

Site Layout

The adjacent plan presents the proposed Site Layout.

The proposed site layout for the development has been thoughtfully designed, guided by the unique constraints and opportunities presented by the site.

This landscape-led approach integrates the natural context into the heart of the residential scheme, creating a visually appealing and cohesive environment that draws on local natural features to shape the setting.

A key element of the design is the emphasis on blue and green connectivity, establishing vital links with the River Loddon through a carefully planned network of swales, rain gardens, and attenuation basins. These water-sensitive design elements pull the riverside setting into the development, creating a series of visual and ecological corridors that enhance biodiversity and reinforce the natural setting within the residential spaces.

A north-south oriented green link threads through the site, establishing a continuous ecological corridor that supports the movement of wildlife and offers a green, linear focal point for residents. This green connection is mirrored by two smaller east-west links that further enhance the site's permeability and visual interest, displaying the layered blue and green connectivity.

Access into the site is designed to naturally introduce a strong sense of arrival through a primary avenue, which is marked by a wide, inviting road bordered by rain gardens, planted verges, and a broad 2-metre-wide footway, ensuring both practicality and aesthetic appeal.

From this primary road, the movement network fans out into secondary roads, tertiary lanes, and intimate mews streets, creating a structured but varied circulation pattern that offers residents and visitors multiple ways to navigate and experience the site. This hierarchy of street typologies has been carefully designed to establish a strong sense of place, drawing from the established design code to create streetscapes that are inviting, memorable, and harmonious with the surrounding landscape.

The layout incorporates five distinct character areas, each shaped to respond meaningfully to the specific conditions and context of its location within the site. For instance, the river-edge character area embraces an informal, organic aesthetic, framing open, natural spaces that blend into the riverside landscape. In contrast, the housing along the main avenue adopts a more formal and regular character, enhancing the sense of structure and arrival along this key axis.

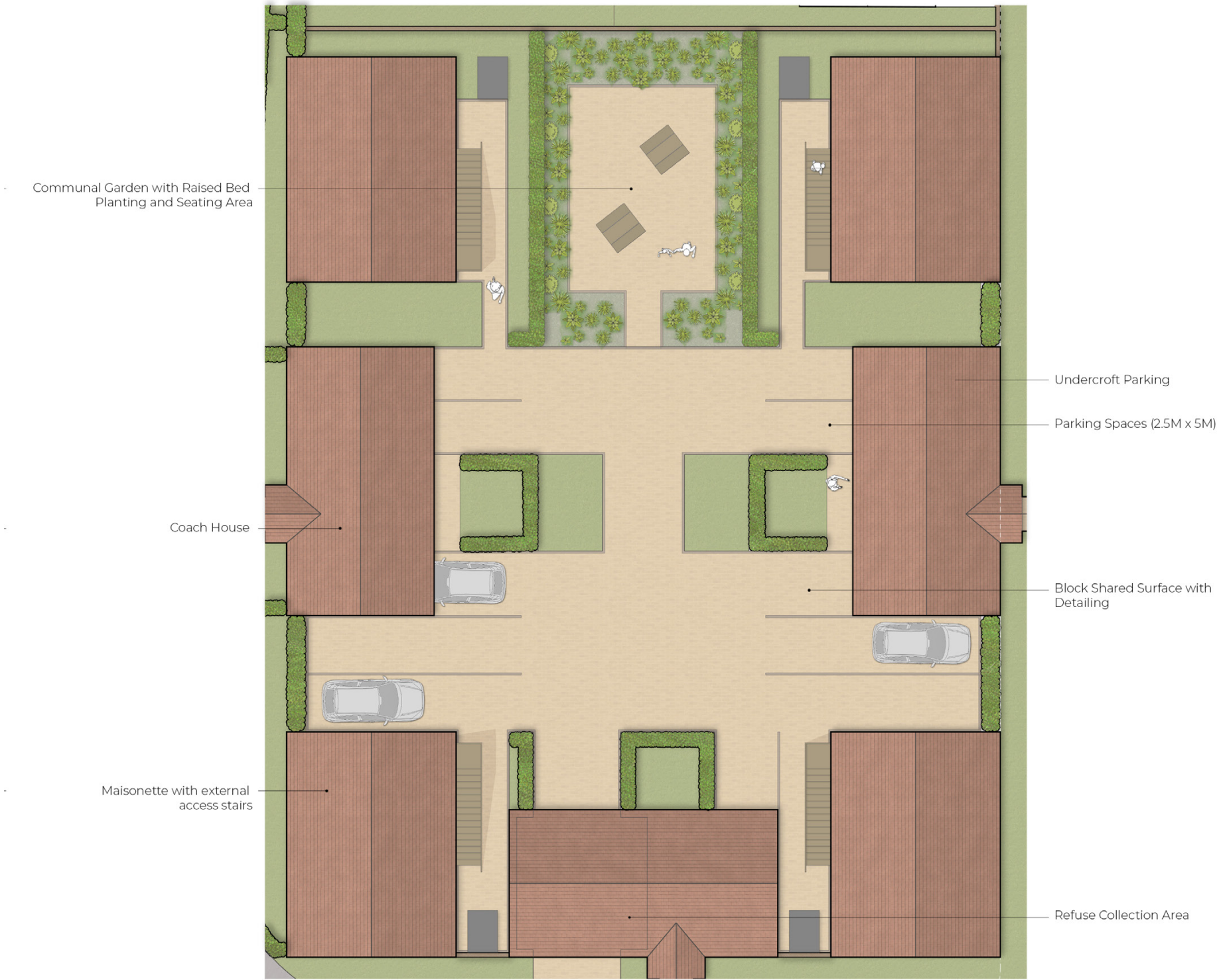
Throughout the site, existing vegetation is preserved and enhanced wherever possible, reinforcing a sense of maturity and continuity with the local landscape.

The design seamlessly combines natural and architectural elements, ensuring the development is both environmentally responsive and visually cohesive. Full details on the character areas and architectural approach, with specific references to the material palette and design details, are provided in the Design Code which accompanies the Reserved Matters Application.



Focused Layout Sketch

The layout to the right depicts a sketch detailing the design of the courtyard at the access of the site.



Focused Layout Sketch



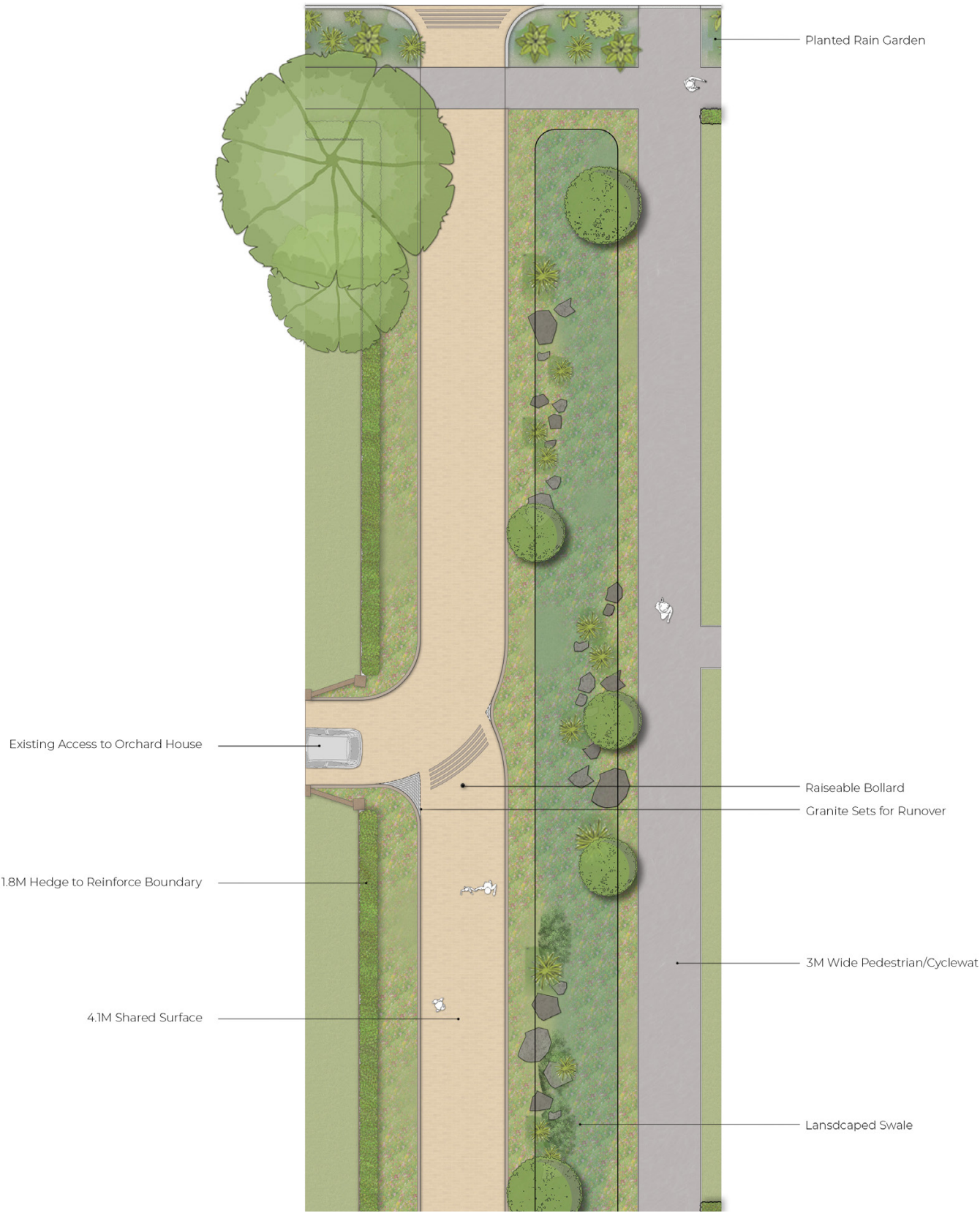
Focused Layout Sketch

The layout to the right depicts a sketch detailing the treatment of frontage parking along the Railway Edge secondary streets.



Focused Layout Sketch

The layout to the right depicts a sketch detailing the treatment at the access to the existing Orchard House.



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Part 5:
The Proposal

Layout - Movement Plan

The movement plan for the site prioritises sustainable transport options, creating a layout that supports walking, cycling, and access to public transport.

Access has been designed according to the approved outline, with a variation to the approved secondary access as detailed in Section 5 (pages 50-51).

A primary pedestrian and cycle route is integrated within the site's central green link, extending from north to south and running parallel to the existing track alignment. This route provides convenient connectivity to Twyford town centre to the south, encouraging active travel to local amenities.

Informal pedestrian pathways are dispersed throughout, meandering through open spaces and shared surfaces to create a network that promotes exploration and ease of movement across the development.

The layout to the right shows the movement strategy for the development.

Drawing Key

Primary Pedestrian and Cycle Route
(3M Wide Tarmac Path)

Secondary Pedestrian Route
(2M Wide Tarmac Path)

Tertiary Pedestrian Route
(Hoggin Path and Block Shared Surface Areas)

Informal Pedestrian Route
(Mown Path)

Primary Vehicular Route
(Tarmac or Block Paved Roads)

Shared Surface Areas
(Tarmac or Block Paved Shared Surfaces)



Layout - Street Hierarchy

The street hierarchy has evolved from the initial movement strategy to establish a clear and legible network of streets, supporting both natural way-finding and a distinctive sense of place within the development.

As shown in the plan to the right, this hierarchy begins with a primary avenue extending from the approved site access, complemented by a secondary loop to the south that provides a continuous adoptable route across the site.

A further secondary loop branches to the north of the primary avenue, allowing for the inclusion of smaller tertiary lanes, roads, and private drives to create a well-defined division of housing parcels.

All roads are designed to adoptable standards, with specific details on highway proposals and adoptable extents available in the Highways Plan (DES-703-109-1).

The hierarchy contributes to the character of each area, with street typologies set out in the following pages to illustrate how the hierarchy informs the unique character of each street.

Drawing Key

- Primary Route
- Secondary Route (Loop Road)
- Secondary Route
- Tertiary Route
- Tertiary Lane
- Private Drive



Street Typology A

Street Typology Key

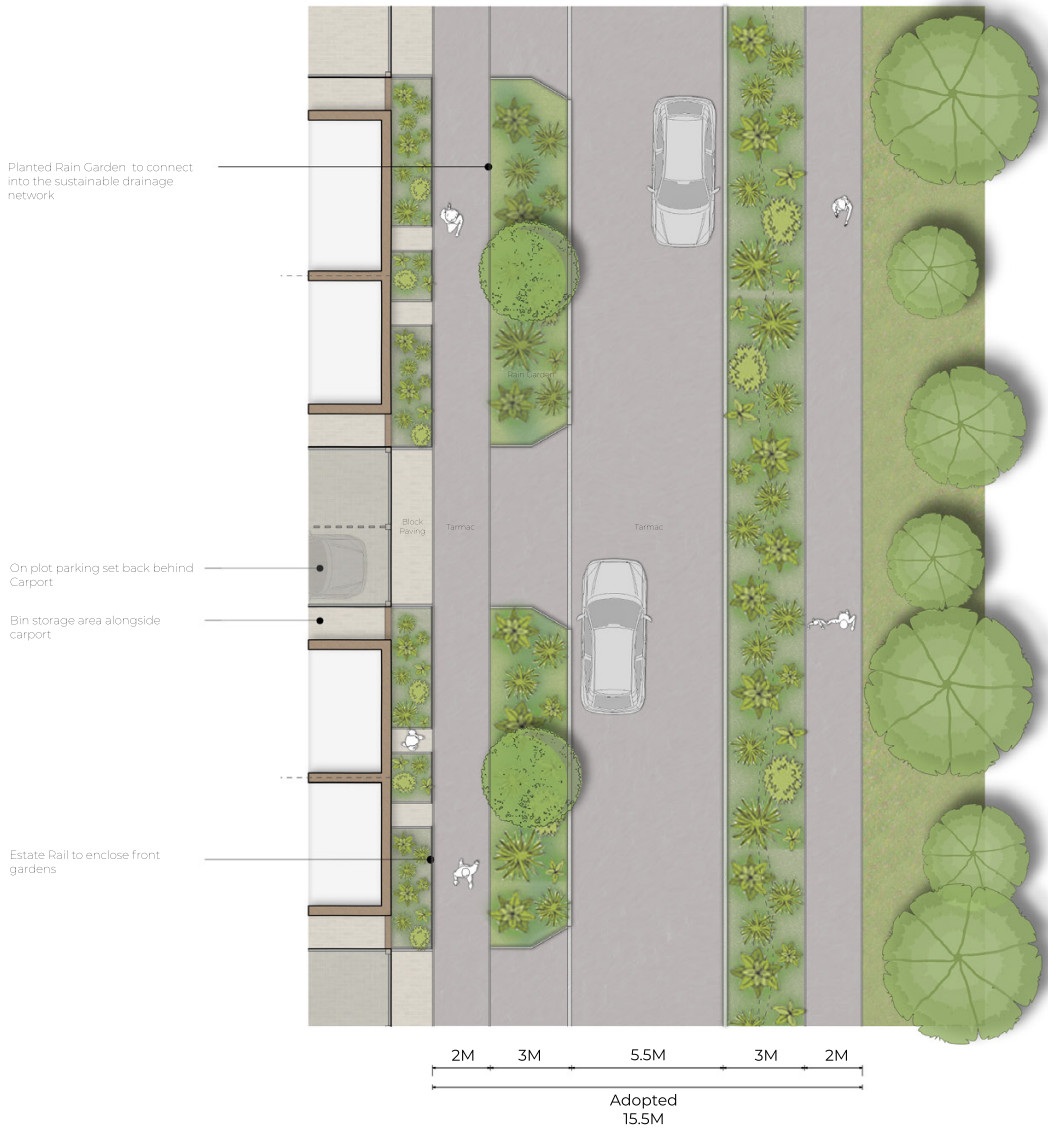
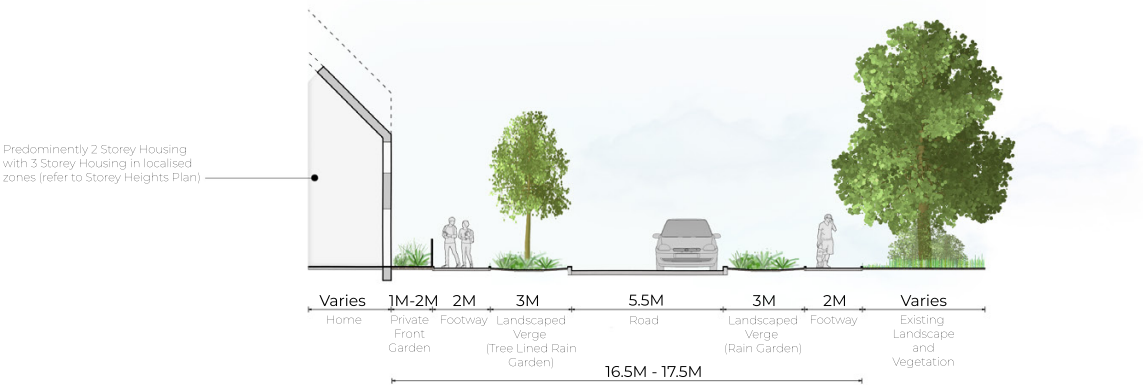


Street Typology A forms the main avenue of the site, incorporating a number of landscape features.

Blue connectivity is incorporated through rain gardens within the verges, with street trees included on the north side of the road. Rain gardens will be planted with suitable aquatic shrubs to create a visually attractive formal avenue.

2 and 3 storey dwellings will frame the street, creating a sense of place and presence.

The existing vegetation is enhanced and retained to balance the proposed street trees.



Street Typology B

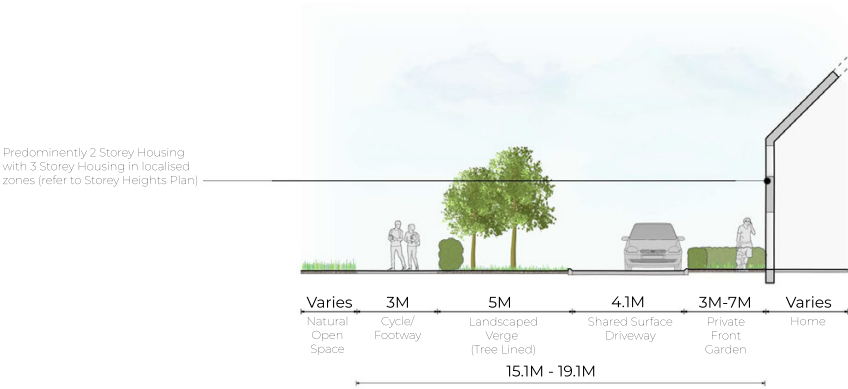
Street Typology Key



Street Typology B forms frontage between the natural open space, including the River Loddon and the development parcels.

This typology incorporates deep amenity grassed front gardens enclosed with low level hedges. The surface materials seek to create informal shared surfaces with pedestrian and cyclist priorities. The hard surface strategy looks to use a combination of tarmac, block-work and block kerbs to enhance the character of the area.

Informal tree planting and wetland meadows will feature within the soft landscaping of this area.



Street Typology C

Street Typology Key



Street Typology C fronts the north-south blue connection.

This street typology incorporates a deep 5m landscaped swale alongside 5m deep private front gardens.

A 3m wide foot and cycleway divides the public verge and private front gardens, providing a sustainable travel connection.

Block detailing to driveways and run-overs creates a distinct character for dwellings in this area.

