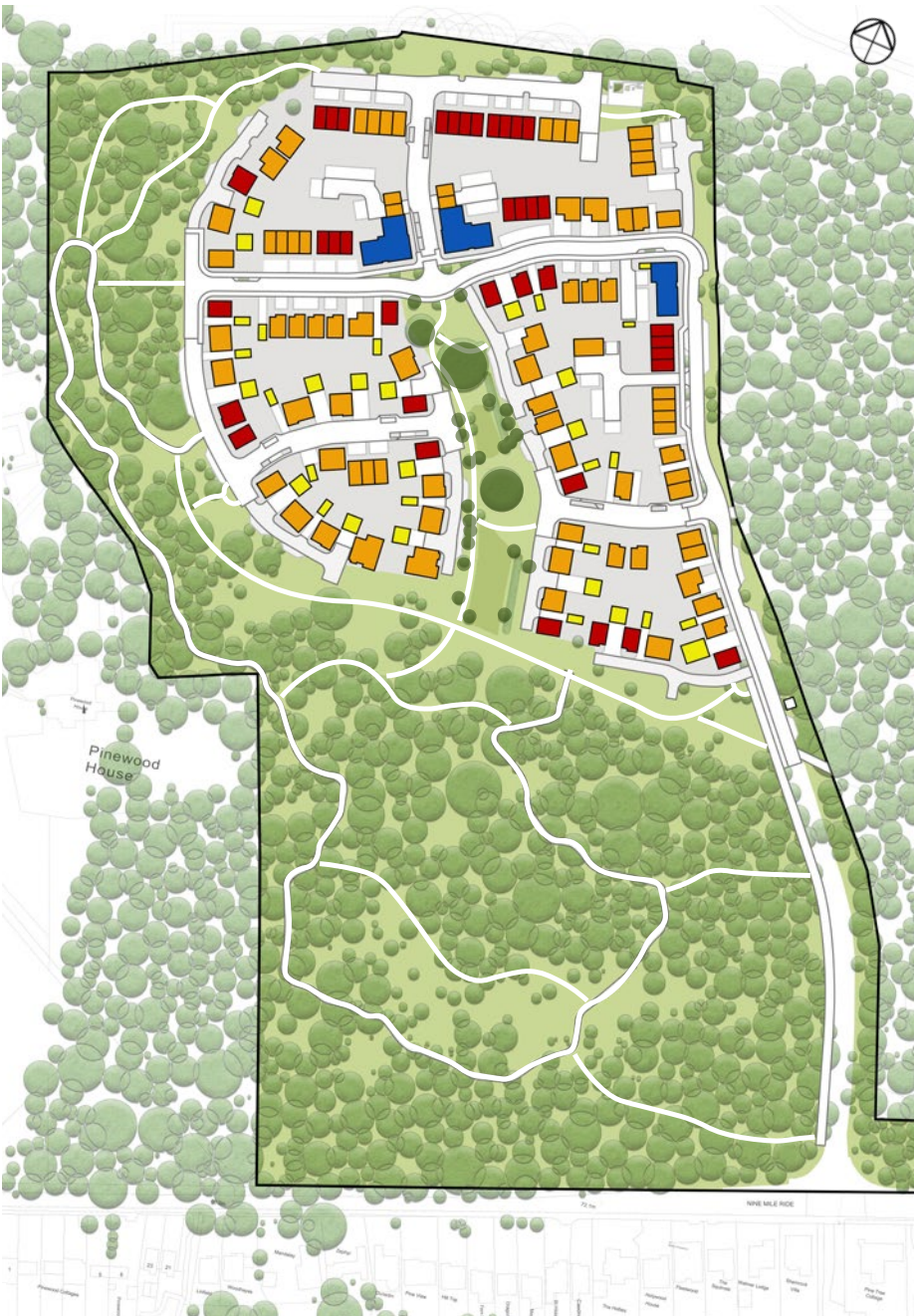
The proposed buildings are predominantly two storeys in height, with a occasional use of two and a half storey homes and three storey flats in key locations.

Corner plots are important, and dwellings are designed with two frontages, often treated as key buildings.

Dwellings shown vary in width and are configured in a full range of typologies. These vary from detached and semi-detached houses to short terraces of houses and maisonettes configured to achieve a barn type character.

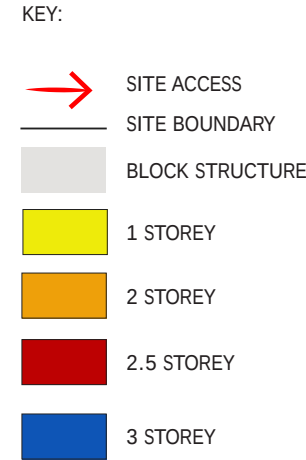
Housing groups and landscaping work together to create well defined streets and spaces which highlight the emphasis on a quality public realm.

The diagram adjacent identifies the storey height design.



3.1

3.1 Storey heights diagram



BUILT FORM

3.3 HOUSING TYPES

The layout has been developed using housing typologies to meet several needs:

- Townscape: using housing types that contribute to a strong streetscape, and high quality of public realm.
- Market Housing: to provide a range of homes that will readily meet market demand, and therefore rapidly contribute to housing need in this sector.
- Meeting Affordable Housing Demand: to meet the specific requirements of Wokingham Borough Council for a percentage of affordable housing.

A hierarchy of housing types are included in the masterplan:

- Smaller two and three bedroom homes are largely narrow fronted two storey homes, generally in a semi-detached or terraced configuration.
- Smaller three bed houses are included generally in detached or semi-detached configurations as two or two and a half storey buildings.
- Larger three, four and five homes are detached, two storey buildings. They generally include double frontage to assist in the turning of corners at important locations or loosely configured alongside POS.
- Flats are located on key corners



Example of Semi-detached dwellings



Example of Detached dwellings



Example streetscene illustrating a mix of housing types.

3.2

BUILT FORM

3.4 CHARACTER AREAS

This section provides further details about how the proposed development has been arranged into four character areas that will aid placemaking and wayfinding across the site.

- WOODLAND EDGE
- PRIMARY ROAD
- CENTRAL GREEN
- NEIGHBOURHOOD

BUILT FORM



3.3 Character Area diagram showing proposal.

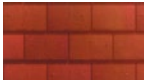
BUILT FORM

KEY:



WOODLAND EDGE

- Informal arrangement of buildings with a looser built line and irregular spacing in between buildings.
- Detached units with occasional use of smaller houses. Predominately 2 storey dwellings with some 2.5 storey units
- On plot parking with side drives
- Variety of red bricks with grey brick detailing and red roof tiles. All plots to have tile hanging from the first floor upwards to match the roof tile.

MATERIALS	ROOF	BOUNDARY
 Red Brick 1	 Red Tiles	 1.8m high close board fencing
 Red Brick 2		 1.8m high brick masonry wall
 Grey Brick (Detailing)		 0.6 m high knee railing



Illustrative streetscene showing Woodland Edge frontage



BUILT FORM

KEY:



PRIMARY ROAD

- A formal frontage orientated to address the main street and designed to define a fairly continuous frontage and a good level of enclosure.
- Building typologies are a mixture of terraced or narrow detached units, with flats at key locations
- Generally 2 storey buildings with some 2.5 houses and 3 storey flat key locations
- Parking is mainly accommodated with side driveways with occasional use of frontage parking and courtyards to improve continuity and legibility of the streetscape.
- Variety of red bricks with grey brick detailing and grey roof tiles

MATERIALS	ROOF	BOUNDARY
 Red Brick 1	 Grey Tiles	 1.8m high close board fencing
 Red Brick 2		 1.8m high brick masonry wall
 Grey Brick (Detailing)		



Illustrative streetscenes showing the Primary Road frontage



BUILT FORM

KEY:



CENTRAL GREEN

- Semi-formal arrangement of buildings with a slightly looser built line and irregular spacing in between buildings.
- Detached units with occasional use of 2.5 storey units at key corners.
- Flats to the north of the central green to act as a focal landmark to the space.
- On plot parking with side drives
- Consistent red brick with grey brick detailing and grey tiles.
- White painted brick to gables and from first floor upwards to all plots to provide a well defined key space.

MATERIALS	ROOF	BOUNDARY
 Red Brick	 Grey Tiles	 1.8m high close board fencing
 White Painted Brick		 1.8m high brick masonry wall
 Grey Brick (Detailing)		 0.6 m high knee railing



Illustrative streetscene showing Central green frontage



BUILT FORM



NEIGHBOURHOOD

- Semi-formal arrangement of buildings with a well defined built line
- Predominantly detached 2 storey unit, with the exception of the northern edge where there is a mix of 2 and 2.5 storey terraced units.
- Parking is arranged with a mixture of on plot parking with side drives and frontage parking
- A variety of red brick with red brick detailing and red tiles.

MATERIALS	ROOF	BOUNDARY
 Red Brick 1	 Red Tiles	 1.8m high close board fencing
 Red Brick 2		 1.8m high brick masonry wall



Illustrative streetscene showing the Central Neighbourhood frontage



BUILT FORM

Key - External Finishes

Walling types:

- R1 Red Brick 1 - Marshall Edmonton Stock or similar
- R2 Red Brick 2 - Marshall Hampton Stock or similar
- Grey Brick detailing
- Red Brick detailing (contrasting to main elevation)
- Tile Hanging From First Floor Level To match roof colour
- White Painted Brick From First Floor Level

Refer to housetype package for details

Roof Tiles:

- Grey Roof Tile - Russell Lothian or similar
- Red Roof Tile - Russell Lothian or similar

Boundary Treatments:

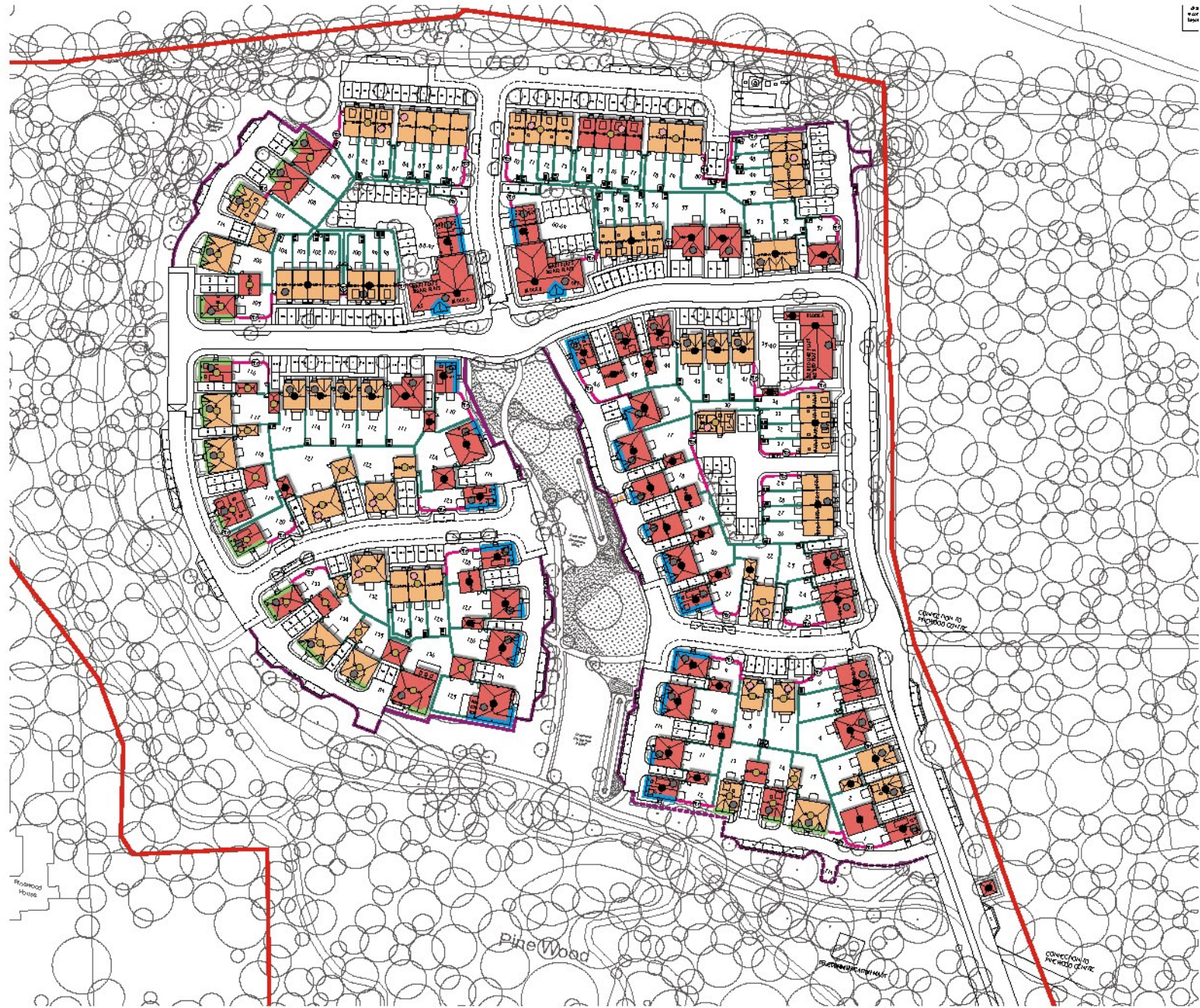
- 1.8 m high brick masonry wall
- 1.8 m high close boarded fencing
- 0.6 m high knee railing
- Collapsible bollard

NOTE:

All units and garages to have Anthracite fascias, detailing and window frames

All doors, guttering and RVPs to be Anthracite

All boundary treatments that are not specified to be hedge planting



3.4 External Materials Plan



4.0

ACCESS STATEMENT

5.0

DESIGN FOR
CRIME PREVENTION

6.0

REFUSE STRATEGY

ACCESS STATEMENT

4.0 ACCESS STATEMENT

The site has been planned to meet the particular requirements of pedestrians, cyclists, public transport users, motorists and those with special needs.

PEDESTRIANS

The local area will be gently sloping, with footways and good crossing facilities making it attractive for walking to local facilities, like the Pinewood Centre. Footways will be of good condition and well lit.

CYCLISTS

Strategic cycle routes are defined through the site area providing for wider connections. All dwellings will make provision for cycle storage, either within an integrated or freestanding bike store, a garage or shed within the gardens for those without garages.

PUBLIC TRANSPORT

RAIL

The nearest railway stations are Crowthorne at approximately 2.5 miles, Wokingham at 3.5 miles and Bracknell at around 4.2 miles.

BUSES

A bus route runs along Nine Mile Ride, on the southern edge of the development area. A regular bus service also runs thorough the nearby development of Buckler’s Park.

VEHICULAR ACCESS

The development would be well served by vehicular accesses from the proposed Nine Mile Ride

MOBILITY IMPAIRED

All pedestrian routes within the site and externally in the immediate vicinity of the site access points would be suitable for use by the mobility impaired. Tactile paving to assist the visually impaired would be provided at key crossing points. The development has been designed making reasonable provision

to ensure that buildings are accessible and usable to all people, regardless of disability, age or gender.

SITE ACCESS, ROUTES, SURFACES & APPROACH

- Level approach to building, maximum slope of 1:60 and maximum cross-fall of 1:40, where not otherwise dictated by site constraints.
- Pedestrian routes are protected from hazards and vehicles with blister paving surfaces at uncontrolled crossing points, detailed as Diagram 1 from AD M.
- Pedestrian routes and entrances shall be well lit and clearly defined.
- Ramped and stepped approaches will be designed out wherever possible. Where it is not possible to do so because of existing topography, all ramps will comply with building regulations.
- Level thresholds outside entrance doors will be provided 1200x1200 clear of door swings where possible.
- Obstructions and hazards outside the principal entrance doors have been avoided.

5.0 DESIGN FOR CRIME PREVENTION

ACCESS & MOVEMENT

The planned site has a movement framework that allows for direct, well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as have alleyways and short cuts. Rear access to plots will have lockable gates enclosed by 1.8 m fence or masonry walls. The development is proposing to utilize shared surfaces in part to enable the residents to take possession of both footpath and roadway. This method will engender a sense of guardianship over the streets by local residents

STRUCTURE

All properties throughout the development front a defined access route. The number of sides fronting the public realm is reduced and assists in creating ‘active frontages’ which promote natural surveillance. Defensible spaces have also been incorporated into the development as a ‘buffer’ between the dwelling and the highway.

SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity has been taken to avoid ‘inactive frontages’. The well defined routes reduce areas for potential criminal activity. Any criminal activity would attract attention, and with many overlooking properties and an established sense of guardianship action is more likely to be taken. Car parking is located in areas under natural surveillance from adjoining properties and the use of non-overlooked parking courts has been avoided.

OWNERSHIP

We envisage that the development as designed will promote a sense of ownership, respect, territorial responsibility and community. By designing clearly defined public, semi-private and private spaces we wish to encourage residents and users to generate a sense of ownership and responsibility for their properties and the development as a whole.

LIGHTING

All highways will be lit with a lighting scheme in accordance with the highways and ecology requirements. The parking courtyards will be lit to the LPP’s satisfaction and will be maintained by the relevant management company or Registered Social Landlord (RSL). Overall the scheme will be well lit whilst still being ecologically sensitive to the surrounding woodland and open space.

MANAGEMENT & MAINTENANCE

The development will be privately managed and maintained to ensure a consistent and high-quality environment for residents. A dedicated management company will be appointed to oversee the upkeep of the communal areas, including the internal road network, landscaping, parking courts and shared spaces. A planned programme of inspection, cleaning and maintenance will be implemented to maintain the long-term appearance and functionality of the development.

Individual residents will remain responsible for the maintenance of their own properties. Where appropriate, certain elements of the development may be managed by a Registered Social Landlord (RSL) or private ownership arrangements, depending on tenure. Clear management responsibilities will be established to ensure all areas are properly maintained.

The establishment of a Neighbourhood Watch scheme will be encouraged to promote community engagement and foster a safe and well-managed residential environment.

ACCESS STATEMENT

ACCESS
STATEMENT

6.0 REFUSE STRATEGY

The layout has been designed to accommodate the refuse collection requirements of houses. The adjacent diagram is an extract of the submitted Refuse Collection Strategy layout.

Spaces in the rear gardens will allow for storage of refuse, and all refuse will be collected in compliance with the local authority’s collection scheme. Residents of houses accessed from private drives, mews and lanes without turning provision, will place their bins at a predetermined collection point adjacent to the highway at the appropriate times. These are identified on the collection strategy layout.

Flats will be provided with communal refuse storage. This is secure and integrated into the design of the apartment building and it is also conveniently accessible from the highway for collection.

Please refer to Engineer’s vehicle tracking drawings for further information on turning heads and access requirements.

ACCESS
STATEMENT



- KEY:
-  Bin Collection Point
 -  Bin Store
 -  10m Operator Drag Distance
 -  10m Resident Drag Distance

6.1 Refuse Management Plan



PAGE LEFT INTENTIONALLY BLANK

7.0

ILLUSTRATIVE VIEWS

















 McBains