

Finchwood Park, Finchampstead

Design & Access Statement | December 2023



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About this document

Introduction

This Design Statement (DAS) Document has been prepared on behalf of the applicants, Barratt David Wilson Southern Counties for the proposed residential development at Finchwood Park, Finchampstead, Berkshire, Parcel 8.

The report has been produced in response to comments received from Wokingham Borough Council and provides further information of the submitted scheme.

Outline & Submitted Application

In 2017 planning permission [reference: O/2014/2179] was granted for up to 1,500 new homes, new industrial floorspace, a neighbourhood centre, a primary school, new sports pitches, highways improvements and public open space including SANG to be delivered at Hogwood Farm.

Condition 1 of the planning permission requires that the development permitted under the 2017 application is carried out in accordance with the parameter plans submitted and approved as part of the application, unless otherwise agreed.

Masterplan Framework Document

A Masterplan Framework Document was submitted to re-establish the masterplan design principles previously approved within the Hybrid Planning Application [reference: O/2014/2179].

The Masterplan Framework Document reviewed the approved parameter plans in more detail, supported by a range of new technical information and surveys, to provide justified variations to the Hogwood Masterplan that have been developed and consulted on with Wokingham Borough Council, the public and key stakeholders of future proposals.

The Masterplan Framework Document supported a Section 73 application made by Legal and General Homes to amend the parameter plans set out in Condition 1 of the 2017 planning permission. An application for Reserved Matters for Parcels 8 and 9 was submitted in May 2022, however, this was subsequently withdrawn. The reserved matters proposal for Phase 8 & 9 was supported by a Design Statement outlining the layout, scale, appearance, landscaping, parking, refuse and recycling strategies within the site.



- Suitable alternative natural green spaces
- Public open space
- Focal development spaces
- Development blocks
- School
- Neighbourhood Centre
- Allotments
- Sports pitches
- NMRE - Nice Mile Ride Extension
- Bus loop
- Site access
- Pedestrian access
- Emergency access
- Temporary emergency access
- Bridleway access
- Bridleway
- Frontages
- Strategic Focal Building
- Focal Building

Framework Masterplan

Planning Background

The design proposal has been informed by local and national planning policies and guidance as summarised as follows:



Borough Design Guide 2012

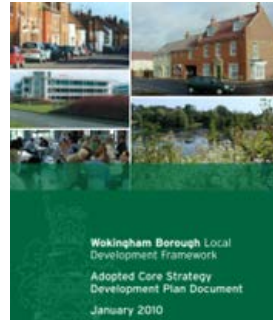
Wokingham Borough Council Borough Design Guide dates from 2012 and provides and brings together updates, which extends previous guidance in line with the Adopted Core Strategy. The guide has been prepared to help deliver the vision for the Borough. The overall aim is to enhance the quality of development and to make sure proposals are of the highest quality of design.

The guide sets out general principles, the design process, understanding local character and then further detailed guidance on matters relating to residential design, streets and spaces, parking, non-residential and rural & settlement edge.

In terms of residential design criteria there is guidance on separation distances for privacy, dwelling minimum internal floor areas, gardens and amenity space, sizes.

New Local Plan Update

Wokingham Borough Council have started preparing the new Local Plan which will supersede the now dated version from 2010. The new Local Plan will consider changes to National Planning Policy and Guidance and is intended to be.

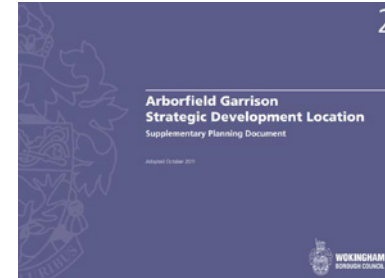


Adopted Core Strategy, January 2010

The Core Strategy sets out the key elements of the vision for the development of the Borough until March 2026. This includes policies and strategies to provide new housing, schools, roads, places to work and other services.

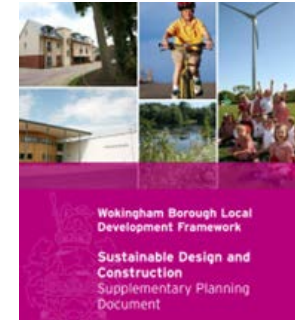
The policies that relate to the design proposals include:

- **CP1** – Sustainable Development
- **CP3** – General Development Principles
- **CP5** – Housing Mix, Density, and Affordability



Arborfield Garrison – Strategic Development Location – SPD 2011

The Core Strategy identified four Strategic Development Locations (SDL's), including Arborfield Garrison. Separate design briefs called Supplementary Planning documents have been produced for each SDL including the Garrison site which the reserved matters application forms part of. The SPD sets out a series of key design principles that have been adopted within a masterplan framework vision that sets out the key parameters for green infrastructure, primary movement framework, land use and climate change and sustainability.



Sustainable Design & Construction SPD, May 2010

The Sustainable Design and Construction SPD promotes the use of sustainable techniques (including renewable energy technologies) and materials in the construction of buildings and structures. The SPD provides guidance to help improve the sustainability performance of buildings and spaces through their design and subsequent use.

The SPD is old now, dating from 2010, and several of the benchmarking criteria to which it refers no longer exist such as The Code for Sustainable Homes.

The National Planning Policy Framework

The latest NPPF Consultation document was published on 22nd December 2022 and as yet the revised version of the NPPF is yet to be published. The NPPF (revised 2021, CD2.10) therefore remains the current Planning Policy Framework for which to base assessment of the proposals.

The National Planning Policy Framework (NPPF revised 2021)

The NPPF (CD2.10) places environmental objectives at the heart of the planning system with a presumption in favour of sustainable development.

Chapter 2. Achieving Sustainable Development

Paragraph 7 – Describes sustainable development as “... meeting the needs of the present without compromising the ability of future generations to meet their own needs”.

Paragraph 8 – States that three overarching objectives, which are interdependent are needed to achieve sustainable development:

- an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and co-ordinating the provision of infrastructure.
- social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet

the needs of present and future generations; and by fostering well-designed, beautiful, and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

- an environmental objective – to protect and enhance our natural, built, and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Chapter 11. Making Effective Use of Land

Achieving appropriate densities

Paragraph 124 – States planning policies and decisions should support development that makes efficient use of land, taking into account:

- the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- local market conditions and viability;
- the availability and capacity of

infrastructure – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

- the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or promoting regeneration and change; and
- the importance of securing well-designed, attractive, and healthy places.

Paragraph 125 – Mentions “Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site” and encourage Local Planning Authorities to set within their plans, minimum density standards that reflect the accessibility and potential of different areas.

In particular, Paragraph 125, bullet c) states “local planning authorities should refuse planning applications which they consider

fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Chapter 12. Achieving Well Designed Places

Paragraphs 128 and 129 – Refer to the National Design Guide and the National Model Design Code as documents that should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Pre-Application Consultation

The design has evolved in response to a pre-application consultation which was originally submitted together with adjacent land parcels 8&9 in 2022. The pre-application response for all 3 land parcels is set out in a letter from Wokingham Borough council dated 5th April 2022.

The key design related matters raised as part of the pre-application discussions included:

- The Borough Design Guide recommends that outside amenity space is provided for apartments.
- The layout should allow for structural tree planting adjacent to the NMRE, although it was agreed that an area of existing tree planting could be removed on the corner.
- Layout overly dominated by car parking, especially to the southwest, near the play area.
- Separation distances to comply with the Borough Design Guide with 22m back-to-back for 2 storey dwellings and an increased distance of 30m for taller buildings.
- Eastern edge of the site should have a transition from the open space to the residential areas which is landscaped appropriately.
- Miscellaneous highways comments relating to the technical matters,



Pre-application Plan

Design response to pre-application comments

Pre-app comment	Design Response
The Borough Design Guide recommends that outside amenity space is provided for apartments or balconies.	There are three blocks of flats proposed and each flat is provided with a private balcony area that will allow residents access to outside private space. In addition, each block has both front and rear landscaped areas that provide visual amenity and defensible space from the public realm.
The layout should allow for structural tree planting adjacent to the NMRE	A significant tree planted verge is already proposed along the NMRE, but this sits outside the site boundary and therefore is not proposed as part of this application.
Layout overly dominated by car parking especially to the southwest near the play area.	Courtyard parking is provided for the three flat blocks and is arranged in a manner to split it into runs of 3 to 5 spaces with tree and landscape breaks between each group to soften its impact. To the southwest of the scheme the courtyard parking for flats 61-69 is visually contained in a separate courtyard space from the adjacent frontage parking for plots 70-75. In this way the parking is not all seen together but instead in two groupings.
Separation distances to comply with the Borough Design Guide with 22m back-to-back for 2 storey dwellings and an increased distance of 30m for taller buildings.	The 22mm separation distance is provided back-to-back between all 2 storey dwellings. For the flats blocks which are two storeys, the cranked flats 85-96, measure around 22 -25m back-to-back depending on where the measurement is taken. For these blocks it should be noted that their principal aspect and habitable rooms face the NMRE and not into the rear courtyard and that the rooms that face the rear are secondary rooms comprising the stair core, utility rooms, bathrooms and kitchens which present a reduced risk of overlooking. For flat block 61-69 the relationship with plot 74 opposite is a front-to-front relationship, rather than back-to-back.

Pre-app comment	Design Response
Eastern edge of the site should have a transition from the open space to the residential areas which is landscaped appropriately.	An indicative landscape strategy plan is provided with the application and a detailed landscape design would be conditioned as part of an approval. The landscape strategy is intended to integrate the development into the existing rural and urban landscape, with the eastern boundary with the open space both visually and physically permeable incorporating a grass margin and timber posts.
Plot 70 is unusual in its siting and has an unconventional relationship with the public realm.	Plot 70 is designed as part of a perimeter block structure to provided appositve active frontage to the edges of the block structure. For plot 70 it is designed to have a dual frontage aspect with its main frontage addressing the linear green space and footpath to the south which is aligned on the front door. This approach provides surveillance and overlooking of this space which is good urban design practice.

Constraints & Opportunities

- Site Boundary
- Nine Mile Ride Extension (NMRE)
- Proposed Bridleway
- Proposed site access
- ~ Existing contours
- Direction of land topography
- Proposed SuDS
- Proposed play area
- Cat A Tree
- Cat B Tree
- Cat C Tree
- Overhead cable [to be laid underground]
- Opportunity for POS
- ✱ Opportunity for key frontage to address roundabout
- ⚡ Opportunity for active frontage to overlook open space to east and the play area to the south west



Design Concept

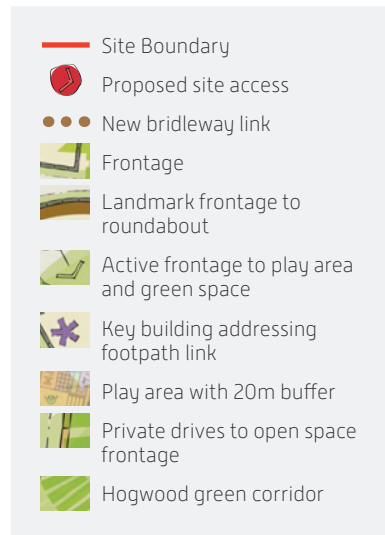
The application site forms part of the wider Hogwood Farm Masterplan and is known as land Parcel 8. This land parcel occupies a key location on the Masterplan at an intersection of character areas and routes, both in terms of vehicular and green infrastructure.

The Hogwood Farm Masterplan Framework and Parameter Plans have established the development area for this land parcel with development to the west and northwest areas of the site and open space, known as the Hogwood Green Corridor to the east.

The design concept is illustrated on the accompanying plan, the key points include:

- Opportunity to create key building frontage to address the nodal junction of the NMRE and Wheat Road with a building of scale and status.
- Perimeter block structure form with active frontage to NMRE and the open space corridors to the east and south.
- Buffer zone of 20m required to the off-site play area to the southwest.
- Site access off Wheat Road
- Opportunity for key building to address footpath link to the south and overlook green corridor.

- New bridleway (outside application boundary) runs from the NMRE along the northeast boundary linking into the Hogwood Green Corridor to the south.
- Tertiary Road structure within the development and reducing to private drive hierarchy of the open space edge.
- The site lies at the intersection of the Sheerlands Character Area and the Southern Quarter Character Area and therefore provides a transition from a more urban character to the northwest to a lower density form to the east.



Proposal for Parcel 8

The Layout

The proposed layout for Parcel 8 has been designed as follows:

1. Creation of a new central access road running east-west bounded by strong architectural featured and linear landscaping.
2. Strong architectural continuous 2.5 and 3 storey frontage along the spine road, roundabout and Nine Mile Ride Extension.
3. Dwellings on the eastern edge orientated to front onto the open space providing natural surveillance.
4. 20m buffer from the LEAP / LAP to any habitable room windows has been followed creating a suitable separation from the dwellings and areas of play.
5. Parking courts to apartment buildings placed behind buildings and well overlooked by apartments and adjacent buildings.



Proposed Layout



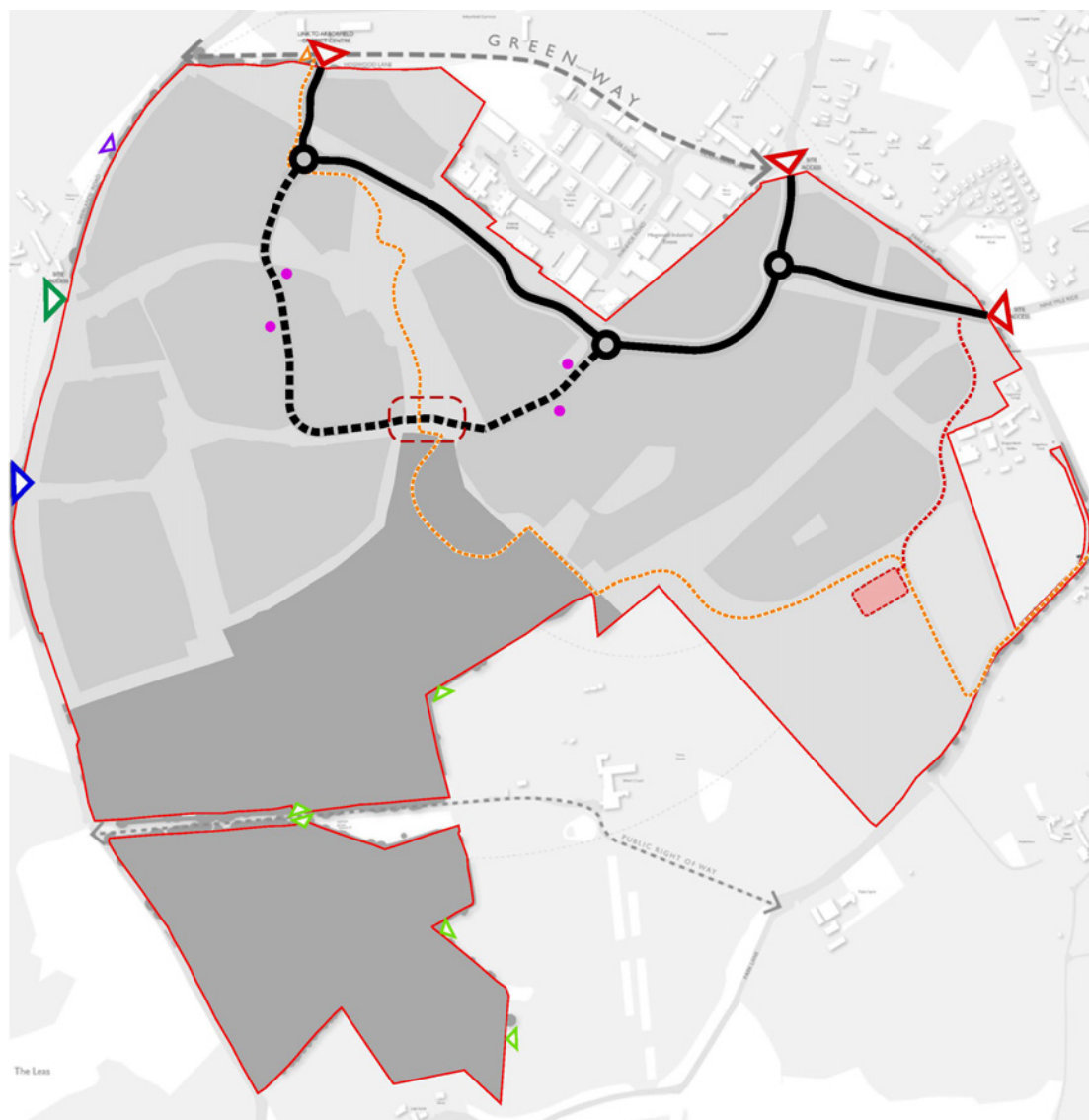
Proposal for Parcel 8

Parameter Plan Comparisons

Access & Movement Parameter Plan

The Access and Movement Parameter Plan sets out key principles for the primary movement infrastructure to serve the application land parcel and the wider urban extension of the Hogwood Farm. The key principles include:

- The Primary Road Network (PRN) comprises the Nine Mile Ride Extension (NMRE), which connects the existing built extents of NMRE with Park Lane in the east and Hogwood Lane / Park Lane in the northeast.
- Wheat Road to the western edge of the application site which is a primary street linking to the southern development area of the Hogwood Masterplan.
- A bus loop that travels along Wheat Road linking into the southern area of the Hogwood Masterplan.
- A proposed bridleway from the roundabout through the Hogwood Green Corridor to the east to form a sustainable movement route linking south to wider development neighbourhoods. To the north the proposed bridleway connects to the existing Green Way north of the proposed roundabout.



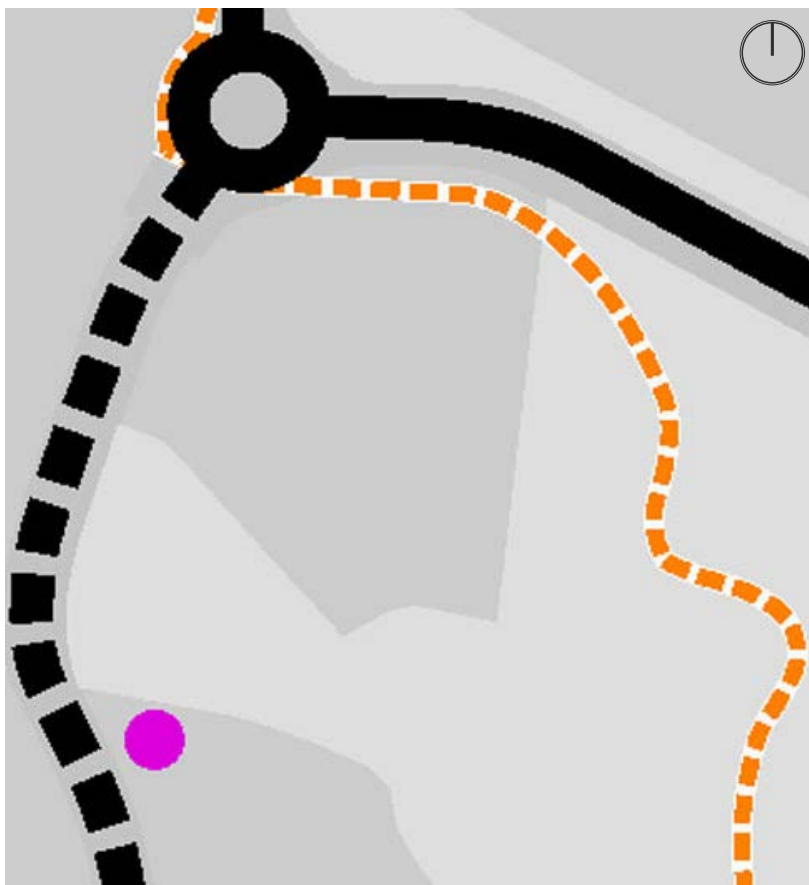
Submitted Access & Movement Parameter Plan

- Site Boundary
- Nine Mile Ride Extension (NMRE)
- Proposed Bus Loop
- Proposed Bridleway
- Proposed Sports area and Allotment access road
- △ Principal Vehicular Access
- △ Secondary Access
- △ Emergency Access
- △ Temporary Emergency Access
- △ Bridleway Access
- △ Pedestrian only Access
- Indicative Bus Stop Location
- Sports Pitch Parking
- Bus Link and Emergency Access Only
- Built Development
- SANG

Proposed

The overlay plan demonstrates that the proposed application is compliant with the access and movement parameters as summarised:

- The key road infrastructure of the Nine Mile Ride Extension, Wheat Road and the roundabout have already been implemented as part of the current Hogwood Masterplan development.
- The proposed bridleway does not form part of the application site and runs from the roundabout along the northeast edge of the site boundary connecting to the Hogwood Green Corridor to the south. While there is a slight realignment of the route to the southeast part of the site, the proposed alignment still maintains this strategic connection to the Hogwood Green Corridor.



Submitted Access & Movement Parameter Plan extract



Proposed Access & Movement Plan Overlay

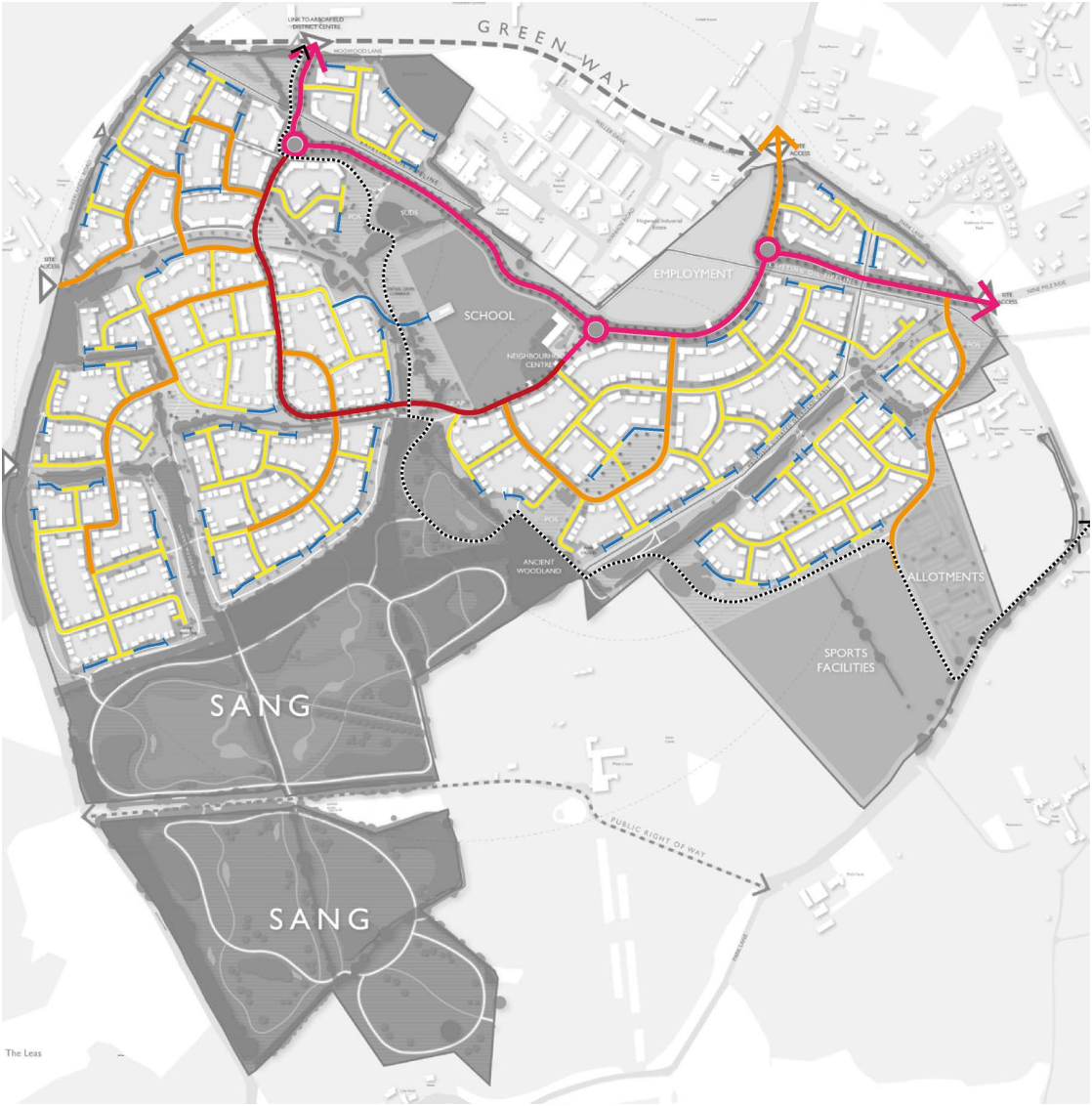
Proposal for Parcel 8

Parameter Plan Comparisons

Street Hierarchy Parameter Plan

A clearly defined street hierarchy is designed to ensure future residents and visitors of Hogwood Farm can easily navigate the site and a safe environment for motorised and non-motorised users is provided. The proposed street hierarchy at Hogwood Farm encompasses an array of street types with consideration given to landscaping, drainage and parking strategies all designed to result in clearly defined areas.

The proposed street internal street hierarchy principles set out in the Hogwood Farm Masterplan, includes a tertiary street with a priority junction access off the Bus Loop (Wheat Road to the western boundary). The street hierarchy changes further into the site to a private drive along the Hogwood Green Corridor open space to the east.



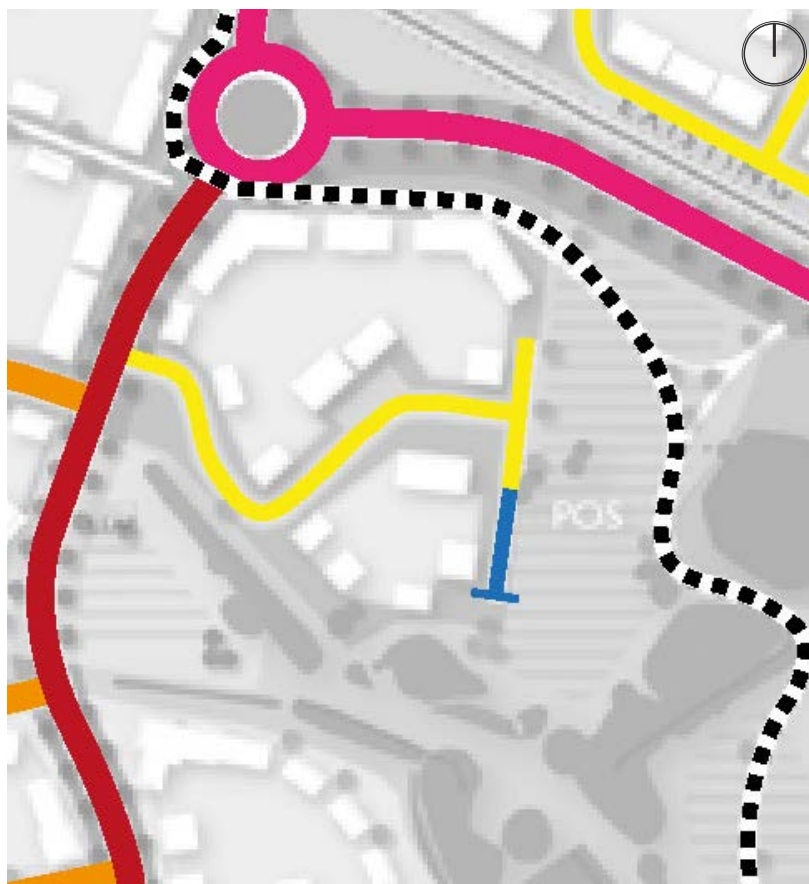
Submitted Street Hierarchy Parameter Plan

Proposed

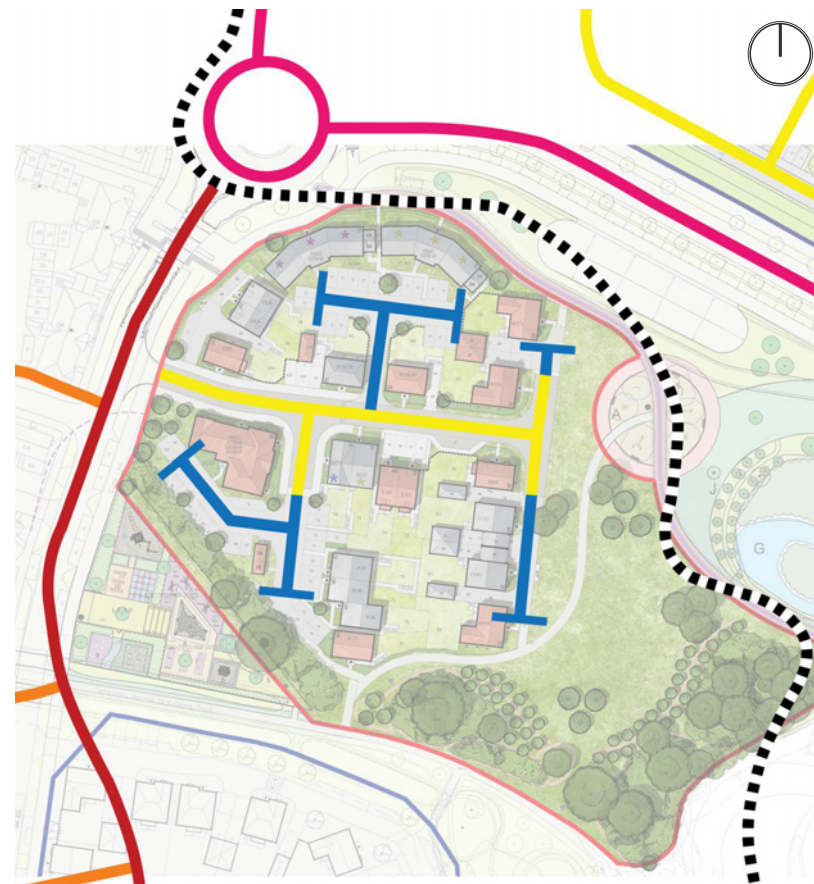
The overlay plan demonstrates that the proposed application is compliant with the street hierarchy parameters as summarised:

- The site access is located off Wheat Road to the south of the existing roundabout.
- A Tertiary Road Network 1 leads off the site access with a Minor Access Road typology with 5m carriageway and 2m footway either side.
- The Minor Access Road transitions to a Tertiary Road Network 2 Shared Surface typology within the centre of the site
- A Private Drive is located along the Hogwood Green Corridor open space to the east.

The precise alignment of the tertiary street network within the site has been refined to allow the creation of a perimeter block structures but the overall rationale for a reduction in street hierarchy into the site is consistent with the original intent.



Submitted Street Hierarchy Parameter Plan extract



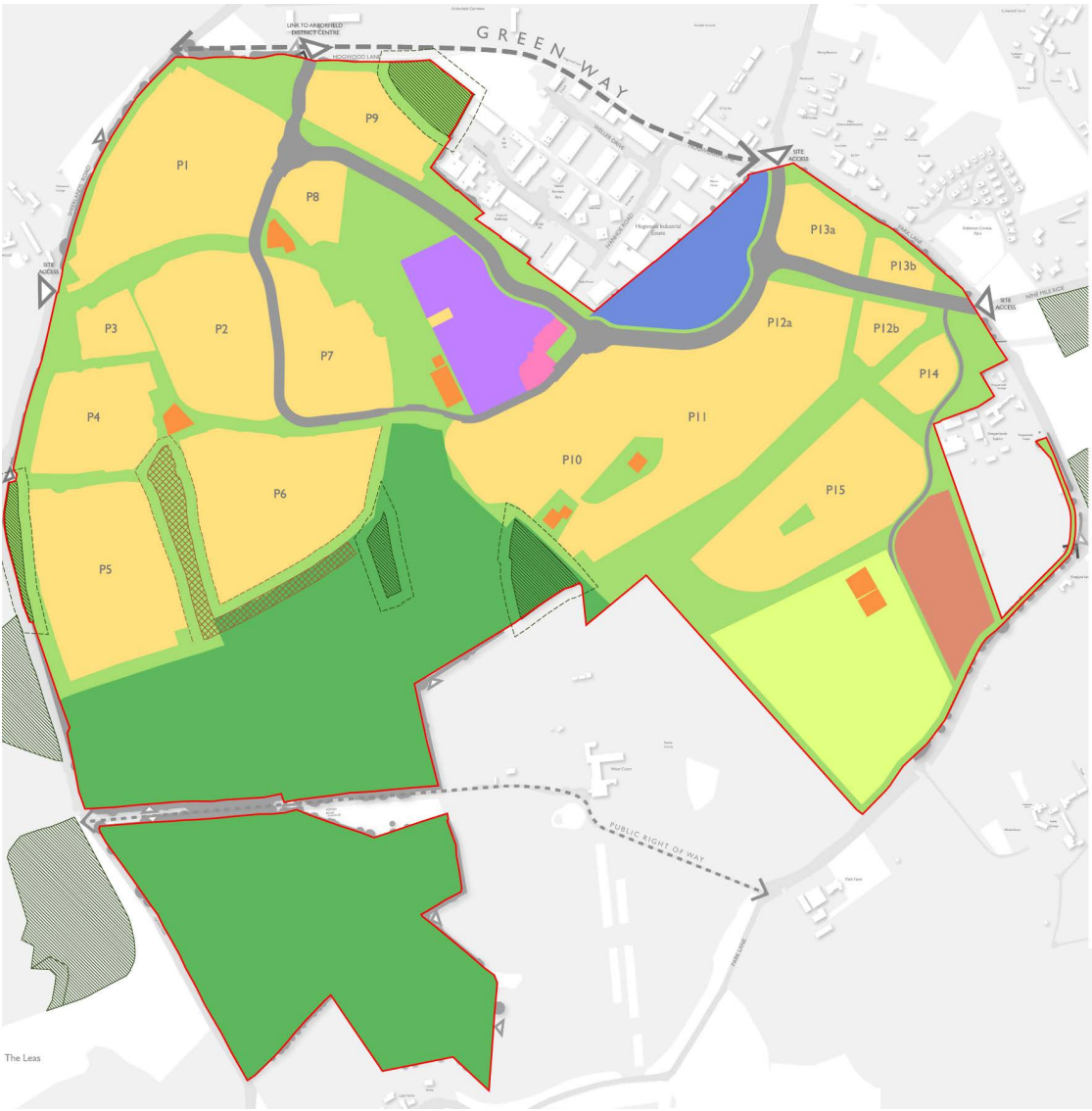
Proposed Street Hierarchy Plan

Proposal for Parcel 8

Parameter Plan Comparisons

Land Use Parameter Plan

The approved Land Use for the Hogwood Farm Masterplan sets out with various land uses including, residential, open space, mixed uses, and the primary school. For Land Parcel 8 the land uses include residential, open space and a play area with the residential development area located to the north and western parts of the site, with frontage onto the NMER and Wheat Road. The open space is located to the east and forms part of the Hogwood Green Corridor.



Submitted Land Use Parameter Plan

Proposed

The overlay plan demonstrates that the proposed application is compliant with the Land Use parameters as summarised:

- The residential land use is located to the north and western parts of the site. The quantum of development area is consistent with the original strategy.
- Open space is located to the east as part of the Hogwood Green Corridor
- A LEAP Play area is sited to the southwest of the site within a green infrastructure corridor which provides a buffer from the residential uses.



Submitted Land Use Parameter Plan extract



Proposed Land Use Plan Overlay

Proposal for Parcel 8

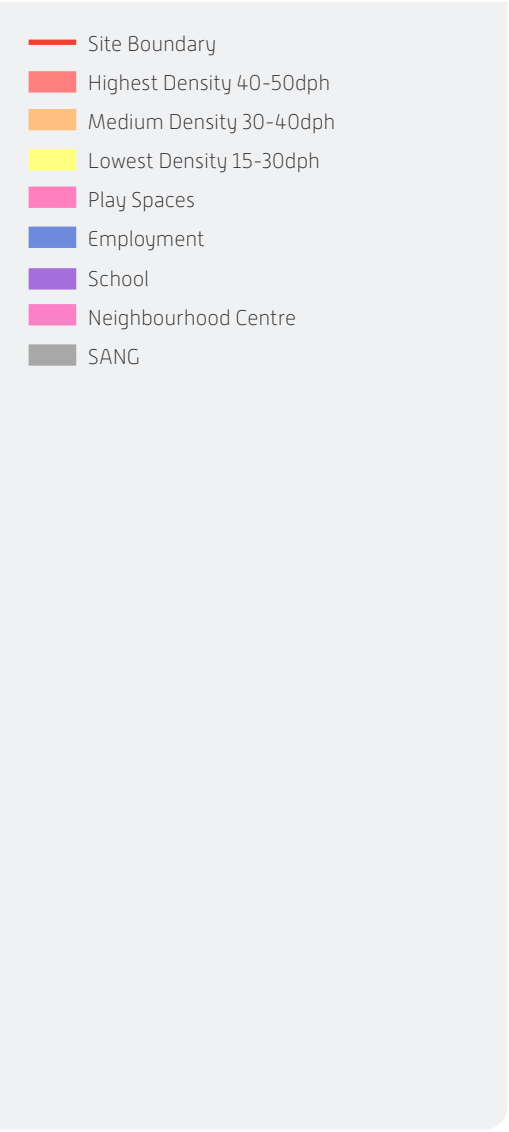
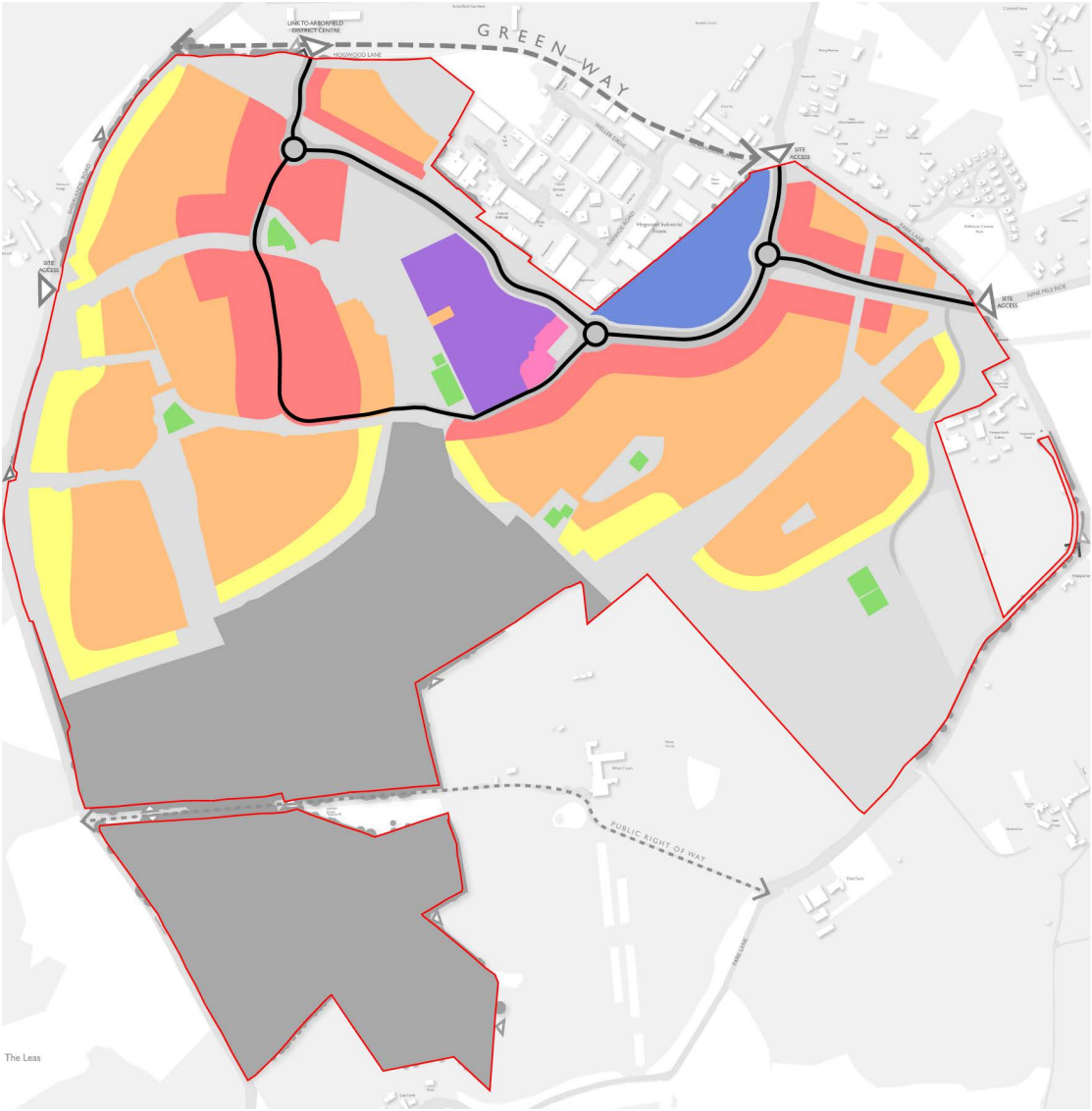
Parameter Plan Comparisons

Density Parameter Plan

The density of the site is outlined within the approved Density Parameter Plan.

Parcel 8 lies within Nine Mile Ride. This area will be the principal experience of those passing along the NMRE. This strategic route will be lined with higher density development and have a more formal tone than the rest of the Masterplan in terms of development gain and architectural expression that will lessen as the character moves southwards toward the green space.

The Parameter plan shows Parcel 8 to be 40-50DPH.

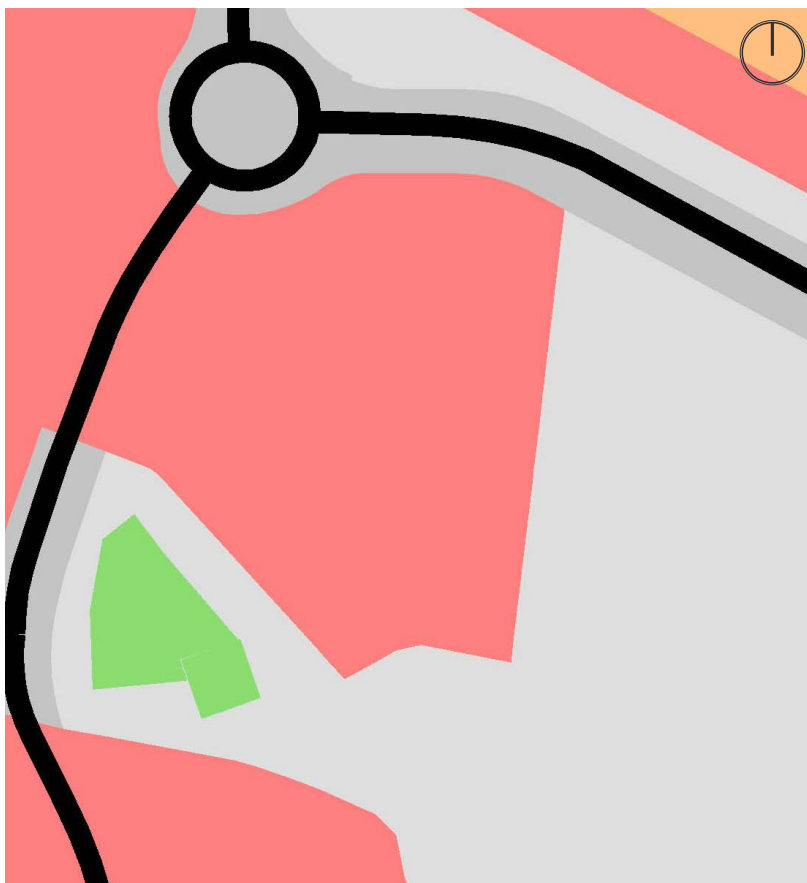


Submitted Density Parameter Plan

Proposed

The overlay plan demonstrates that the proposed application is compliant with the Density parameters as summarised:

- The proposed scheme has a density of 49 DPH which has a density range of 40-50 DPH, set out in the outline parameters. The density has been calculated from the development area which is 0.82 ha, and not including the open space. The density including the open space areas would be 24 DPH.
- The proposed density strategy has been informed by the Nine Mile Ride Character Area which requires the NMRE frontage to be designed with higher density and buildings of a higher scale. The roundabout junction of Wheat Road and the NMRE also forms a key nodal point and the near continuous built frontage, with the use of three storey flats in this location and along the NMRE, responds positively to the aspiration to create a denser semi-urban character.



Submitted Density Parameter Plan extract



Proposed Density Plan Overlay

— Proposed scheme area of 49 DPH

Proposal for Parcel 8

Parameter Plan Comparisons

Building Heights

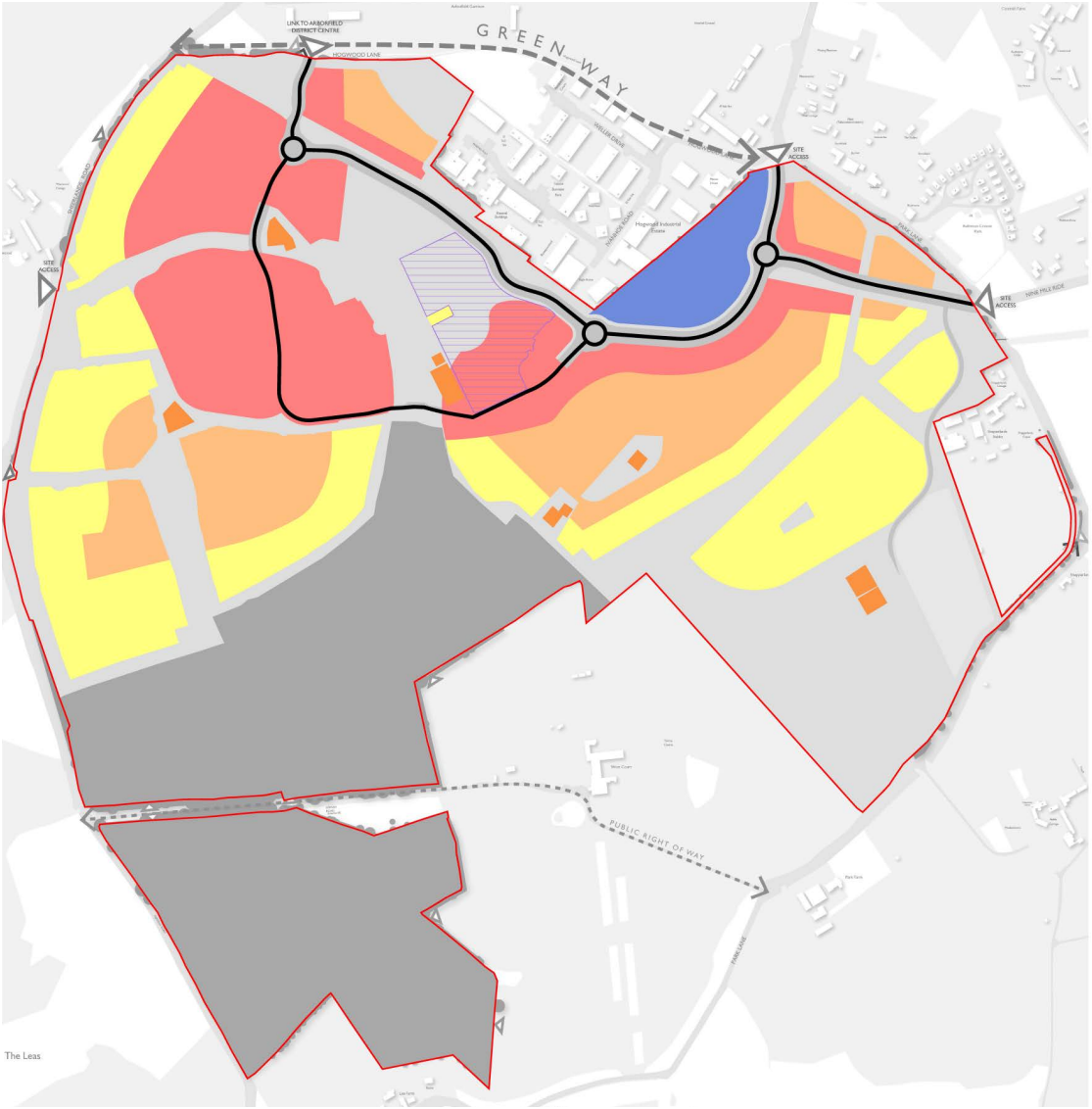
The overall rationale for the building heights across the Masterplan stems from a desire to create variation in development character that responds to the proposed uses, the existing and proposed landscape features, development density, hierarchy of places and ultimately the legibility of the Masterplan.

The Building Heights Parameter Plan sets out the strategy across the Hogwood Masterplan for the scale of new buildings. The Parameter Plan sets out three storey height zones for the residential uses, up to 2 storeys (10m), up to 2.5 storeys (11.5m) and up to 3 storeys (13m) all measured to ridge height.

Taller elements are located within and around the proximity of the NMRE and bus route through the development as well as the neighbourhood centre to reinforce and support its strategic status within the Masterplan as the centre of activity.

Building heights step down from the neighbourhood centre to the edges of the development responding to the naturalistic edge of the Masterplan and the wider countryside setting.

Where focal points, key nodes or areas of heightened activity are proposed, buildings will be notably taller to accentuate this status and support the legibility of users of the site.



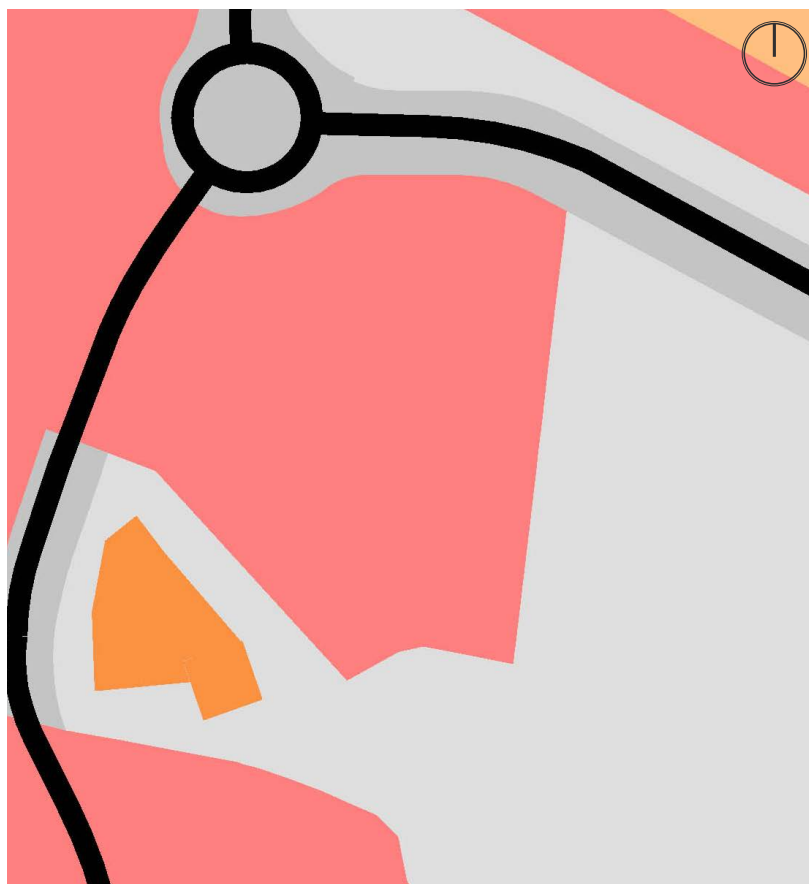
Submitted Building Heights Parameter Plan

- Site Boundary
- Employment
- Up to 3 Storey (13m)
- Up to 2.5 Storeys (11m)
- Up to 2 Storeys (10m)
- Primary School Area
- SANG
- Play Spaces

Proposed

The overlay plan demonstrates that the proposed application is compliant with the Density Parameters as summarised:

- For land Parcel 8 the scale parameters are proposed for up to 3 storeys (13m) for the entire development area and the tallest buildings, which are the flat blocks are within this limit.
- The roundabout junction forms a key nodal point and taller, 3 storey buildings, are located to address this frontage to accentuate this status and provide legibility.
- The site is within a transition of Character Areas incorporating the edge of Sheerlands and the Southern Quarter SANG. Therefore, a transition in scale across the site to lower height 2 and 2.5 storeys is considered appropriate to the eastern and southeast areas fronting the Hogwood Green Corridor.



Submitted Building Heights Parameter Plan extract



Proposed Building Heights Plan

- Single storey
- 2 storeys
- 2.5 storey
- 3 storeys



Submitted Building Heights Plan

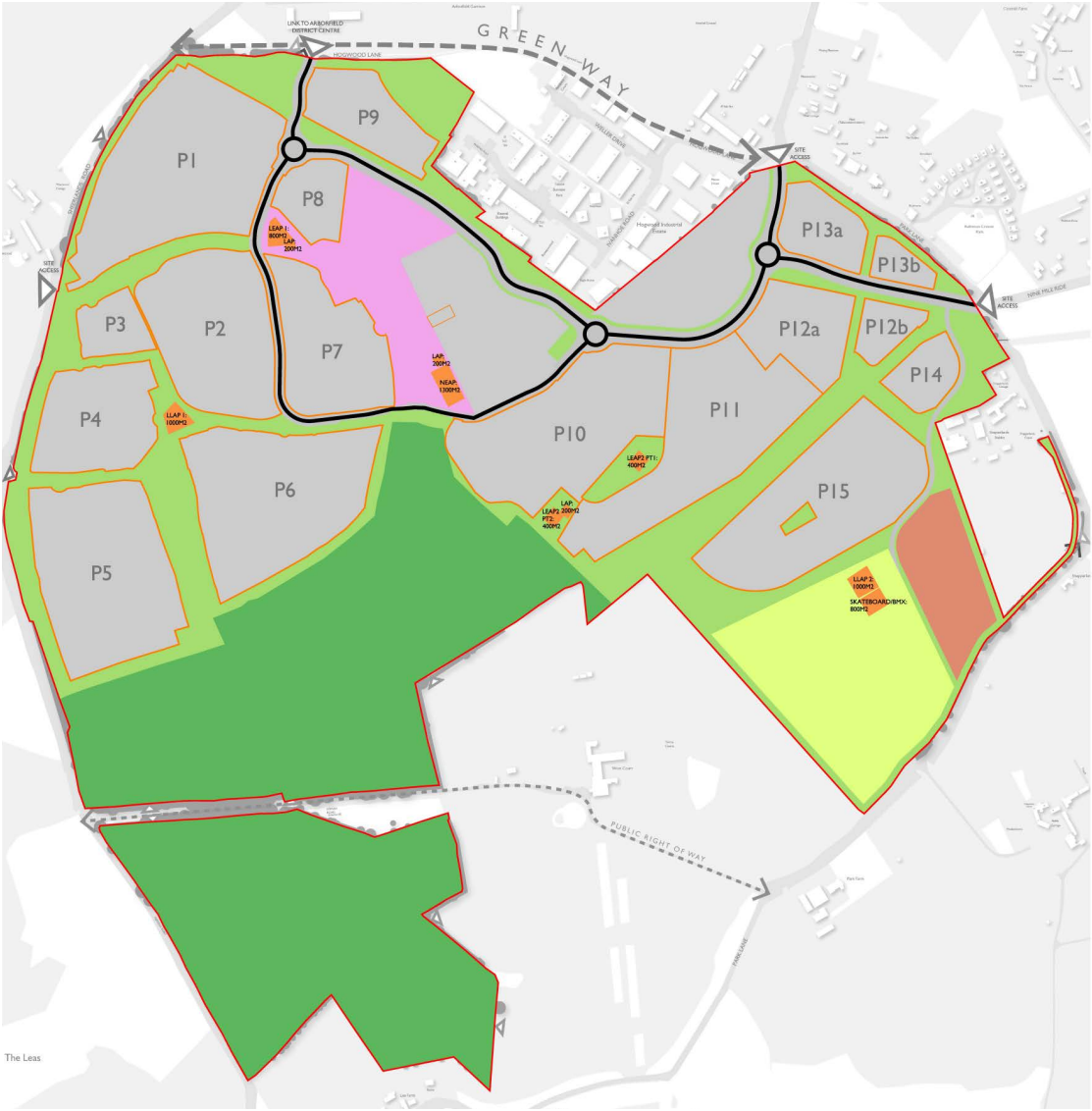
Proposal for Parcel 8

Parameter Plan Comparisons

Phasing Parameter Plan

The Phasing Parameter Plan proposes phasing for the development showing the different illustrative parcels to come forward over a 7-10 year build programme.

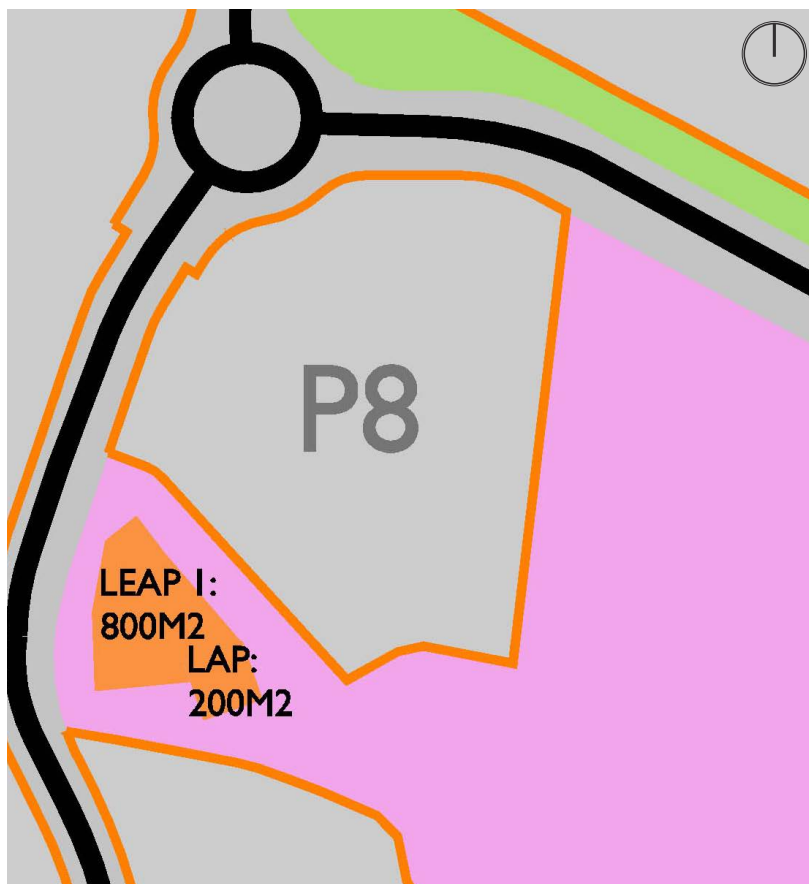
This parcel relates to Parcel 8 adhering to the Phasing Plan.



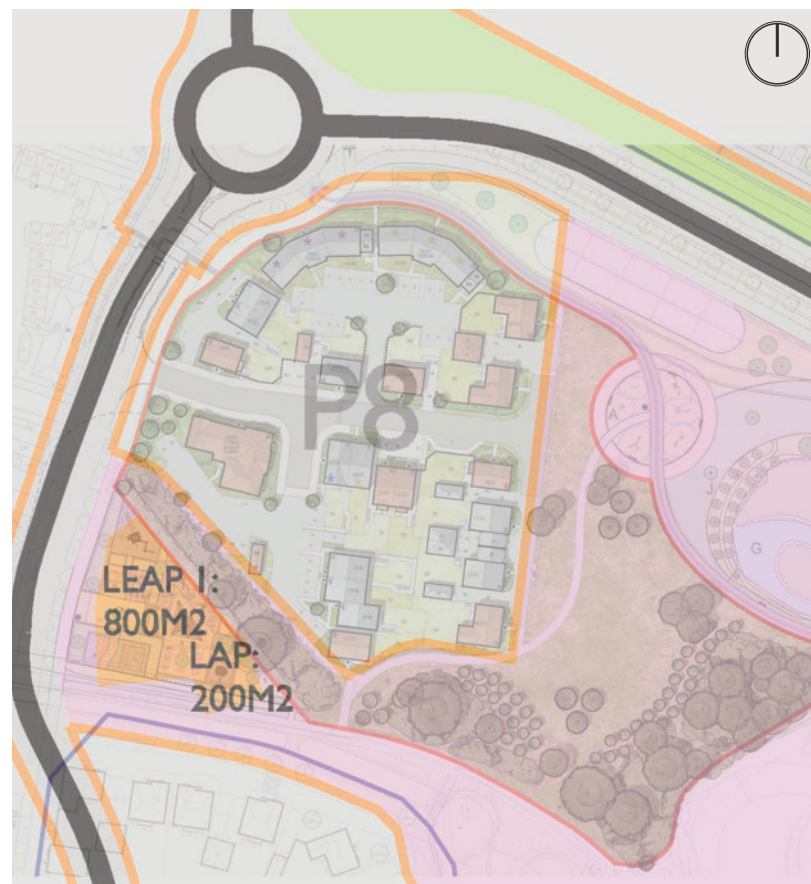
Submitted Access & Movement Parameter Plan

Proposed

In summary, the Parameter Plan Comparisons demonstrate that the proposals are entirely consistent with the approved parameters in terms of land use, movement, height, density, as illustrated on pages 12 -23 . In particular the developable area is contained within the land use parameters and the green infrastructure and open space consistent with the location and quantum in the land use plan.



Submitted Phasing Parameter Plan



Proposed Phasing Plan

Proposal for Parcel 8

Strategy Plans

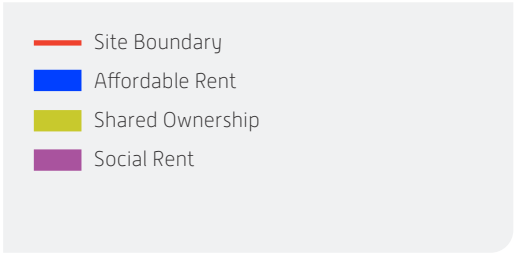
Mix

It is proposed that Parcel 8 delivers 40 dwellings. Within Parcel 8, the breakdown of dwelling is as follows:

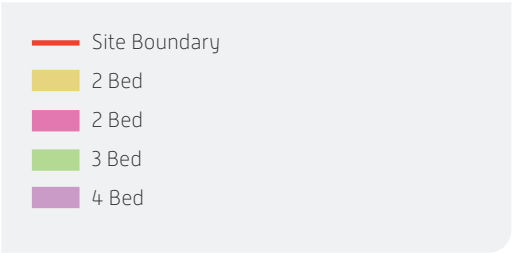
Parcel 8: 40 Units			
HT	House Types	Sqft	Unit No.
PRIVATE			
AVE	1 bed apt.	471	3
MAR	2 bed apt.	675	3
HAR	2 bed apt.	712	3
POR	2 bed house M4[2]	989	3
FOX	3 bed house	1101	1
FOX-W	3 bed house	1101	2
FRA	3 bed townhouse [2.5 storey]	1127	2
LAN	3 bed townhouse [2.5 storey]	1162	2
COO	4 bed house	1379	2
HER	4 bed house [2.5 storey]	1343	2
WYN	4 bed house	1489	3
Total			26
AFFORDABLE			
TEW	2 bed apt.	667	3
TEW	2 bed apt.	703	3
SH52	3 bed house M4[2]	1009	1
SH55	3 bed house	1033	1
Total			8
SHARED OWNERSHIP			
SB42	2 bed apt.	667	3
SB42	2 bed apt.	703	3
Total			6
Overall Parcel 8 Total			40



Proposed Tenure Plan



Proposed Mix Plan



Proposal for Parcel 8

Strategy Plans

Parking & Cycle Provision

Car parking as been incorporated into the design following the “Wokingham Borough Council Parking Demand Calculation Sheet” This sheet can be found on page 10 of this document.

The plan demonstrates how Parcel 8 complies with the standards required by current WBC guidance.

Safe and secure bicycle storage will be provided as follows:

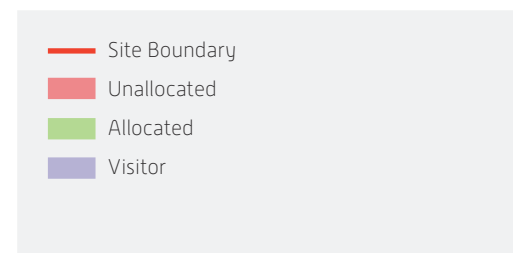
- All houses will have a space for covered and secure cycle storage in the rear garden.
- Each flat block has been designed to accommodate a secure communal cycle store with racked storage for at least one bicycle per flat. All rear gardens are designed with gates to enable access for bicycles, refuse bins etc.
- All dwellings (houses and flats) will comply with Parts S of the building regulations and be provided with at least one active electric vehicle charging point.

The above sets out how the scheme complies to the standards. The plans adjacent shows that the scheme remains the same in terms of the Parking and Cycle store provisions.

Development Composition						
Property Type	Tenure	No. Habitable Rooms	No. Allocated Spaces Per Property (Excluding Garages)	Total Number of Properties	Total Number of Garages for Property Type	Unallocated Spaces (Including Visitor Parking and 50% for Garages)
House	Owned	6	2	2	0	0.8
House	Owned	5	2	1	0	0.3
House	Owned	5	2	2	0	0.6
House	Owned	5	2	2	0	0.6
House	Owned	7	2	2	0	0.8
House	Owned	7	2	2	0	0.8
House	Owned	5	2	3	0	0.9
House	Shared/ Rental	5	2	1	0	0.3
House	Shared/ Rental	5	2	1	0	0.3
House	Owned	7	2	3	0	1.2
Flat	Owned	2	1	3	0	0.6
Flat	Owned	3	1	1	0	0.3
Flat	Owned	3	1	2	0	0.6
Flat	Owned	3	1	1	0	0.3
Flat	Owned	3	1	2	0	0.6
Flat	Shared/ Rental	3	0	4	0	3.6
Flat	Shared/ Rental	3	0	8	0	7.2



Proposed Parking Plan



Proposal for Parcel 8

Strategy Plans

Refuse

Refuse stores for the apartment buildings are located within a 30m walk of each flat and generally 15m (maximum 25m) of a road or reversing point for collection to enable compliance with Manual for Streets and the Building Regulations. Communal waste is in 360-litre grey wheelie bins for domestic waste, 240-litre blue wheelie bins for recycling and 240-litre red wheelie bins for food waste.

Refuse and recycling for houses is in plastic bags and will be stored in their private gardens. Garden gates are provided to enable them to be brought out on collection day. Refuse provision has been provided in line with "Wokingham Borough Council Waste Management Facilities in New Developments. Guidance Notes for Developers" Published March 2021.

All houses will have space within their gardens for the storage of 120-litres general waste in 8-litre bags. Recycling is in 60-litre pastic bags (currently no limit on recycling).

Apartment blocks have been designed to be served by 360-litre wheelie bins for general waste. This is calculated as 120-litre per flat.

Recycling will be in 240-litre wheelie bins calculated as 160-litres per flat. One 240-litre wheelie bin per 10 apartments for food waste.

The above sets out how the scheme complies to the standards. The plans adjacent shows that the scheme remains the same in terms of the refuse strategy.



Proposed Refuse Plan

- Site Boundary
- Private Refuse Point
- Kerbside Refuse Point
- Communal Refuse Point
- Communal Refuse Point (Apartment)

Proposal for Parcel 8

Strategy Plans

Indicative Landscape

Parcel 8 is a continuation of an existing development. Landscape principles and the species for the earlier parcels have been established, discussed and agreed for the earlier parcels with the Local Authority. This parcel will continue with that strategy. The broad aims of the landscape scheme are to:

- Soften and enhance the buildings
- Integrate the development into the existing rural and urban landscape.
- Ensure continuity of the layout and planting with adjoining phases of the wider development.
- Provide year round visual variety and pleasure for residents.
- Ensure bio-diversity and resources for the co-existence of wildlife.
- Define private spaces where practicable
- Ensure functionality in the planting
- Reflect the symmetry of the built forms. The layout respects the existing retained hedgerow to the south west. The eastern boundary with the public open space is both visually and physically permeable.

The current landscape proposal remains the same as the proposed, as set out above.



Proposed Landscape Plan

- Site Boundary
- Front Garden
- Rear Garden
- Public Open Space (POS)

Proposal for Parcel 8

Appearance

Character Areas

As part of the Masterplan Framework, four Character Areas are proposed across the development to provide variety and interest to respond to the localised setting and attributes of the Masterplan area.

For this, parcel two of the four character areas applies.

- Sheerlands
- Southern Quarter/Sang Edge.

The following pages sets out how the scheme follows the principles set out within the Masterplan Framework Document for each character area.



Character Areas Plan



Proposal for Parcel 8

Appearance

Sheerlands

This area is to be largely characterised by the verdant Sheerlands Road to the west, green link to the south and the future NMRE and the bus route to the north and west of this area.

The overall vernacular will take on strong traditional tones with a mix of materials to emphasise and support the rural feel of this part of the Masterplan.



URBAN & BUILDING FORM	
1. Frontage Type	A range of frontage types to respond to the existing and proposed features, such as Sheerlands Road and the NMRE
2. Building Types	A mix of house type apartment, short terraces, semi-detached and detached dwellings.
3. Building Heights	2 to 3 storeys
4. Corners	Strong definition, active building faces will address the open green space and focal spaces.
5. Front Boundary Treatment	Predominantly through balconies on flats and an assortment of verdant boundary treatments is to be applied.
6. Consistency of Building Design	A consistency of design features within this area, subtly differing in terms of materials and building details.
DETAILS	
7. Roof	A varied mix of roof forms across the area. Pitched, hipped and gable froned features to be used across this area.
8. Dormers/ Roof	Occasional use of dormers within the area
9. Window Openings	A mix of simple easements with single bars and more detailed windows with multiple window bars.
MATERIALS	
10. Roof	Grey red/brown roof tiles to dwellings to give variation and variety
11. Walls	Multi-toned red brick with projected brick work features in the same of contrasting brick as an accentuating feature. Painted brick will also be a feature of this area.
12. Window/ Doors/Porches	White uPVC windows. A mix of flat pitched and hipped porch forms to reinforce the rural tone.



Section A-A



Section B-B



Section C-C

Proposal for Parcel 8



View looking along Sheerlands Road



View from SANG edge looking towards southern quarter

Proposal for Parcel 8

Appearance

Southern Quarter / Sang Edge

This area is to be largely characterised by the southern SANG, interlinked existing vegetation and Ancient Woodland setting.

The buildings have a muted tone with emphasis on tile hanging and larch lap cladding to integrate the development within the overall landscape character.



URBAN & BUILDING FORM	
1. Frontage Type	A mix of strong and interspersed frontage across the area responding to the proposed hierarchy of movement and the landscape setting.
2. Building Types	Primarily semi-detached dwellings with occasional terraces and apartment building (to the north)
3. Building Heights	2 to 3 storeys
4. Corners	Strong definition, active building faces will address the open green space and focal spaces.
5. Front Boundary Treatment	A mix of boundary treatment with an emphasis on the verdant edges supported by occasional estate railings to define areas.
6. Consistency of Building Design	A range of housing styles to give an eclectic rural feel.
DETAILS	
7. Roof	A varied mix of roof forms across the area. Pitched, hipped and gable fronted features to be used across this area.
8. Dormers/ Roof	Occasional use of dormer features to create variety in the roofscape.
9. Window Openings	A mix of simple easements with single bars and more detailed windows with multiple window bars.
MATERIALS	
10. Roof	Grey red/brown roof tiles to dwellings to give variation and variety
11. Walls	Multi-toned red brick, tile hanging and dark larch board cladding
12. Window/ Doors/Porches	A mix of simple window styles with white uPVC prevalent and occasional grey windows with painted brick housin.



Section A-A



Section B-B



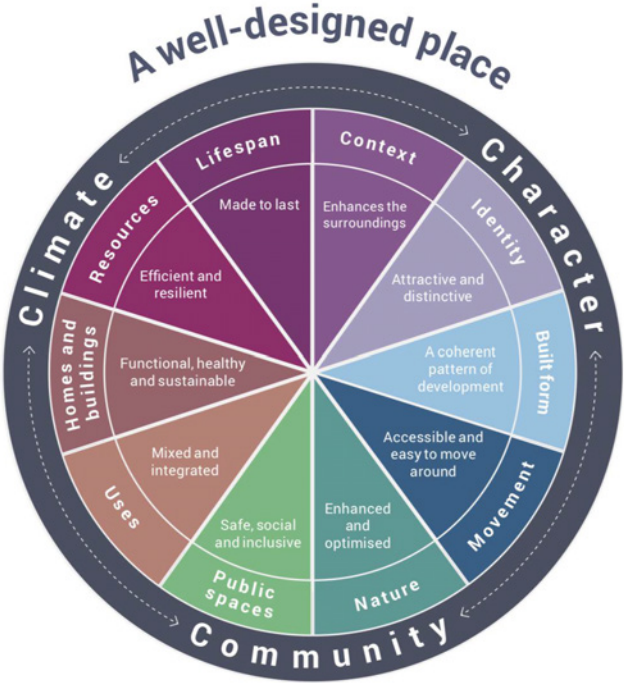
Section C-C



Section D-D

National Design Guide

The National Design Guide builds on the aspirations and objectives of the NPPF and is a tool for assessing and improving design quality. The NDG is a part of the Government’s collection of Planning Practice Design Guidance.



Context – Enhances the surroundings

The design has been informed by the site context and the parameters established in the Hogwood Masterplan Framework to create a development that has the potential to enhance the surroundings.

The design positively addresses the urban streets to the boundaries and the public open space to the east and provides opportunities for improved connections and linkages.

Identity – Attractive and distinctive

The design has responded to the immediate context and character established by the Hogwood Masterplan Framework and the immediate adjacent land parcels 1, 9 & 7 to produce a cohesive and well-integrated overall design.

The proposals adopt the Masterplan Character Area principles for the application site which lies at the intersection of the Sheerlands and Southern Quarter areas and uses a varied palette of materials including brick, tile hanging and tile and slate type roofing in a traditional vernacular style.

Built form – A coherent pattern of development

The proposed design responds to the unique setting of the site by creating a key frontage to the NMRE and the nodal space formed by the roundabout at the junction with Wheat Road. Buildings in this location are used to create status and legibility though increased height and continuity of frontage.

Development parcels have been designed as perimeter blocks to provide overlooking and active frontage to streets and open spaces, to define a clear distinction between public and private realm.

Towards the eastern part of the development the density is reduced, and a lower scale and more informal character frontage addresses the open space as part of a coherent approach to the Southern Quarter character area.

Movement– Accessible and easy to move around

The design provides a clear hierarchy of streets leading from the access on Wheat Road into a tertiary type 1 & 2 shared surface network and privates drives to serve development fronting the eastern open space.

Pedestrian and cycle movements are integrated into the street hierarchy and offer opportunities for varied connections and linkages to the surrounding network and wider Hogwood Masterplan.

Nature – Enhance and Optimised

The landscape strategy will aim to maintain and enhance the existing vegetation within the site and continue the existing planting strategy for the Hogwood Green Corridor from the wider site.

The broad aims are to integrate development into the urban and rural landscape and provide opportunities for biodiversity enhancement, opportunities to soften spaces and the setting of buildings, define public and private spaces and create visual interest throughout the year.

Public spaces – Safe, social and inclusive

Streets are designed to encourage safe and inclusive use for all road users including pedestrians and cyclists through a low speed environment of tertiary streets and private drives.

The public open space to the eastern side of the development is designed to create linkages to the NMRE to the north, towards the school to the east and the Hogwood Green Corridor to the south and so to be accessible and provide opportunities for people to meet and interact.

Uses– Mixed and Integrated

The development will deliver a range of new homes of which 35% will be affordable and designed as tenure blind with a mix of 2 bed flats and 3 bed dwellings.

The open market mix will include an appropriate mix of 1 & 2 bed flats and 2, 3 & 4 bed dwellings to meet local need.

Homes and Buildings – Functional, Healthy & Sustainable

Homes will have private gardens and access to amenity spaces and the wider green infrastructure via a network of pedestrian/cycle routes which will provide residents with opportunities to socialise and promote a healthy lifestyle.

Homes will be designed to respect National Described Space Standards and to be adaptable to residents' future needs. Homes will be designed to high standards respecting back-to-back distances and will avoid improper use of space and deliver a well-integrated and maintained public realm.

Resources – Efficient and Resilient

Homes will be designed to meet or exceed Building Regulations, taking into account future changes including The Future Homes Standard. The development will also be designed to maximise energy efficiency where possible with appropriate technologies and techniques.

Energy waste will be minimised by grouping buildings together to form larger units and avoid unnecessary spilling out where possible.

Lifespan – Made to Last

All buildings will be built to high standards to ensure the building's envelope is protected. The architectural character will respond to local traditional character with a durable material such as traditional brick being used across the site and overhanging eaves will protect the façades. Houses will be designed to maximise opportunities for future expansions or to be adapted for home-working where possible.

Use of sustainable materials that can be easily recycled or easily disposed of in the future, where possible sustainable technologies will be incorporated within the design to reduce consumption and emissions.

Building for a Healthy Life



INTEGRATED NEIGHBOURHOOD

INTEGRATING INTO THE NEIGHBOURHOOD

1. NATURAL CONNECTIONS

- Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place.
- Identify the places, facilities and services you need to connect to.
- Draw points of connection into and through your site - creating a strong and direct street, path and open space network.
- Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future.
- Research and respond to how water flows and nature moves across your site and the wider surroundings.

EVALUATION

- Edge to edge connectivity
- Allow for pedestrian and cyclist desire lines
- Create connected street patterns with mostly include straight to makes pedestrian routes as direct as possible
- Create Filtered permeability
- Create new movement corridors for nature
- Streets and routes that can be extended in future phases

EVIDENCE

- ✓ Movement plan as part of the application
- ✓ Movement plan shows routes
- ✓ Footpath connections have been reinforced and incorporated into the layout. Parcel 8 connects to the proposed bridle-way and the wider green-way footpath network. Footpaths are provided throughout each parcel and connect into the wider pedestrian links through the Nine Mile Ride Extension.
- ✓ Site layout and movement plan shows routes
- ✓ Movement plans shows multiple routes paths
- ✓ Primary and secondary routes to other phases as part of the overall Masterplan.

SCORE



2. WALKING, CYCLING AND PUBLIC TRANSPORT

- Cycle and walk the neighbourhood to understand where off-site interventions will be most useful. Local residents and councillors can help you understand where investment in improvements to pedestrian and cycle infrastructure might have most impact.
- Invite people to cycle within the site and beyond to destinations within at least a three mile radius; with routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads.
- If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations.
- Ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services).
- Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient.
- Make sure that all streets and routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm.
- Exploit existing (or planned) public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport.

- Share street space fairly between pedestrians, cyclists and motor vehicles.
- Pedestrian and cycle priority (see Local Transport Note 1/20)
- Nudge people away from the car.
- Start or contribute to a Local Cycle and Walking Strategy Infrastructure Plan.
- Demand Responsive Transport, car clubs and car shares.
- Short and direct walking and cycling connections
- 20mph design speeds,
- Protected cycle ways along busy streets.

- ✓ The proposals are 7 minutes walk from the future school and retail facilities.
- ✓ A proposed L.E.A.P. and L.A.P. about parcel 8 to the south west.
- ✓ Shared surfaces across the site.
- ✓ Transport note. Designed as part of the wider site.
- ✓ Connectivity as part of the wider site.
- ✓ Cycleways / pedestrian routes shown.





INTEGRATED NEIGHBOURHOOD

INTEGRATING INTO THE NEIGHBOURHOOD

3. FACILITIES AND SERVICES

- Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafes and other meeting places that respond to local community needs.
- Locate any new facilities in the best location for those walking, cycling and using public transport.
- Consider whether improving existing facilities will add more value to the local community than adding new ones.
- Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people.
- Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.
- 'Play on the way' can make car-free trips more fun for children making them want to walk or cycle to school.
- Sustainable drainage schemes that contribute towards an attractive and accessible network of streets and public spaces.

EVALUATION

- Intensifying development in locations that benefit from good public
- Transport accessibility.
- Reserving land in the right locations for non-residential uses.
- Active frontages.
- Giving places where routes meet a human scale and create public squares.

EVIDENCE

- ✓ High density as per Approved outline parameters.
- ✓ There is a proposed new Bus Route running past phases 8 and a new bus stop within 250m of both parcels.
- ✓ Active frontages principles adhered to within this document.
- ✓ Routes leads to open spaces.

SCORE



4. HOMES FOR EVERYONE

- A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes, homes for those downsizing and supported living.
- Maximising the opportunities offered by supported accommodation, placing these homes at the heart of new developments above active ground floor uses such as shops, community facilities and pre-schools.
- Offering people access to at least some private outdoor space. This is particularly important for people's mental health and wellbeing especially when social distancing and travel restrictions are in place.

- Tenure blind architecture and surroundings.
- Apartment cores looks the same throughout the site.
- A range of housing typologies supported by local housing needs.
- Homes with the flexibility to meet changing needs.
- Affordable homes that are distributed across a development.
- Access to some outdoor space suitable for drying clothes for apartments.
- Apartments and maisonettes with some private outdoor amenity space

- ✓ Elevations shows same architectural detail/ design and surrounding landscape.
- ✓ Affordable and Private cores are designed with the same cores.
- ✓ The proposed mix of dwellings broadly accords with the identified needs of this area of Wokingham. Private and affordable homes ranges from 1 bedroom and 2 bedroom flats to 2, 3 and 4 bedroom houses.
- ✓ 10% of the private dwellings and 10% of the affordable dwellings are M4(2) compliant, this totals 10no dwellings. M4(2) allows for adaptations to be made to the dwelling over time so they can comfortably be lived in by people as they age, or who have limited mobility.
- ✓ Affordable units located to the north parcel and south parcel
- ✓ Apartments designed with Balconies.



Building for a Healthy Life

	DISTINCTIVE PLACES			
	CREATING A PLACE	EVALUATION	EVIDENCE	SCORE
	5. MAKING THE MOST OF WHAT'S THERE • Allow time for good design, walk the site and the surroundings with the local planning authority. Discuss, understand and agree opportunities and constraints building a shared vision that makes use of the topography and other existing assets on and beyond the site. • Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place. • Identify any visual connections into, out, through and beyond the site. • Work with the contours of the land. • Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people's sense of wellbeing. • Draw all these considerations together to get the street, block and open space structure right from the start (a framework or concept plan). • Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure. • Identify opportunities to integrate and reuse existing features of value, these might • Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity. • Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens. • Using the landform and ground conditions (soil) in a considered way. For instance, low-nutrient subsoils are ideal to put to one side if you wish to establish wildflower meadows rather than importing new topsoil.	• Taking a walk to really understand the place where a new development is proposed, • Using existing assets as anchor features, • Positive characteristics, • Sensitive transitions between existing and new development. • Protecting and enhancing existing habitats; creating new habitats.	✓ Approved outline proposal taken steps. Site visits attended. ✓ Existing trees and hedgerows are all fronted,enhanced, given space and are fully integrated into the green spaces of the proposals, allowing ecology to be preserved. ✓ Designed with integrate with other phases. ✓ Open space to the east of phase 8 maintain visual and spatial connection , with new development set back from these spaces, with enough breathing room for those assets to maintain presence.	✓



DISTINCTIVE PLACES

CREATING A PLACE

6. A MEMORABLE CHARACTER

- Create a place with a locally inspired or otherwise distinctive character.
- Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture.
- Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details.
- Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts.
- Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character.
- Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life.

EVALUATION

- A strong, hand drawn design concept.
- Drawing inspiration from local architectural and/or landscape character.
- Reflecting character in either a traditional or contemporary style.
- Structural landscaping as a way to create places with a memorable character.
- Memorable spaces and building groupings.

EVIDENCE

- ✓ Vision provided, Development framework and masterplan created
- ✓ Phase 8 fall within two distinct character areas. "Sheerlands" This area is to be largely characterised by the verdant Sheerlands Road to the west, green link to the south and the future NMRE and bus route to the north and west of this area. The overall vernacular will take on strong traditional tone with a mix of materials to emphasise and support the rural feel of this part of the masterplan "Southern Quarter / Sang Edge" This area is to be largely characterised by the southern SANG, interlinked existing vegetation and Ancient Woodland setting. The buildings have a muted tone with emphasis on tile hanging and larch lap cladding to integrate the development within the overall landscape character.
- ✓ POS with distinctive landscape design.
- ✓ Apartments groups and house groups

SCORE

✓

7. WELL DEFINED STREETS AND SPACES

- A strong framework of connected and well overlooked streets and spaces.
- Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street?
- Perimeter blocks with clearly defined public fronts and private backs.
- Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation.
- Carefully considered street corners.
- Three dimensional models (physical or computer generated) and simple, hand drawn street cross sections can be particularly useful tools to understand and test the spatial qualities of a place.

- Streets with active frontages.
- Using buildings, landscaping and/or water to enclose and define spaces.
- Cohesive building compositions and building lines.
- Front doors that face streets and public spaces.
- Apartments that offer frequent front doors to the street.
- Dual aspect homes on street corners.
- Perimeter blocks.
- Well resolved internal vistas.

- ✓ Street Frontage principle applied throughout the scheme.
- ✓ Perimeter buildings groups facing the open spaces.
- ✓ Building typologies designed along the same streets.
- ✓ All front doors face on to streets.
- ✓ Dual aspect house types used.
- ✓ Buildings forming perimeter blocks with frontages onto streets.
- ✓ Buildings located at the end street vistas.
- ✓ All buildings are placed to create locally identifiable street types, with interest and suitable landscape features. Enclosure in streets ensure that character is defined in each street along with alternatively elevated, or more substantial buildings providing good vista stops. Street junctions all have good frontages with specific dual aspect buildings placed at every corner.

✓

Building for a Healthy Life

	DISTINCTIVE PLACES			
	CREATING A PLACE	EVALUATION	EVIDENCE	SCORE
	8. EASY TO FIND YOUR WAY AROUND • Streets that connect with one another. • Streets that are as straight and as direct as possible. • Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a ‘mental map’ of a place. • Streets with clearly different characters are more effective than ‘character areas’ in helping people grasp whether they are on a principal or secondary street. • For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around.	• Designing for legibility when creating a concept plan for a place. • Using streets as the main way to help people find their way around a place. • Frame views of features on or beyond a site. • Create new legible elements or features on larger developments. • Simple street patterns based on formal or more relaxed grid patterns.	✓ There are logical paths that follow desire line from one place to another and to features in the wider area. Footpath and cycle connections cross the development to connect the wider areas, residential areas, cycle, vehicle and bus routes. All pedestrian, cycle and vehicular routes are punctuated with way point features, of landscape, feature buildings and change of space use, to help navigate the development. ✓ Street hierarchy follows approved parameter plans ✓ Views East to west and vice versa towards open space and other phases. ✓ Simple straight roads with perimeter blocks to create legibility.	✓



STREETS FOR ALL

STREET & HOME

9. HEALTHY STREETS

- Low-speed streets and neighbourhoods with pedestrian and cycle priority.
- The right balance between movement and place functions.
- Rethinking the way we distribute street space. At times of more relaxed social distancing, demand for better quality cycle provision is expected to increase as public transport capacity reduces. Congestion caused by motor vehicles will make it unattractive for people to switch from public transport to cars creating a unique opportunity to change the way we move around our cities, towns and villages.
- Healthy streets improve people's physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle (or scooter) to school can create opportunities for social interaction and street life bringing wider social benefits.
- Street trees.
- Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.
- Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.
- Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.
- Well overlooked streets with front doors facing streets and public spaces.
- Provide conditions for cycling appropriate to the speed and volume of motor traffic.
- Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.

EVALUATION

- Streets for people.
- 20mph (or lower) design speeds; 20mph designations.
- Tree lined streets.
- Places to sit, space to chat or play within the street.
- Pavements and cycleways that continue across side streets.
- Anticipating and responding to pedestrian and cycle 'desire lines'
- Landscape layers that add sensory richness to a place – visual, scent and sound.

EVIDENCE

- ✓ Shared surface and drives/mews provided.
- ✓ Travel note provide speeds for Hierarchy of streets.
- ✓ Mews streets and drives with pedestrian priority and low speeds.
- ✓ Movement plan shows pedestrian and cycle priority across side site.
- ✓ Landscape strategy provides a range of planting.
- ✓ Most streets are short and designed to meander through neighbourhoods, with frequent changes in direction with some smaller areas being clearly pedestrian oriented. These streets become social spaces where there is limited through route connection and where visually enclosed areas and significant landscape features promote care in navigation.

SCORE



10. CYCLE AND CAR PARKING

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips.
- Integration of car parking into the street environment.
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage.
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).
- Generous landscaping to settle frontage car parking into the street.
- Shared and unallocated parking.

- At least storage for one cycle where it is as easy to access as the car.
- Shared and unallocated on street car parking.
- Landscaping to help settle parked cars into the street.
- Green relief on frontage parking rows.
- A range of parking solutions.
- Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.
- More creative cycle and car parking solutions.

- ✓ Cycle storage located closed to front doors where possible/
- ✓ Street parking provided unallocated.
- ✓ Parking within public spaces have planting or trees adjacent.
- ✓ Courtyards have habitable rooms overlooking the parking.
- ✓ Cycle stores designed by entrances and rear gardens.
- ✓ There is an appropriate mix of parking typologies, from on plot (side & rear), frontage and courtyard parking. These types are logically applied depending on setting, the graduated 'grain' of development and the need for frontage landscape.
- ✓ At each location the impact of parking is reduced, with frontage and courtyard parking having significant levels of landscape feature and screening.
- ✓ Visitor parking is spread out across the site, with areas needing more visitor spaces having greater numbers.



Building for a Healthy Life



STREETS FOR ALL

STREET & HOME

EVALUATION

EVIDENCE

SCORE

11. GREEN AND BLUE INFRASTRUCTURE

- Create a strong landscape strategy that has impact from 'day one'. Don't 'layer' landscape onto a scheme at the end of the process. Landscape changes can offer opportunities to reintroduce lost habitats and species.
- Create a network of different types of spaces.
- Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity.
- Create food growing opportunities such as allotments and orchards on larger developments.
- Have a sustainable drainage 'treatment train' thinking about the 'four pillars'. Capture water as close as possible to where it falls. Be creative with rain gardens, ponds and swales and avoid steeply-sided or fenced holes in the ground.
- Well-designed multi-functional sustainable drainage will incorporate play and recreational opportunities.
- Well-overlooked public open spaces with strong levels of natural surveillance.
- Robust management and long term stewardship.

- Biodiversity net gain.
- Movement and feeding corridors for wildlife.
- Plans that identify the character of new spaces,
- Be more specific about the function and character of public open spaces.
- Capturing and managing water.
- Create a habitat network providing residents with opportunities to interact with nature on a day to day basis.
- A connected and accessible network of public open spaces with paths and other routes into and through.

- ✓ Biodiversity net gain provided hedgehog highways. Bird boxes, provided.
- ✓ Landscape strategy defines each of the above.
- ✓ Permeable surfaces.
- ✓ All greens, and back to back gardens provides habitat network.
- ✓ Provide natural surveillance opportunities.
- ✓ All 'greens' connected by either Green routes or paths.



12. BACK OF PAVEMENT; FRONT OF HOME

- Clearly define private spaces through strong boundary treatments
- Manage changes in level in a way that does not compromise the qualities of the street
- Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) Avoid pieces of 'leftover' land that serve no useful public or private function
- Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes

- Defensible space and strong boundary treatments.
- Boundary treatments that reinforce distinctive local characteristics.
- Front garden spaces that create opportunities for social interaction.
- Ground floor flats with their own front doors and semi-private amenity spaces
- Consider providing terraces or balconies to above ground floor flats

- ✓ The definition between public and private spaces are clearly delineated with the use of landscape, walling, railings and fencing.
- ✓ Private spaces are well landscaped within the plot curtilages, with selected plots having trees to the front gardens. Where frontage parking or courtyards are utilised, space is reserved around parking for good levels of landscape as well as separate paths. Public spaces are to be adopted and/or managed depending on locality. With the very nature of the outward looking orientation of plots, all areas are safe and well overlooked.
- ✓ Balconies provided to flats.



Conclusion / Condition of Compliance

The development proposals that form part of this reserved matters submission have been designed in accordance with the approved Hogwood Farm Masterplan Framework Document Rev G (dated September 2018) and the parameters and design principles set out in the Masterplan Framework Document.

The design has also evolved in response to a pre-application consultation which was originally submitted together with adjacent land parcels 8 & 9 in 2022. The pre-application response for all 3 land parcels is set out in a letter from Wokingham Borough council dated 5th April and the design response summarised on page 7 of this Design & Access Statement.

Overall the proposed scheme will deliver an attractive well designed place with associated green infrastructure and open space that is fully in accordance with the visions and design principles of the Master Plan Framework Document.





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