

DESIGN & ACCESS STATEMENT

“THE CANOPIES”
PINEWOOD CAMPUS
NINE MILE RIDE
WOKINGHAM

DOCUMENT CONTROL

DOCUMENT REFERENCE								METADATA	
100360	PIN100360	MCB	XX	XX	DA	A	0010	D5	P1
MCB NO.	PROJ. IDENT	ORIGINATOR	VOLUME/SYSTEM	LEVEL/LOCATION	TYPE	ROLE	NUMBER	STATUS	REVISION

INTERNAL APPROVAL

This document prepared, reviewed and approved by:

Version	Date	Prepared By	Reviewed By	Approved by
P1	18.03.2026	MS	EC	EC
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Multidiscipline Approval (if applicable)				

REVISION HISTORY

Status	Revision	Version Date	Summary of Changes	Changes marked
D5	P1	18.03.2026	Issued for Planning	

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T:\100360 Pinewood - Wokingham - Dandara\01_WIP\A_Architect\PP_Presentations\LinkedData\Design Access Statement

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Images and site layout are intended for illustrative purposes only and should be treated as general guidance only. Any illustrations which are labelled illustrative or indicative, is intended to convey the preferred conceptual design approach. Refer to Landscape drawings for actual planting/landscaping layout.

Site layout including parking arrangements, [social/ affordable housing, community buildings, play areas and public open spaces] may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract. Images are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

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1.0

SITE ANALYSIS

SITE ANALYSIS

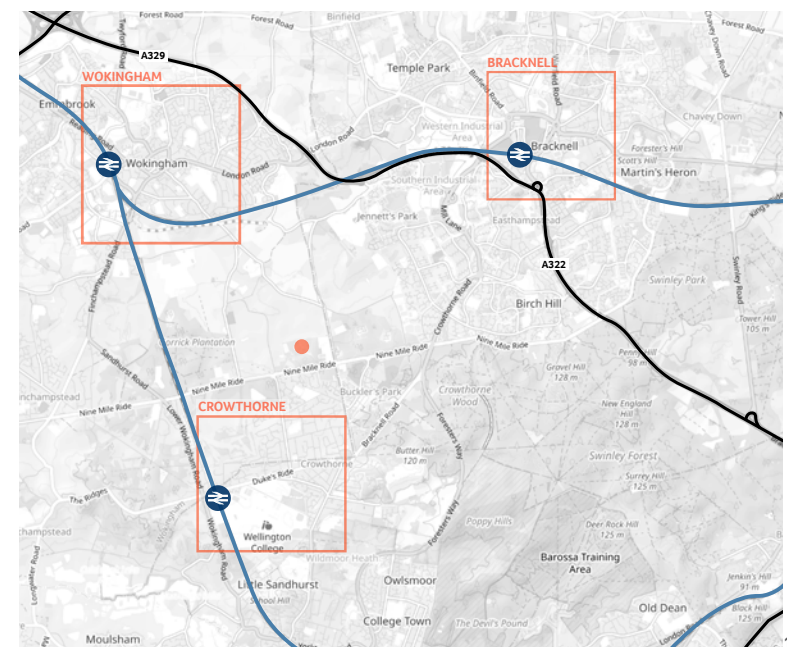
1.1 PURPOSE OF THIS DOCUMENT

This document is submitted in support of a full planning application for 136 dwellings by Dandara and L&G, at “The Canopies”, Pinewood Campus, Nine Mile Ride - Wokingham. This follows a series of meetings with the local planning authority to run through the scheme and active engagement with local stakeholders, neighbours and community regarding benefits of the scheme - new open spaces and delivery of new homes, including 40% affordable homes.

1.2 SITE LOCATION AND DESCRIPTION

The site is accessed off Nine Mile Road and it currently comprises of a three storey commercial building, occupied by Johnson & Johnson's, as well as car parking and a private MUGA

A private woodland area provides the setting for the site, creating opportunities for recreational walks, natural habitat and ecological enhancements.



1.1 Site location source ©The Apple Map

1.1 Aerial site location source ©The Google Earth



1.2

The total site area withing the boundary line is approximately 11.4, and the topography is predominantly flat, which supports ease of access and development potential across the site.

1.3 SITE CONTEXT

This section provides an overview of the site and examines its relationship with the surrounding environment.

The figure below shows the location of the Site in relation to the wider area and network. It is located approximately 4km south-east of Wokingham and to the north of the settlement of Crowthorne , along Nine Mile Ride.

The closest stations are Wokingham, Crowthorne and Bracknell, providing a good number of facilities which are also easily accessible from the site, with opportunities for retail, education, leisure, healthcare and employment in walking and cycling distance.

1.4 HISTORIC CONTEXT

The site was originally ‘carved’ out of ancient heathland following its enclosure in the second half of the 19th century.

After this, it rapidly afforested and was shown as pine woodland in the 1st edition 6 inch to the mile OS map (surveyed 1870-1871, published 1872).

Towards the end of the nineteenth century local quarrying took place in the southern part of the site and former gravel pits are still present today.

In 1901 Pinewood Sanatorium opened in areas of cleared woodland. The Sanatorium initially served as a Tuberculosis hospital and during this time, areas of woodland were cleared and thinned, and broadleaved trees planted. Later it served as a more general hospital during World War I and II before ultimately being demolished in the early 2000s for the construction of the modern buildings associated with Johnson & Johnson.

The adjacent images show the approximate location of the site prior to enclosure and the construction of the sanatorium, when it was still heathland.



1.4

SITE ANALYSIS



1.3

1.3 Ordnance Survey Drawing Sheet 125, dated 1806, 2 inch to the mile

1.4 1st edition 1 inch to the mile OS Map Sheet VIII, Surveyed 1804 to 1810. Published 1816

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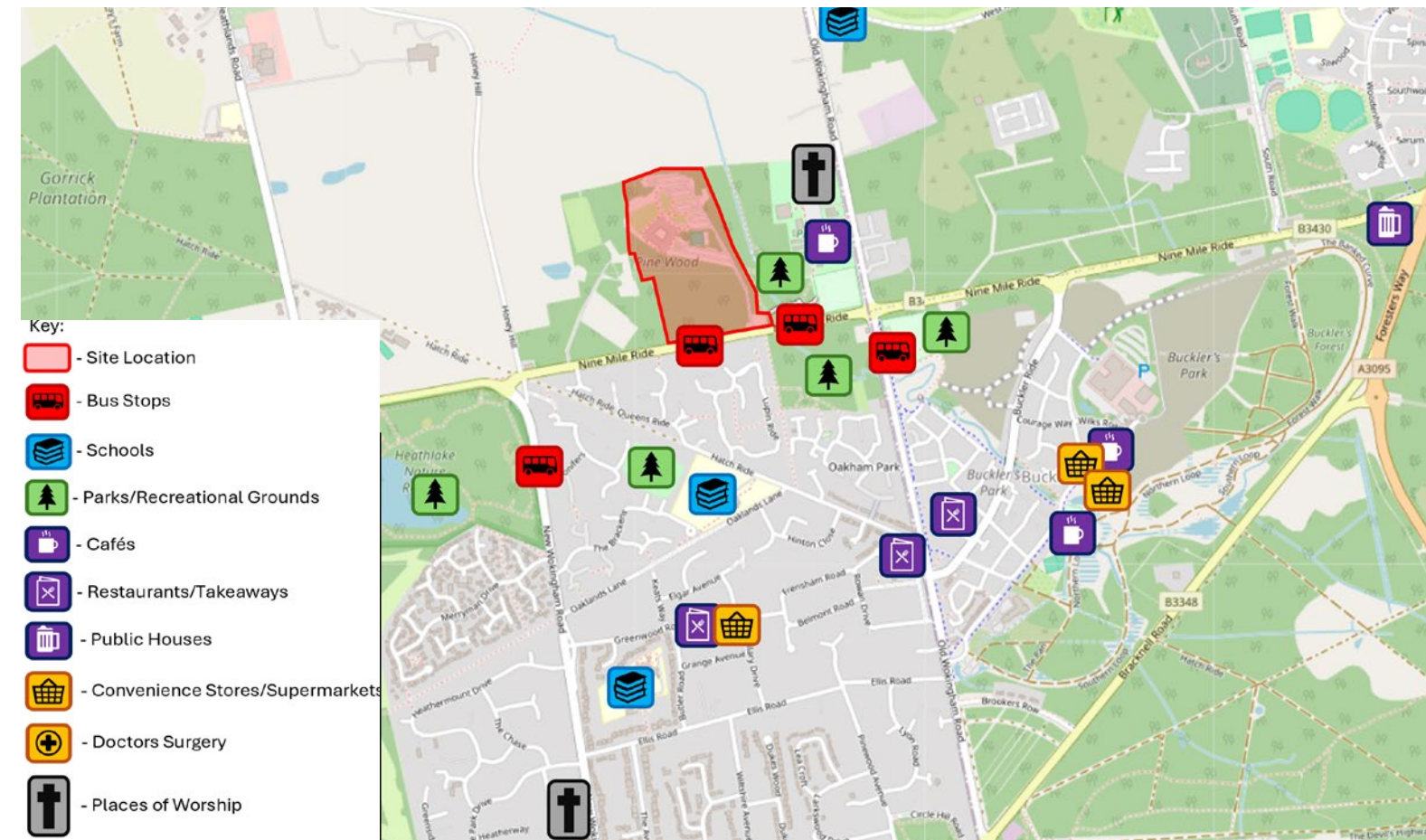
SITE ANALYSIS

1.5 CONNECTIVITY AND LOCAL AMENITIES

The following figures provide a comprehensive visual representation of the surrounding area, emphasizing the location's proximity to a variety of local amenities and major access routes.

Key features such as public transport links, retail outlets, educational institutions, healthcare facilities, and recreational spaces are clearly marked to illustrate the convenience and connectivity offered by the site.

This illustration serves to highlight the strategic positioning



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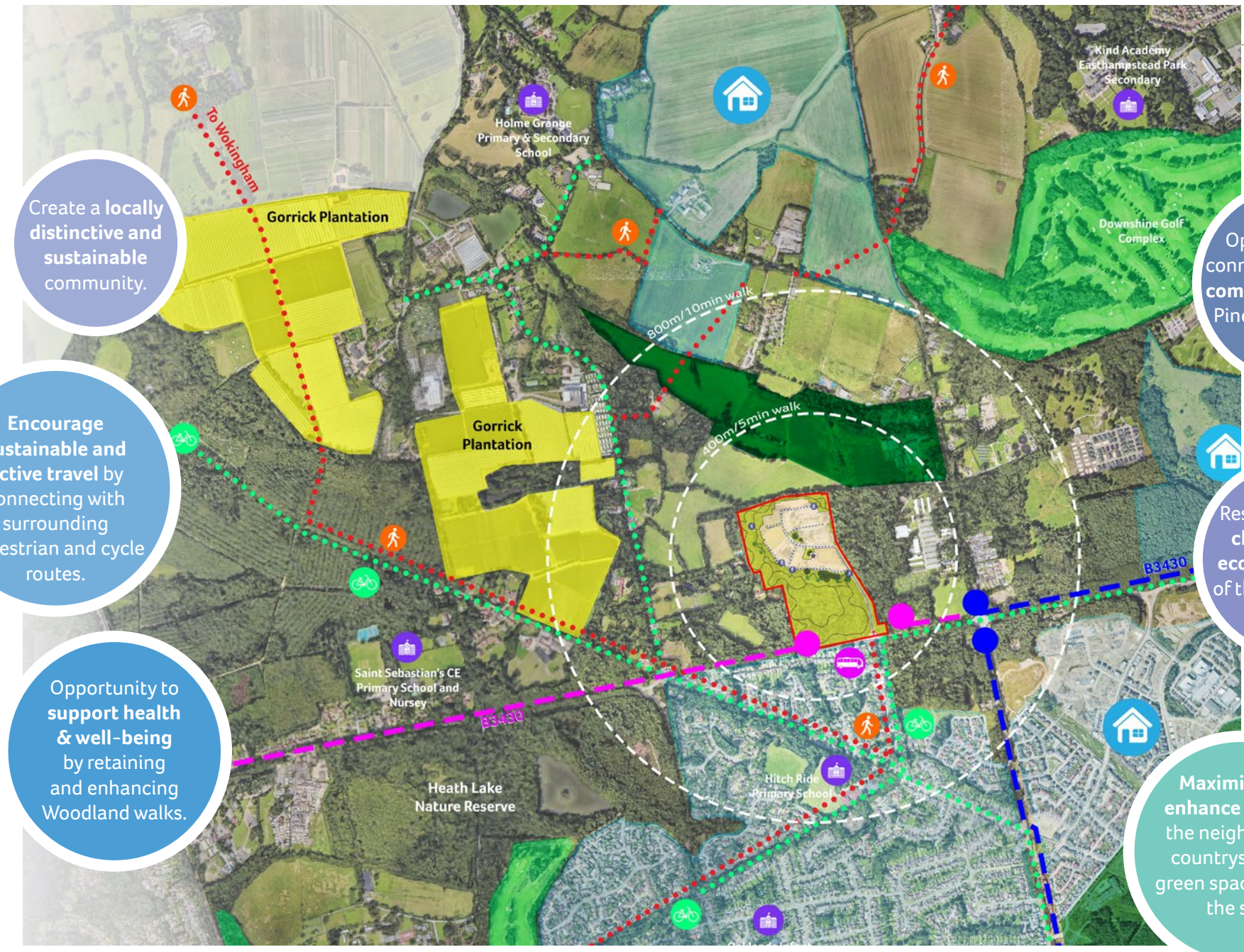
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of the development, showcasing its seamless integration with essential services and infrastructure that support everyday living.

Whether commuting, shopping, or accessing community resources, the site offers exceptional accessibility that enhances its appeal for residents, visitors, and businesses alike.

SITE ANALYSIS



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1.6 SITE PHOTOS



Key



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

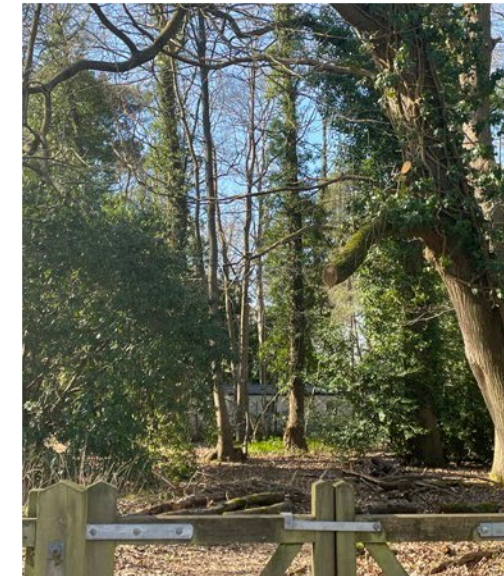


Photo 8



Photo 9



Photo 10

SITE ANALYSIS

1.7 PLANNING CONTEXT

The Site is located within the administrative boundary of Wokingham Borough Council (WBC). The Development Plan for WBC comprises the Adopted Core Strategy Development Plan Document (2010); the Adopted Managing Development Delivery Local Plan (2014); and the partially revoked South East Plan. WBC are also preparing an Emerging Local Plan (the ‘Local Plan Update’ (‘LPU’)) which is currently under Examination.

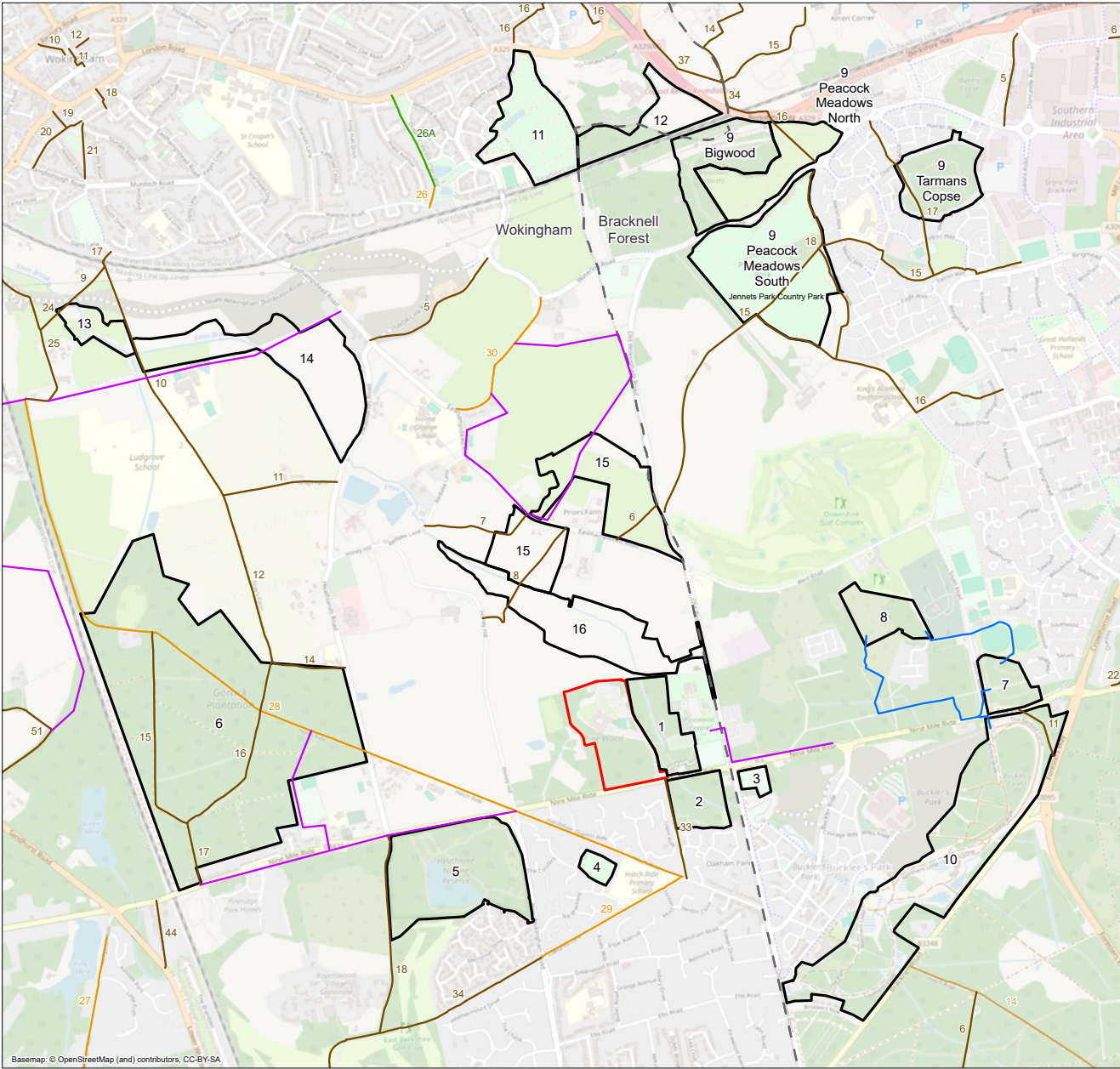
In accordance with adopted planning policy, whilst the land currently lies outside the development limits, there is a clear need to provide adequate land for housing, which is underpinned by the Government’s strategic housing policy objectives.

The Site adjoins the development limits of Crowthorne, and is located on previously developed land, meaning it is a sound location for new quality housing including market and affordable homes, as well as providing publicly accessible open space and ‘suitable alternative natural greenspace within the Site itself. The proposed development will make a valuable contribution to assist the Council in meeting their housing requirements in the short term, where there is an identified shortfall, as well as providing wider community benefits.

The proposals have been arrived at through detailed consideration of the planning policy context through consultations with stakeholders and the local community. Prior to the submission of this application, consultation was undertaken with Officers, Parish Council and the local community to explain the proposals. Where appropriate, comments have been taken into consideration and have influenced the final application.

The submitted supported documentation demonstrates that the proposed development would conform to the Development Plan, as well as national policy and guidance as set out in the NPPF. The sections below and accompanying documentation demonstrate how the proposed development at Pinewood Campus is shaped to deliver a sustainable development which accords with Design Guidance and Policy.

SITE ANALYSIS



1.5

1.5 Links to Other Publicly Accessible Recreational Green Spaces
SANG Mapping
prepared by EPR

SITE ANALYSIS

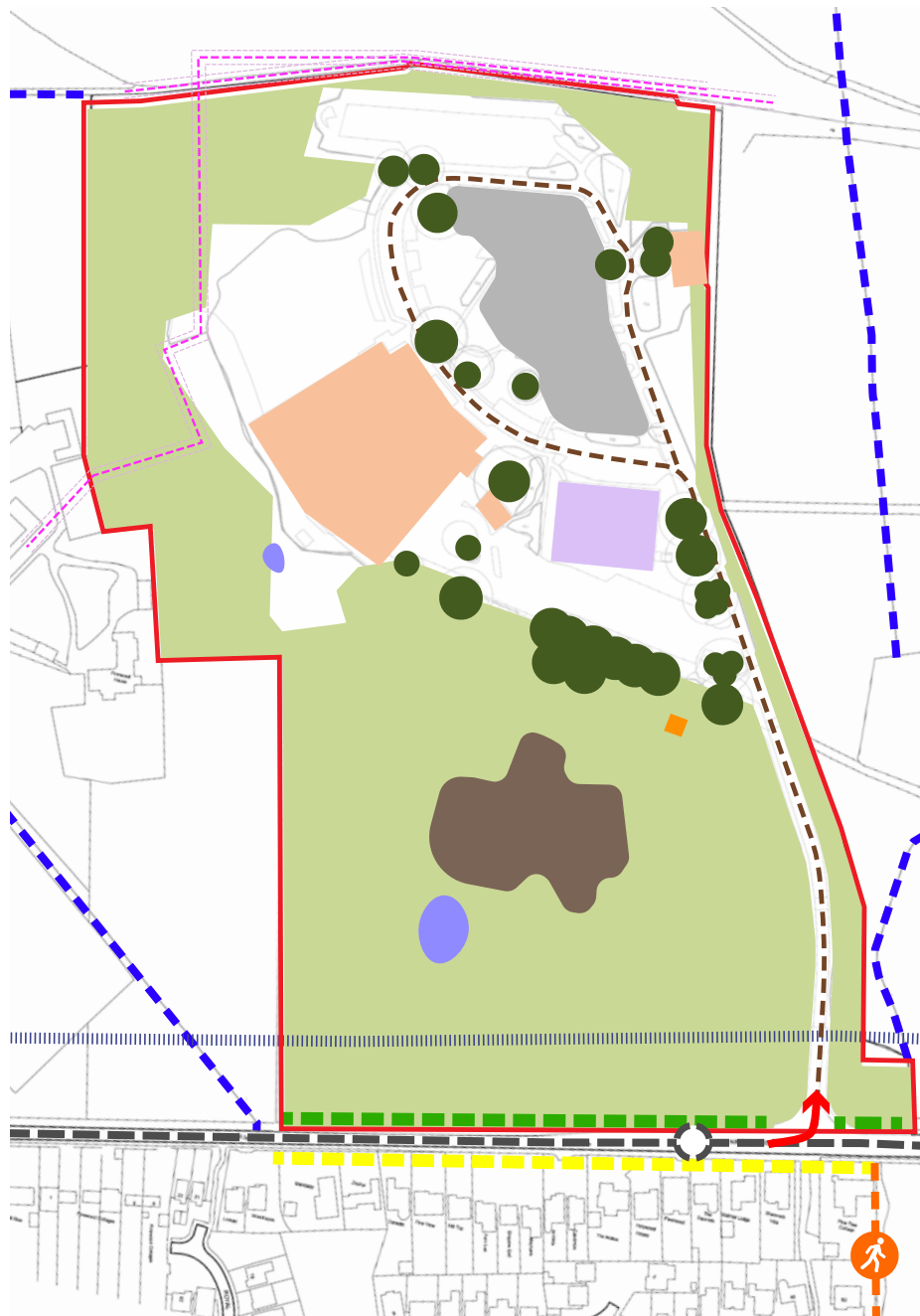
1.8 SITE CONSTRAINTS AND OPPORTUNITIES

A summary of the key criteria used to develop the scheme is identified below:

- Consideration of the sensitive interface with the woodland and surrounding countryside, enhancing key views
- New pedestrian and cycle connections across the site and to the nearby Pinewood Centre
- Creation of a central green core at the heart of the development, maintaining existing trees
- Retention of the existing and good value vegetation/trees with the opportunity for the development to be shaped around the existing and valuable landscape features within the site, maximising views.
- Good provision of Public Open Space including a LAP/LEAP.
- Alignment with the existing primary vehicular access from Nine Mile Ride to ensure seamless access and minimise disruption.
- Requirement for SUDS as part of the drainage strategy.
- Requirement for an on site pumping station to be screened by vegetation.

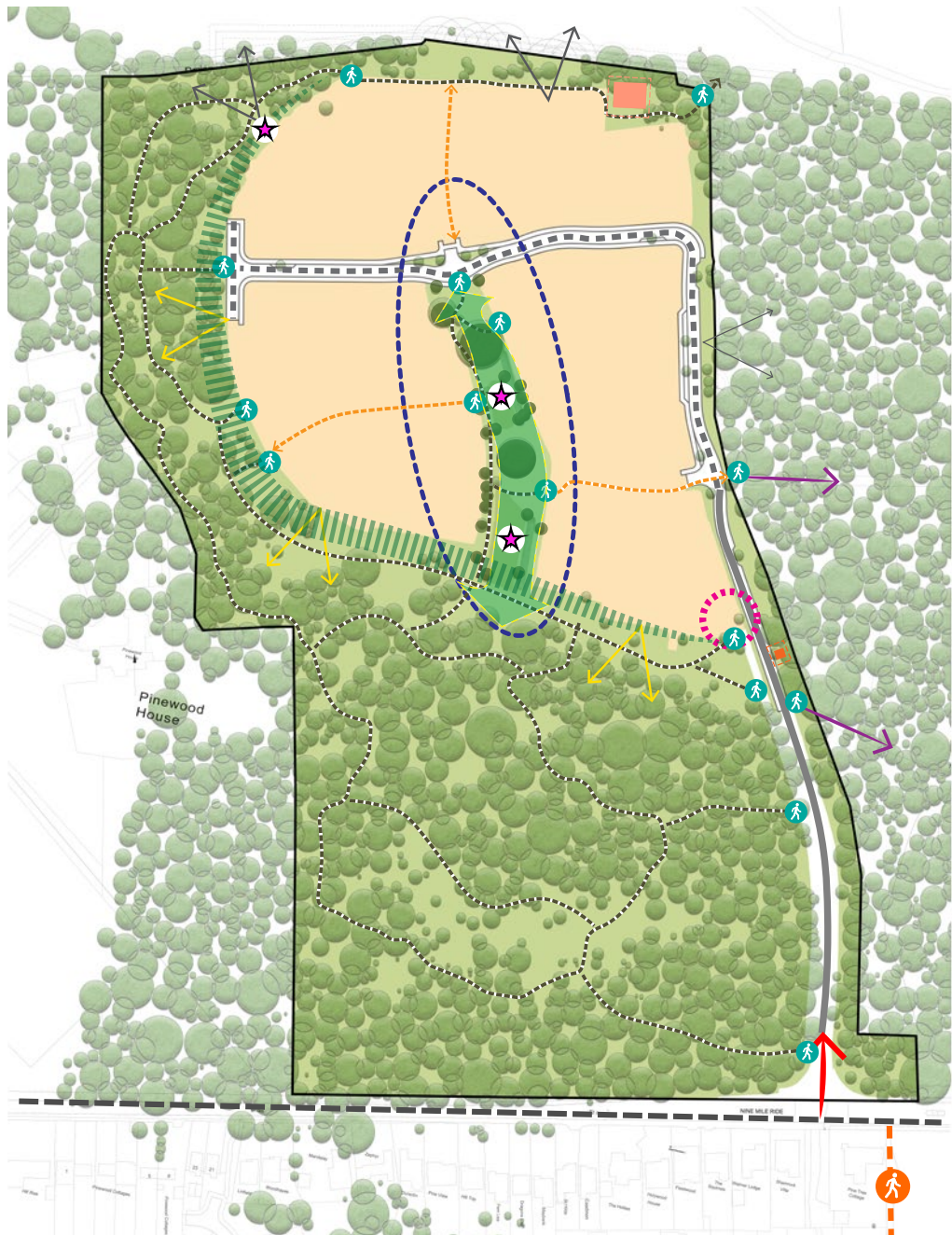
- KEY:
- SITE BOUNDARY
 - EXISTING PUBLIC RIGHTS OF WAY (PROW)
 - EXISTING SITE ACCESS POINT
 - EXISTING PRIMARY VEHICULAR ROUTE
 - BUS ROUTE
 - BUS STOP
 - GREEN FRONTAGE ONTO NINE MILE RIDE
 - RESIDENTIAL FRONTAGE ONTO NINE MILE RIDE
 - EXISTING BUILDING (JOHNSON & JOHNSON HQ)
 - TELEPHONE MAST
 - PARKING
 - EXISTING PRIVATE MUGA
 - INDICATIVE EASEMENT
 - WATERCOURSE
 - OIL PIPELINE
 - EXISTING WOODLAND
 - EXISTING TREES
 - EXISTING POND
 - EXISTING OLD GRAVEL PIT LOCATION

1.6 Constraints Plan



1.6

SITE ANALYSIS



- KEY:
- SITE ACCESS
 - SITE BOUNDARY
 - BLOCK STRUCTURE
 - POS
 - RETAINED WOODLAND & BIODIVERSITY AREAS
 - WOODLAND EDGE
 - NINE MILE ROAD
 - EXISTING PRIMARY VEHICULAR ROUTE
 - PROPOSED MAIN VEHICULAR ROUTE
 - CIRCULAR WOODLAND WALK
 - PEDESTRIAN CONNECTIONS THROUGH SITE
 - EXISTING PUBLIC RIGHTS OF WAY (PROW)
 - PEDESTRIAN CONNECTION LINKS
 - PLAY SPACE
 - GATEWAY
 - KEY SPACE
 - PROPOSED GREEN LINK
 - PEDESTRIAN LINKS TO PINEWOOD CENTRE
 - VIEWS TOWARDS WOODLAND
 - VIEWS TOWARDS COUNTRY SIDE
 - PROPOSED SUBSTATION
 - PROPOSED PUMPING STATION

1.7

1.7 Opportunities diagram



2.0

MASTERPLAN DESIGN

2.1 DESIGN CONCEPT

The masterplan has been designed taking into account the context and existing features of the site. We have sought to positively respond to the initial pre-app comments received through engagement with the local planning authority and parish council, and to maximise the potential of this wonderful site.

Our initial concept masterplan ensures the previous key design concepts have been maintained and enhanced in line with the pre-app feedback.

The current proposal shows a scheme of 136 dwellings including 40% affordable dwellings.

The key elements of the site will be;

- Alignment with the existing primary vehicular route to ensure seamless access and minimise disruption.
- Creation of a new landscape led neighbourhood, integrated within the woodland context
- Consideration of the sensitive interface with the woodland and surrounding countryside, enhancing key views
- Existing woodland and trees to be retained where possible and celebrated as key ecological assets.
- Creation of a circular route within the retained woodland as a key leisure asset, promoting health, well-being, and interaction with nature. This is proposed to be utilised as a SANG.
- Creation of a clear street hierarchy
- Maximise open views through careful orientation of new development, reinforcing a sense of openness and connection to the wider landscape.
- The site benefits from a pedestrian link to Pinewood centre and Café, enhancing accessibility and connectivity.
- Creation of accessible and inclusive play areas to support family living and community engagement (LEAP&LAP).
- Provision of a good mix of housing typologies across the site.

In direct response to the pre-app feedback the concept masterplan has evolved to include;

- Broad perimeter block layout with good permeability through site.
- More efficient use of the site with additional apartments , still keeping in line with back to back separation between houses, complying with WBC minimum standards.
- Creation of a central green link connecting all parts of the scheme and providing main heart to the development and community
- Larger apartment which also wrap around and conceal car parking courts, used as focal buildings within the central green.
- Improved natural surveillance, particularly to open space at the centreof the development. Surveillance is provided to all aspects.
- Expanse of hard landscaping is mitigated by additional tree/hedge planting, including between parking spaces and footways providing access to frontages.

As a general principle development positively addresses the street and will include corner turning properties with appropriately treated facades on each corner. The diagrams over the next few pages demonstrate a number of key principles which help to demonstrate the legible and well-connected approach to the design:

- Hierarchy of street types with distinctive character and surface treatments.
- Focal and gateway buildings to aid wayfinding and act as visual focus points.
- Generally permeable layout, balanced with some non through routes.
- Informal building line along the edges of the development.
- Pedestrian and cycle connectivity.
- Retention of valuable landscape features.
- Main access to the site retained



Foster a safe, inclusive neighbourhood with well-integrated transport and pedestrian links that promote accessibility, social cohesion, and sustainable movement.



Enhance and protect natural environments by creating new pedestrian routes and amenity spaces that promote biodiversity, accessibility, and community well-being.



Create opportunities for educational and recreational woodland walks that support mental and physical health, foster environmental awareness, and encourage community connection with nature.



Support biodiversity net gain by protecting existing ecosystems and enhancing habitats to ensure long-term ecological resilience and environmental sustainability.



Provide safe, inclusive, and engaging play spaces designed for children of all ages, promoting physical activity, creativity, and social interaction in a secure environment.



Provide a variety of high-quality, well-designed homes that cater to diverse needs, lifestyles, and life stages, ensuring inclusivity, comfort, and long-term value.

2.2 DESIGN EVOLUTION

This section demonstrates the concept behind the masterplan design evolution, including consultation inputs which have shaped the final submitted layout. The images adjacent demonstrate the development of the scheme through the design process in response to site constraints, planning and pre-application feedback. An assessment of the opportunities and constraints have informed a potential arrangement for the site. A positive and constructive pre-planning process took place with Wokingham Borough Council. Following feedback received the layout has evolved to address certain comments and reinforce the following elements:

- Layout and Design.
- Highways and parking.
- Architectural Style.
- Landscape Approach.

The layout has evolved as a series of perimeter blocks with homes facing outward across the street and public open spaces, maximising the retention of the existing woodland.

The end of each street has been arranged to terminate at built form to close views or towards open spaces. These provide a simple, well connected and legible arrangement.

Within the site, dwellings are arranged to face the street network in the order of hierarchy. The scheme also provides a good mix of accommodation, while still creating a strong character with its own sense of place.



2.1



2.2



2.3



2.4

2.1 Site layout SK03

2.2 Site layout SK07

2.3 Site layout SK08

2.4 Site layout P1.11



2.5

2.5 Site layout Plan

MASTERPLAN DESIGN



KEY:

- SITE ACCESS
- SITE BOUNDARY
- BLOCK STRUCTURE
- POS
- RETAINED WOODLAND & BIODIVERSITY AREAS
- WOODLAND EDGE FRONTAGE
- CENTRAL NEIGHBOURHOOD
- SPINE ROAD FRONTAGE
- CENTRAL GREEN FRONTAGE
- NINE MILE RIDE
- EXISTING PRIMARY VEHICULAR ROUTE
- PRIMARY/ SPINE ROAD
- SHARED SURFACE
- CIRCULAR WOODLAND WALK
- PLAY SPACE
- GATEWAY
- KEY SPACE
- CORNER/ DUAL ASPECT DWELLINGS
- PEDESTRIAN LINKS TO PINEWOOD CENTRE
- VIEWS TOWARDS WOODLAND
- PROPOSED SUBSTATION
- PROPOSED PUMPING STATION
- SWALES

2.6

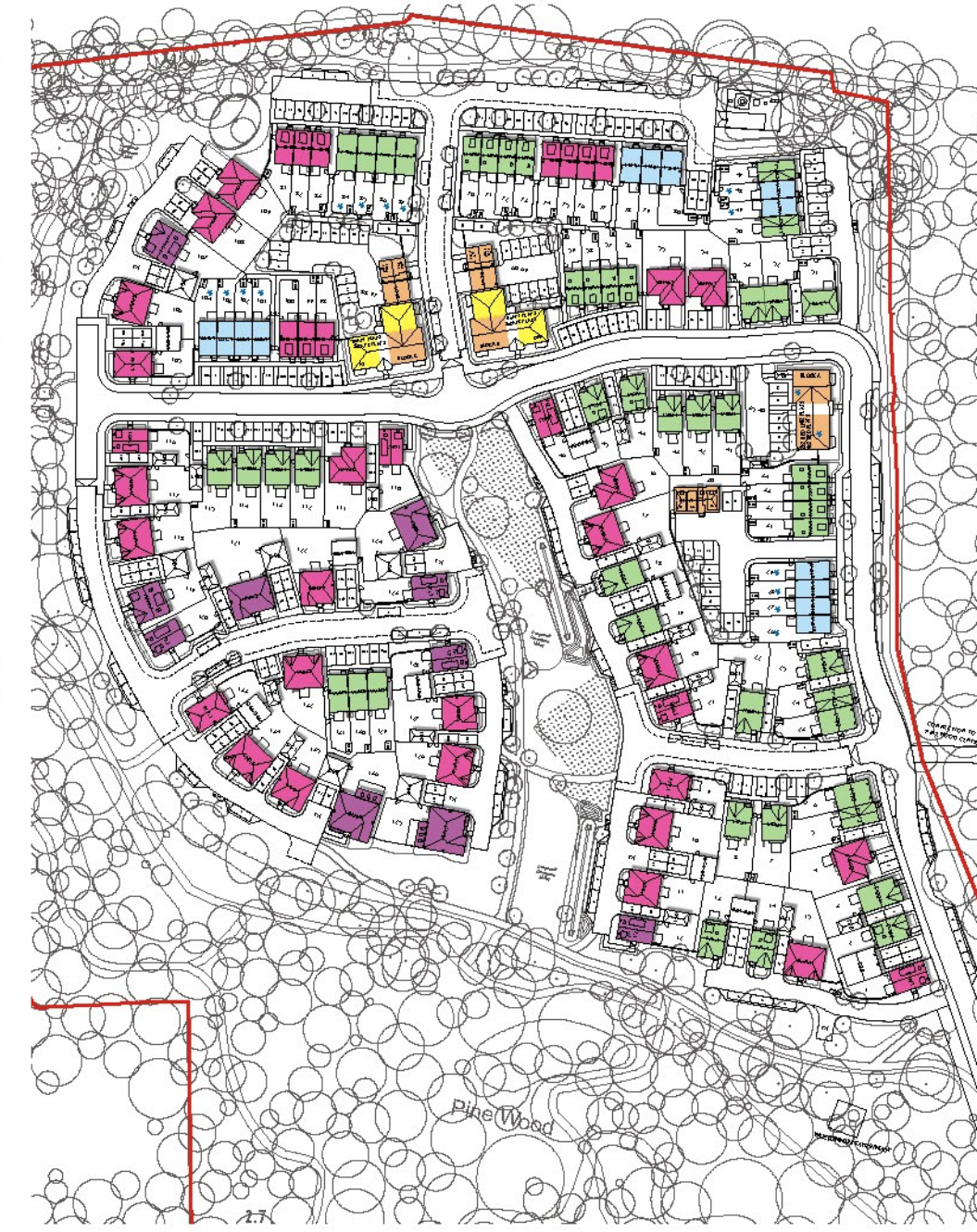
2.3 HOUSING MIX

The proposal comprises 136 dwellings, ranging between one and two bedroom flats, and two, three, four and five houses, to support a balanced and inclusive community and respond to a range of housing needs.

The masterplan provides a good mix of accommodation including:

- 1 bed flat: 12
- 2 bed flats: 15
- 2 bed houses: 13
- 3 bed houses: 47
- 4 bed houses: 39
- 5 bed houses: 10

Overall the mix is providing 40% of affordable homes and a total of 16 M4/2 compliant homes.



Key - Housing Mix (136 units)

- 1 Bed Flat-12
- 2 Bed Flat / FOG-15
- 2 Bed House-13
- 3 Bed House-47
- 4 Bed House-39

2.7 Housing Mix Plan

MASTERPLAN DESIGN

MASTERPLAN DESIGN



2.8 Affordable Tenure plan

2.4 STREET STRUCTURE

The layout is designed as a network of vehicular and pedestrian connections.

For vehicles, the main access is located along Nine Mile Ride as per the existing road structure. An Emergency Access is also provided along the main road.

Roads have been designed to include the following types:

PRIMARY ROAD

This single sided tree lined street provides the main access route into the site connecting the whole development. This street provides a carriageway that enters the site with 5.5m width with 2m footpath on both sides and opportunities for planting along the way.

SHARED SURFACE

Shared surfaces connect from the primary road to the edges of the site, providing a more informal feel. They will have a carriageway of 4.8m and a 2m margin on each side. They serve a limited number of dwellings.

PRIVATE DRIVE

Private drives form small extensions to the main roads. Generally located around the edges of the site, they serve 2-5 dwellings.

The whole site will be provided with an extensive pedestrian network, connecting the woodland, central public open space and surrounding areas to the development.



2.9 Street Hierarchy plan

MASTERPLAN DESIGN

2.5 PARKING

Various strategies are employed to accommodate parking spaces, with a mix of on-plot parking, frontage parking and rear parking courts in some areas - in these instances the courts have been designed to have direct surveillance to from the surrounding dwellings.

The parking ratio provided across the site is the following:

- 1 space per one and two bedroom flats
- 1.5 spaces per two bedroom houses on average
- 2 spaces per three bedroom houses.
- 2+ spaces per four + bedroom houses, including garages to some properties.

Each dwelling will also accommodate cycle parking within garages or in secured shed in the rear gardens. Appropriate communal cycle storage is provided to the apartments.

Ev charging points will also be provided to all units.

MASTERPLAN DESIGN



Key - Parking Strategy

- Allocated standard parking spaces (excluding garages)
- Allocated M4(2) parking spaces
- Unallocated parking spaces - 3
- Garage
- Visitor parking spaces - 53
- Bike storage for apartments
- Sheds for private cycle storage
- M4(2) unit

2.10

2.10 Parking Strategy plan



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3.0

BUILT FORM