5.05 BUILDING HEIGHTS / SCALE

The development showcases a thoughtfully planned range of building heights, from two-storey houses to three-storey apartments. This height variation reflects the diverse residential character of Winnersh while maximising the site's potential.

In ongoing consultations with the LPA, it was established that incorporating 2.5 and 3-storey buildings is not only acceptable but advantageous for the scheme. This decision diverges from previous concerns noted by the Inspector (paragraph 60) and recognises that these taller structures can be effectively integrated when situated deeper within the development, away from direct comparison with existing homes.

The three-storey apartments are strategically located within the central core of the development, fostering an urban character that minimises visual impact on surrounding areas. This placement allows these buildings to overlook open spaces, enhancing natural surveillance and contributing to safety.

Surrounding these taller buildings, 2.5-storey houses are designed to complement one another, enhancing streetscape cohesion and overall area character. Along the northern and eastern edges, predominantly 2-storey detached homes provide greater separation distances, ensuring a smooth transition to rural surroundings.

This collaborative approach with the LPA promotes efficient land use while cultivating a visually appealing environment that responds sensitively to its context. By establishing a distinctive character through varied building heights, we enhance aesthetic quality while ensuring compatibility with the local setting.

Building Heights Site Plan

5.06 CHARACTER AREAS

The site is proposed to be broken down into 3 specific character areas, which are as follows:

CHARACTER AREA: GREEN EDGE

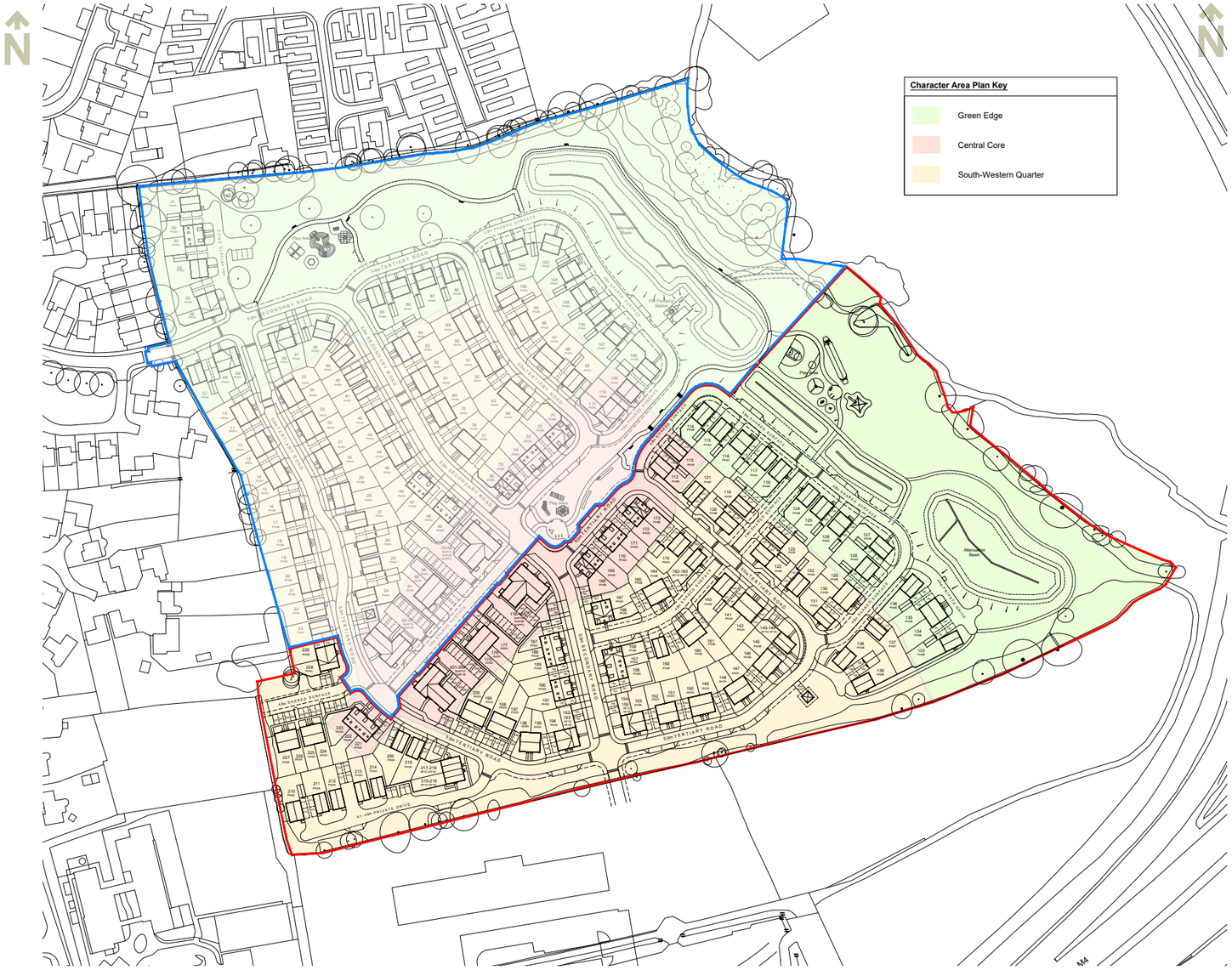
This area is characterised by predominantly detached, two-storey homes with large front gardens that soften the transition to the adjacent open spaces. The homes reflect Winnersh vernacular, featuring driveway parking that maintains a spacious and natural feel, helping blend the development into the surrounding landscape. This areas style references Maidensfield, as it serves as a continuation of the road, characterised by a significant use of buff brick.

CHARACTER AREA: CENTRAL CORE

The Central Core includes a range of taller buildings, all of which serve as focal points around the central open space to create a strong sense of place. These buildings feature predominantly weatherboarding to add visual interest. This area links the open spaces running from eat to west across the site. This area draws reference from urban areas in Winnersh, particularly focusing on Robin Hood Lane and Sadler's Court.

CHARACTER AREA: SOUTH-WESTERN QUARTER

As the largest zone within the development, the South-western Quarter is defined by tree-lined avenues and predominantly semi-detached homes, designed in a traditional vernacular style. Shared surface routes divide larger parcels and reduce residents' travel from the west to the eastern open space. Driveway parking is dominant, with minimal frontage parking where appropriate.



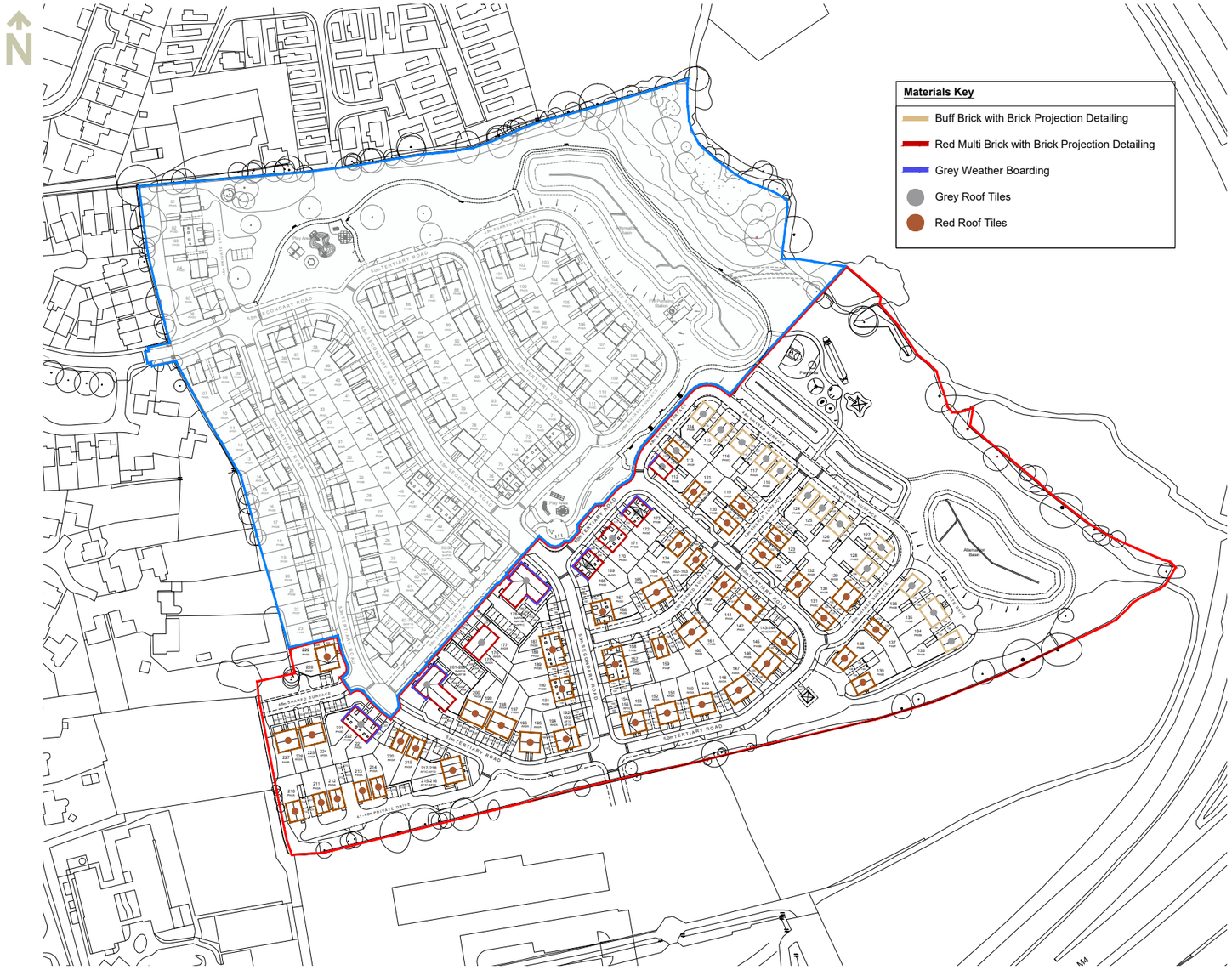
Character Areas Plan

5.07 MATERIAL STRATEGY

The architectural form and character of the development, the design of the houses and the proposed materials are intended to strongly reflect the local area, but set within a more contemporary and sustainable context. As outlined in the earlier section on site context and local vernacular, the scheme draws inspiration from the varied architectural styles, materials, and features characteristic of Winnersh, ensuring the development is rooted in its local setting.

The site layout allows for well-proportioned housing with simple roof forms in a contemporary style. Buildings are intended to incorporate elements of symmetry along with feature gables, brick detailing, grey windows and flat porch details to create a high quality of aesthetic interest within the street scene.

A palette of building materials will be incorporated within the scheme design. The development will link the distribution of materials to the character areas, creating individuality whilst maintaining an overall design aesthetic. Character Areas are defined with a strong sense of consistency in terms of materials.



Material Strategy Plan

5.08 MATERIAL SELECTION

The following material types are proposed within the development;

- Main Facing Brick 2: Red Multi Brick.
- Main Facing Brick 1: Buff Brick.
- Weatherboarding - Grey
- Grey Roof Tiles.
- Brown Roof Tiles.
- Windows & Doors: Dark Grey and Grey uPVC frames.
- Entrance Doors: Grey.

Different Character areas utilise different combinations of these materials in a consistent fashion to create separate identities for each area.

Grey Front Doors

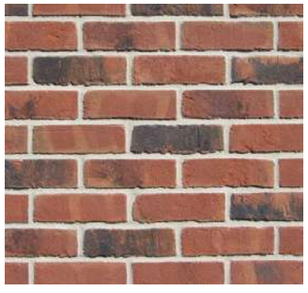
Grey Window Frames

Flat Roof Porches

Flat Roof Dormers

Grey Soffits

Buff Brick


Red Multi-Brick

Grey Boarding

Grey Roof Tile

Brown Roof Tile

5.09 GREEN EDGE CHARACTER AREA

The design adopts a contemporary style inspired by the vernacular architecture of Winnersh, including Georgian and Victorian influences. Buff brick walls with detailing reflect local tones, particularly those seen in Maidensfield, while grey roofs harmonise with the existing mix of brown, grey, and red clay tiles.

All units feature protruding brick headers, echoing local soldier course headers. The homes incorporate integral cills, enhancing the minimalist design while maintaining a connection to local traditions. The varied roof styles in Winnersh—such as gable front and front to back roofs—inform a diverse roofline that integrates seamlessly into the streetscape.

The 2 storey height respects the local context of Maidensfield. This character area features lower density housing, reflecting a gradual transition to open space. The Green Edge along the northern and eastern boundaries further enhances the connection to the surrounding landscape.

Street Elevation - Green Edge

MATERIAL KEY:

- Buff brick
- Buff brick protruding detailing
- Grey roof tile
- Flat roof porches and dormers
- Grey windows & Doors
- Integral Cills

Grey asymmetrical windows

Flat roof porches

Grey front doors

Protruding detailing

Buff Brick

Grey Roofs

5.10 CENTRAL CORE CHARACTER AREA

The Central Core showcases a diverse skyline with 2, 2.5, and 3-storey buildings arranged around a central open space, leading on to a close-knit shared surface street, fostering a strong sense of community.

This area integrates traditional materials with contemporary design elements, creating a distinctive architectural identity. Red multi-brick serves as the primary material throughout, complemented by grey weatherboarding, which add depth and visual interest to the façades. The refined color palette combines rich reds with grey detailing and grey roof tiles, highlighting key architectural features and creating a cohesive yet dynamic aesthetic.

This considered design approach respects local building traditions while introducing contemporary elements to the development. The result is a visually compelling central area that functions as the heart of the community, effectively balancing architectural heritage with modern living standards.

MATERIAL KEY:

- Red multi-brick
- Grey roof tiles
- Grey boarding
- Flat roof porches and dormers
- Grey windows & Doors

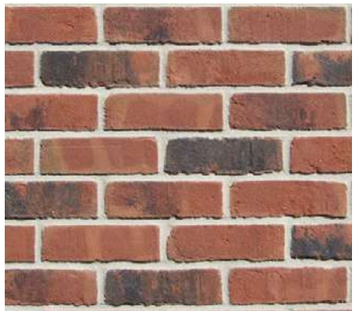
Grey Weatherboarding

Flat roof porches

Flat roof dormers used in large roof forms

Protruding detailing

Street Elevation - Central Core


Red Multi brick

Grey Roof Tiles

5.11 SOUTH WESTERN QUARTER CHARACTER AREA

The South-western Quarter exemplifies architectural diversity and considered design, prioritizing pedestrian accessibility through shared surface routes., whilst also containing secondary roads with dedicated footways. Planting areas along these roads help to foster a tranquil and verdant environment.

As the development's most expansive zone, it primarily comprises semi-detached residences constructed with red multi-brick, complemented by brown roof tiles. Dwellings in this character area feature protruding brick headers, adding visual interest to the façades. The homes incorporate integral cills, a modern approach. These architectural elements contribute to the overall aesthetic cohesion while providing a consistent character throughout the neighbourhood.

The thoughtful integration of these design features creates a balanced streetscape that combines uniformity with visual appeal, resulting in a neighborhood that is both functional and aesthetically pleasing.

MATERIAL KEY:

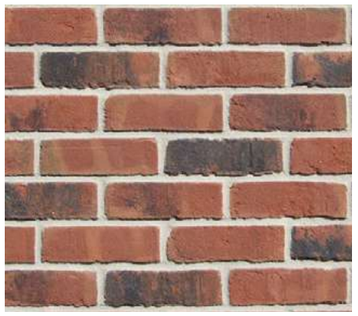
- Red multi-brick
- Red multi-brick protruding detailing
- Brown roof tiles
- Flat roof porches and dormers
- Grey windows & Doors
- Integral Cills

Grey asymmetrical windows

Flat roof porches

Flat roof dormers used in large roof forms

Protruding detailing


Red Multi brick

Brown Roof Tiles

Street Elevation - South Western Quarter

5.12 HOUSING MIX

This phase of the proposed development consists of 118no. new homes, all set sensitively around the existing landscape. The mix accords with the local housing need.

Larger detached houses are proposed along the eastern and northern edges to provide a lower density to the rural edges, whilst apartments and terraced dwellings are prevalent towards the southern part of the site to give an increased density closer to school and motorway.

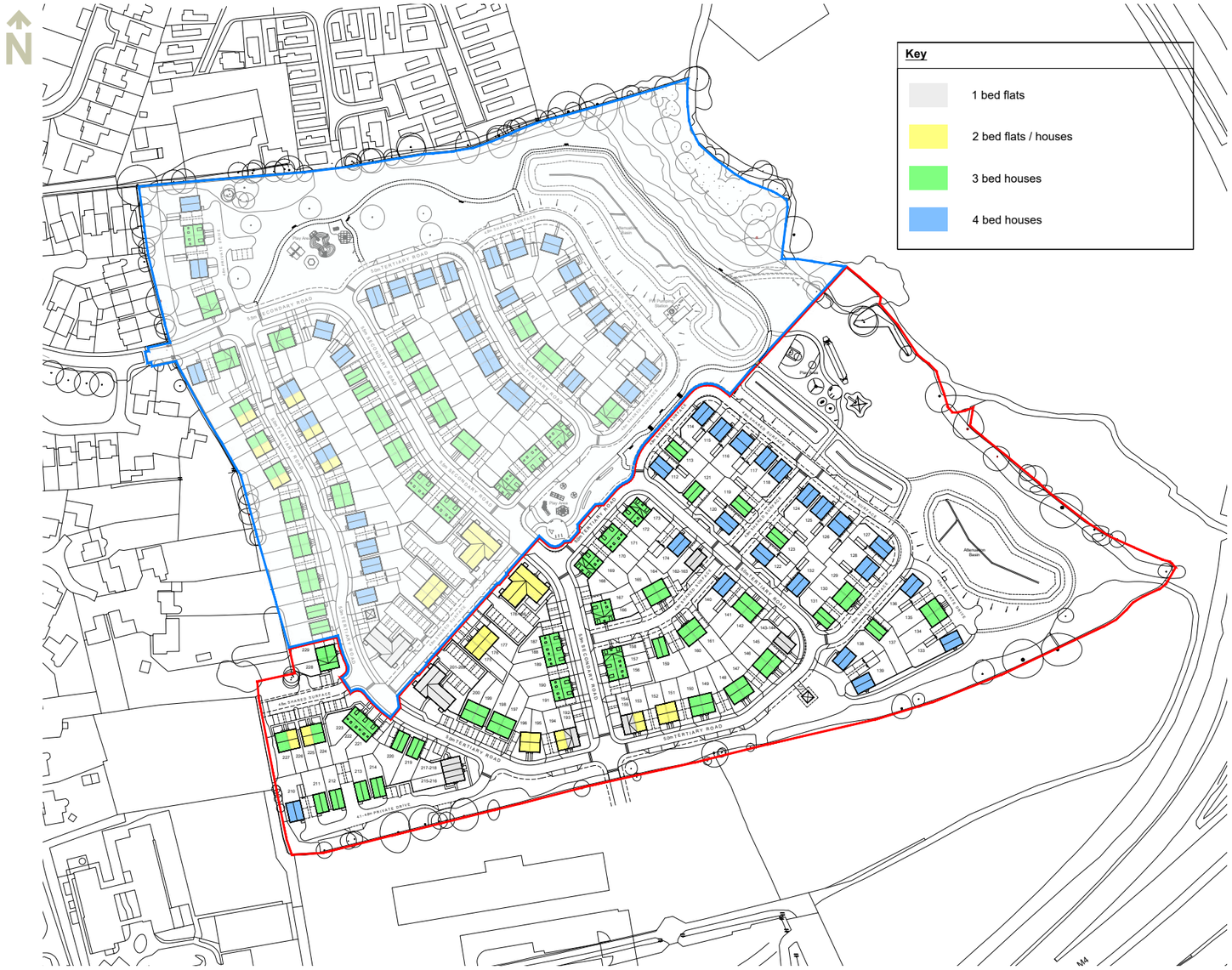
The proposed housing mix comprises:

MARKET (Phase 2)	1 Bed	2 Bed	3 Bed	4 Bed +
Market Dwellings	0	0	46	25

AFFORDABLE (Phase 2)	1 Bed	2 Bed	3 Bed	4 Bed +
Social Rented	9	15	6	0
Affordable Rented	0	0	0	0
Shared Ownership	0	3	0	0
First Homes	12	2	0	0
Total	21	20	6	0

MARKET (Phase 1 & 2)	1 Bed	2 Bed	3 Bed	4 Bed +
Market Dwellings	0	9	79	52

AFFORDABLE (Phase 1 & 2)	1 Bed	2 Bed	3 Bed	4 Bed +
Social Rented	9	23	13	9
Affordable Rented	9	0	0	0
Shared Ownership	0	3	2	0
First Homes	12	12	0	0



Housing Mix Plan

5.13 AFFORDABLE HOUSING

The development proposal includes 118 new homes, with 40% designated as affordable housing. The affordable units will consist of a mix of Social Rent, Affordable Rent, Shared Ownership, and First Homes. This provision is in accordance with the requirements set out in the Section 106 Agreement.

The affordable housing is split into small clusters around the site and integrated well with the open market dwellings. The scheme is designed to be tenure blind, with both affordable and market housing having the same materials and level of detailing throughout. The affordable housing provision is split proportionally across the two phases of the development.

AFFORDABLE (Phase 2)		
HA Tenure Mix	Total Units	%
Social Rented	30	63.83
Affordable Rented	0	0.00
Shared Ownership	3	6.38
First Homes	14	29.79
Total	47	100

AFFORDABLE		
HA Tenure Mix	Total Units	%
Social Rented	55	59.78
Affordable Rented	9	9.78
Shared Ownership	5	5.43
First Homes	23	25
Total	92	100

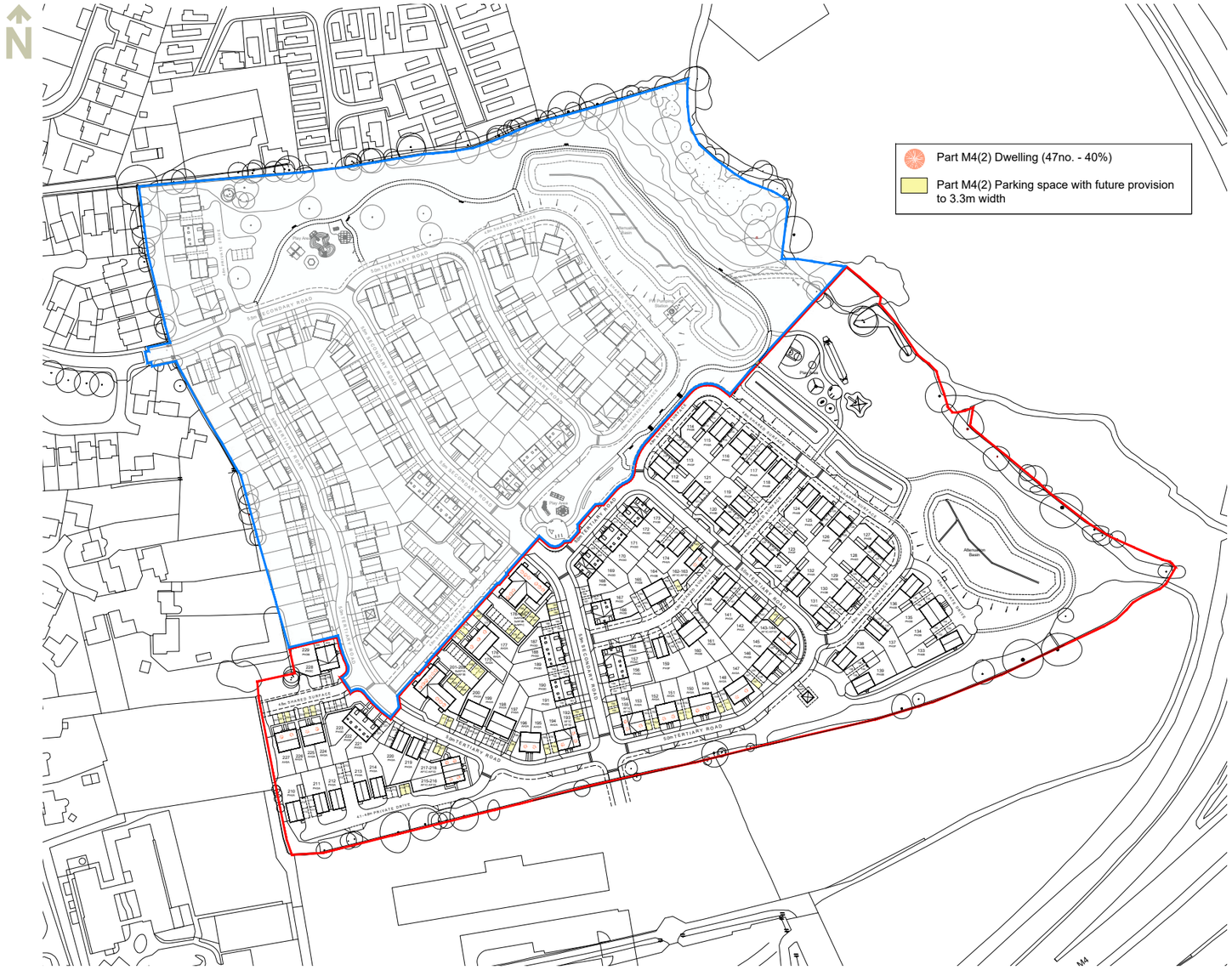
Tenure Plan

5.14 ACCESSIBILITY

All affordable dwellings in the development are designed to meet M4(2) (Accessible and Adaptable Dwellings) standards, making 40% of the scheme M4(2) compliant, which totals 47 units in Phase 2 and 92 units over the two phases. These M4(2) units are thoughtfully planned to ensure they are accessible and adaptable for a wide range of residents, including those with limited mobility.

Key Features of M4(2) Units

- Step-Free Access: All M4(2) units feature step-free access, ensuring ease of movement for individuals with mobility challenges.
- Wider Doorways and Corridors: The design includes wider doorways and corridors to accommodate wheelchairs and other mobility aids.
- Adaptable Interiors: Bathrooms and kitchens are designed to be easily adaptable to meet the changing needs of residents over time.
- Suitable parking with a car space for each dwelling able to be widened to 3.3m hard surfacing for disabled access (or already be adjacent to a suitable hard paved path or area)



Accessibility Plan

5.15 CRIME PREVENTION

The following crime prevention measures have been considered within the detailed scheme design to achieve a development that meets the key principles of 'Secured-by-Design';

- The site may have up to two points of vehicular access, both of which benefit from excellent natural surveillance provided by surrounding dwellings.
- The development has an appropriate number of pedestrian routes, overlooked by building entrances and habitable rooms in all instances, improving natural surveillance and creating a safe feel for residents and visitors.
- Dwellings form 'active edges', overlooking the public realm and in particular the open spaces.
- All movement routes are fully justifiable and will be adequately used at all times. The routes are wholly integrated within the design and will not undermine defensible space.
- Parking of vehicles within the development is generally secure, on-plot and overlooked.
- Blank walls have been avoided within the design through the use of secondary windows and buildings that 'turn the corner'.
- The flat blocks create defensible amenity space within communal spaces.
- Front doors and patio doors will have laminate glass and locks to the relevant British Standard and all windows will have locks to the relevant British Standard.
- Incidental open space & landscaping is considered to be an appropriate size and will be maintained by a nominated management company in perpetuity alongside the parking areas so that it does not fall into disrepute.
- Garden sheds/cycle stores will have sufficient locks to comply with Secured By Design standards
- The public open space is overlooked by a large number of dwellings to maximise safety and minimise the potential for antisocial behaviour.

6.

TRANSPORT & HIGHWAYS

6.01 MAIN ACCESS

6.02 SECONDARY ACCESS

6.03 MOVEMENT NETWORK

6.04 PARKING

6.0 TRANSPORT & HIGHWAYS

6.01 MAIN ACCESS

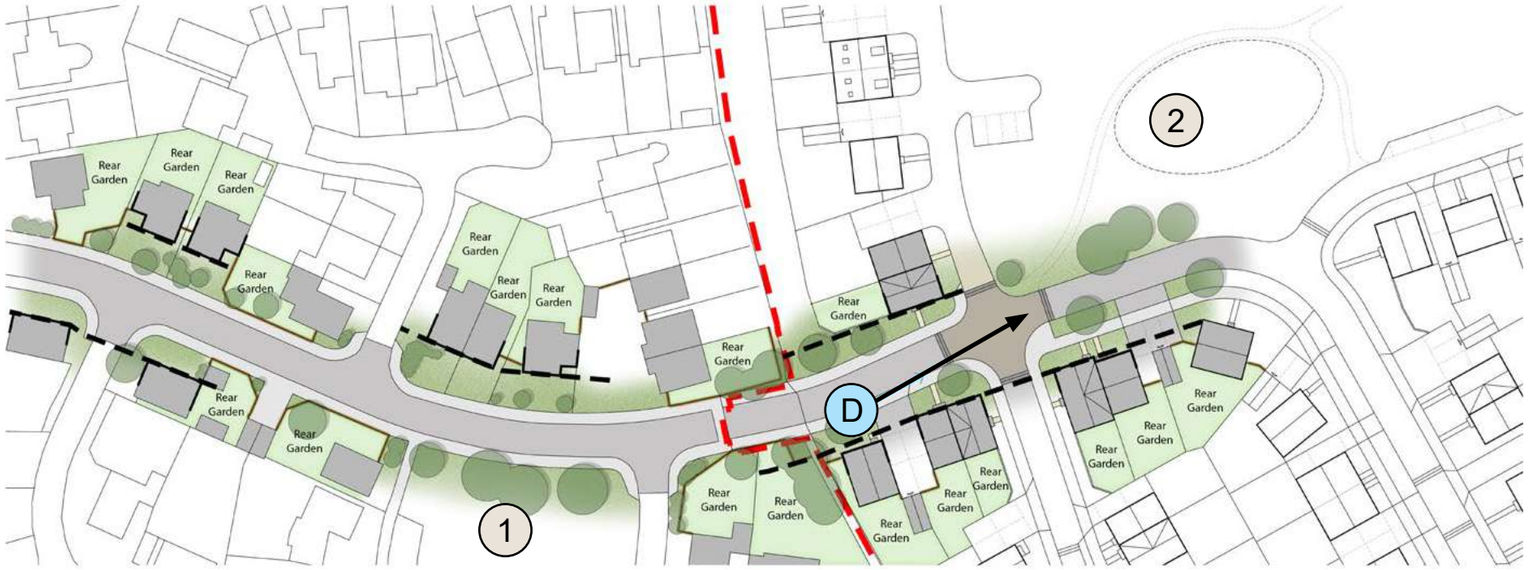
The approved primary vehicular access to the development is located on Maidensfield, to the north-west of the site. This entrance serves as the principal route for cars, cyclists, refuse vehicles, and emergency services. This access is provided in phase 1 and is designed to accommodate both vehicles and pedestrians.

The diagram above illustrates the existing Maidensfield Road and how it connects into the proposed site. A query was raised in the initial pre-application as to how the new site would continue the street frontage into the new site. The diagram shows the approach to the proposed site with dwellings having a planted front garden and a reasonably consistent building line throughout, however this is punctuated in places with screen walls and fences along the road edge serving as rear and side garden boundaries.

This approach is followed in to the proposed development with planted front gardens, and a consistent building line with roads and footways transitioning in to the development.

The small play area off Maidensfield (1) is replicated with the Play Area within the proposal (2).

As the image to the right shows, upon entry into the site, expansive views are maintained across the enhanced open space area towards Emm Brook. This improved vista is the result of removing six homes from the northern open space, creating a more open and inviting parkland character. The landscape enhancements in this area include the protection of existing TPO trees, complemented by the planting of new trees to bolster the natural aesthetic. Additionally, the proposal features carefully selected shrubs and plantings, extending to the front gardens of homes and lining the pavements.



Street Continuation Diagram

View D - Main Access

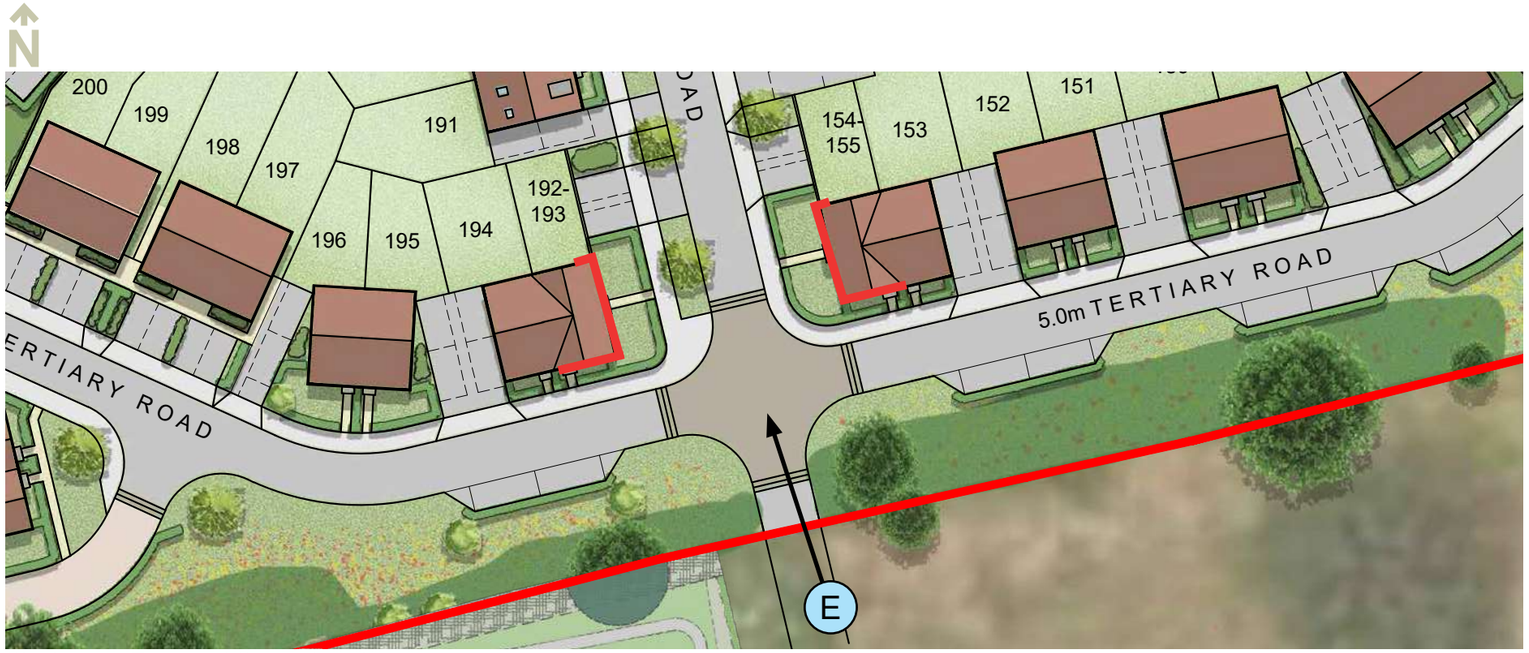
6.0 TRANSPORT & HIGHWAYS

6.02 SECONDARY ACCESS

A secondary access point will be delivered as part of the phase 2 development, allowing for a connection to the new road serving Oak Tree School.

This access is designed to provide increased connectivity with Winnersh and reduce journey times to key facilities, reducing the sole dependance of Maidensfield as the access.

This has been designed to have feature corner turning dwellings either side of the access road to act as a gateway in to the site. This area has been kept to a 2 storey height due to the preference expressed at the pre-application stage for 2-storey buildings in this location.



Site Layout Extract of Secondary Access

View E - Secondary Site Access

6.0 TRANSPORT & HIGHWAYS

6.03 MOVEMENT NETWORK

The on-site highway network reflects discussions through the pre-application stages and has been designed to suitably allow for the movement of vehicles, cyclists and pedestrians. There is a clear and structured road hierarchy, with the design of junctions being reflective of Local Transport guidance and the requirements of the new Highway Code giving pedestrians and cyclists priority at side roads.

Following feedback from the Outline application, the secondary road, which connects the primary and secondary access points, has been realigned to provide a more direct route through the site. This adjustment aids with wayfinding and helps reduce pressure on smaller roads, improving overall traffic flow and safety.

From the main access, a series of looping tertiary roads connect around serving the majority of the dwellings. These roads are designed with dedicated footways and also include street trees wherever possible to give a verdant feel to them.

From these additional shared surface streets connect around, including providing east-west link roads and the roads around the green edge of the site. In addition a few private drives are provided as cul-de-sacs serving just a handful of dwellings.

Refuse vehicle and fire tender access has been provided to accord with Building Regulation Approved Documents H and B respectively.

Movement Network Diagram

6.04 PARKING

Wokingham Borough Council guidance notes have been used in determining the required level of car parking to be provided on-site. Residential car parking is proposed on-plot for houses and within parking courts for the apartments, with visitor parking being provided at on-street lay-bys and parking courts.

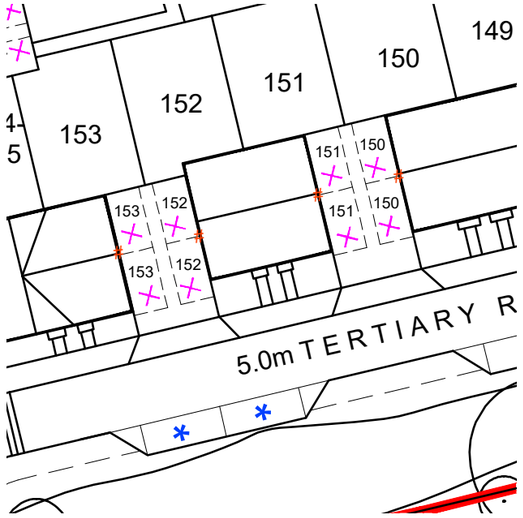
Safe and secure cycle parking is proposed in accordance with Wokingham Borough Council standards, with this provided within garages or garden stores for the houses and within communal cycle stores for the apartments.

The following diagrams show how parking is generally provided as frontage parking or driveway parking for 2 and 3 bed dwelling, and as driveway parking with a garage for 4 bed dwellings.

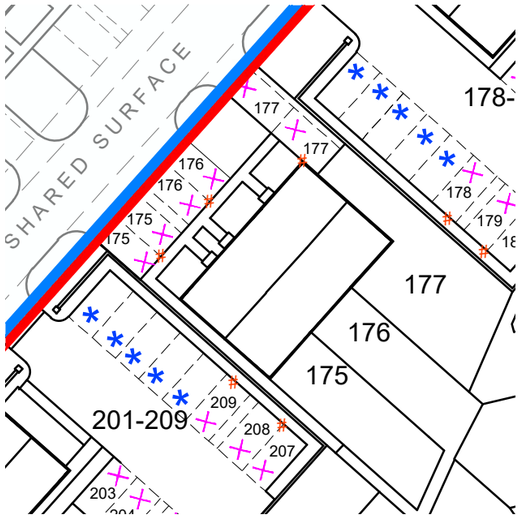
Apartments are provided with allocated spaces within rear parking courtyards or close to the front door as shown.

The majority of dwellings have car spaces with at least one car space with a 900mm hardstanding area (or space for this) adjacent to allow for Part M4(2) requirements

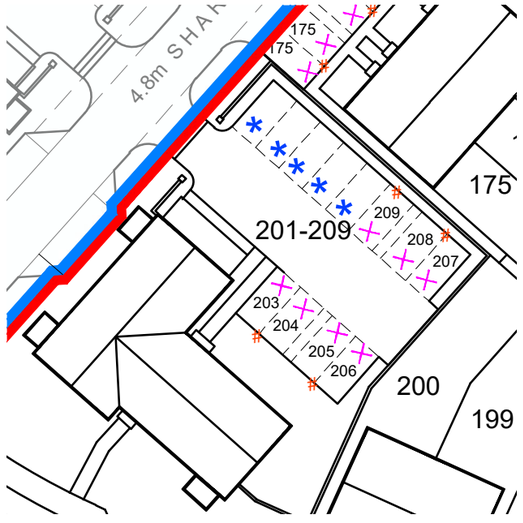
To support the transition to electric vehicles, the development includes 110 Electric Vehicle Charging Points, with one space per house and shared points for flats.



Typical driveway parking situation for 2 & 3 bed



Typical frontage parking situation for 2 & 3 bed dwellings



Landscaped parking courtyards for apartments

Parking for 4 bed dwellings to include garages

Key	
+	206 Allocated Parking Spaces
+	22 Garages (6x3m internal)
*	30 Unallocated / Visitor Parking Spaces
Total	**258 Spaces**
#	110 Electric Vehicle Charging Points (1 space per house, shared points for flats)

7.

DRAINAGE STRATEGY

7.01 DRAINAGE DESIGN

7.0 DRAINAGE STRATEGY

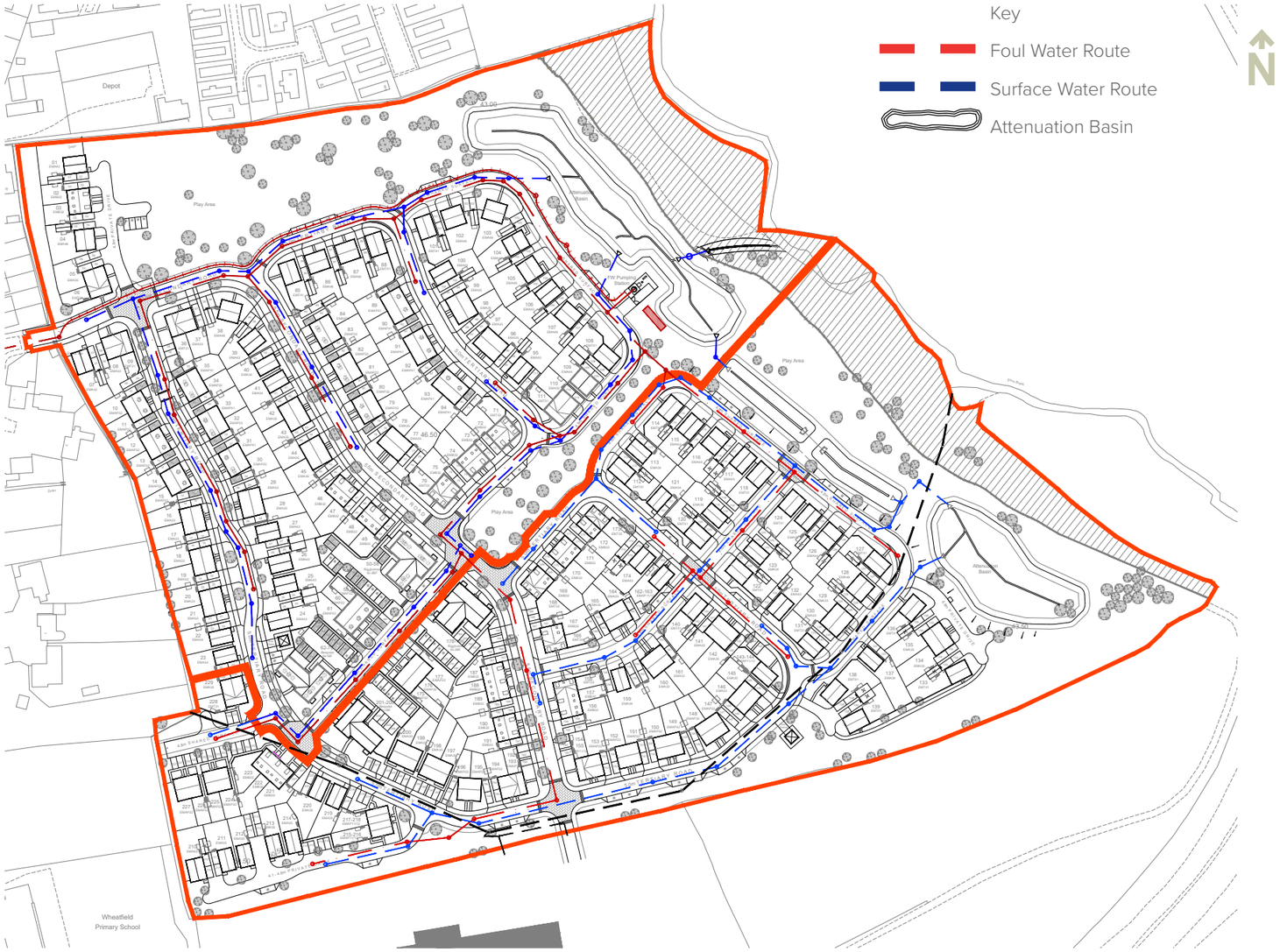
7.01 DRAINAGE DESIGN

The proposed site surface water drainage strategy includes sustainable drainage systems (SuDS) to control runoff rates and mitigate against the impact of increased runoff volumes. The proposed housing layout has been designed to ensure that there is space at the low point on site to include for surface water attenuation storage.

The system will attenuate / restrict flows to meet existing greenfield runoff rates for up to and including the 100 year return period including climate change to ensure there is no flooding on site or to the local surrounding areas.

Surface water attenuation has been provided in the form of swales and ponds, prior to a restricted discharge in to the Emm Brook to the east of the proposed dwellings. The site design takes into consideration exceedance events, the road network throughout the site has been set so that exceedance flows are routed towards areas of low vulnerability and not towards the properties.
Due to the existing topography, the proposed foul drainage network falls into a proposed foul water pump station. The rising main ultimately drains north, back towards the existing foul water sewer located within Maidensfield.

The pump station has been located within phase 1 development, so no works relating to the pump station are required within phase 2. The foul water sewers including the pump station shall be offered for adoption to Thames Water, and as a result is required to have direct access off of a main / adopted road for maintenance, but a min of 20m from a residential property. Although the majority of the compound will be below ground, the fencing will be visible. With this in mind the views through the main northern and central landscaping corridors to the east have been avoided. Due to the location of the pump station, the proposed foul water sewers all follow the natural gradient of the site, at a relatively shallow depth.



Drainage Layout.

8.

SUSTAINABILITY

8.01 ENERGY EFFICIENCY

8.02 SUSTAINABLE TRANSPORT

8.0 SUSTAINABILITY

8.01 ENERGY EFFICIENCY

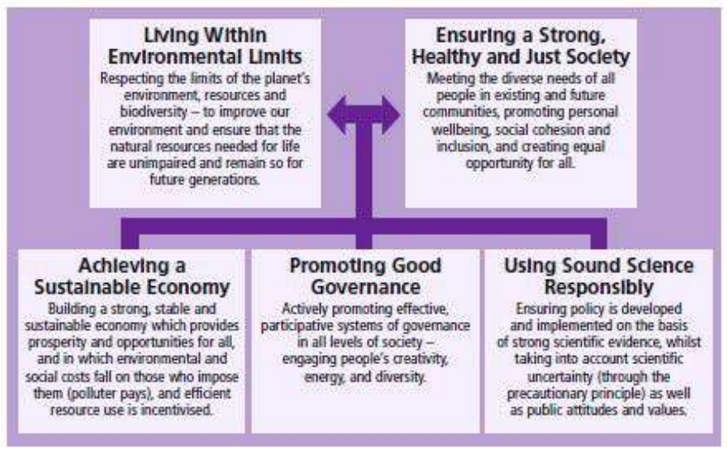
Taylor Wimpey considers sustainability to be core to delivering a successful new development and community at Watmore Lane. The proposed development will be designed to respond to the challenges of climate change, ensuring all homes are built to be energy-efficient and future-ready.

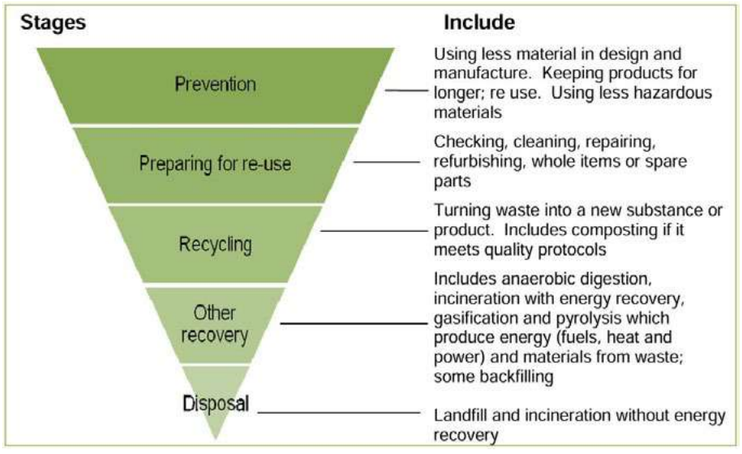
The development will adopt a fabric-first approach, incorporating highly insulated walls, roofs, and floors to minimise heat loss. Energy-efficient double glazing and reduced air permeability will further enhance the energy performance of the homes, contributing to lower energy demand.

In addition, energy-efficient heating systems and low-energy lighting will be installed throughout the development. To help meet renewable energy targets, photovoltaic panels will be utilised, ensuring that at least 10% of the site's energy consumption is sourced from renewable technologies.

The scheme has been designed in line with current sustainability standards and targets the Future Homes Standard, moving away from fossil fuels by incorporating renewable technologies such as air-source heat pumps. Smart energy controls will also be included to ensure efficient energy use.

By following this robust energy strategy, the development will not only reduce its carbon footprint but also provide a sustainable and comfortable environment for future residents.





- Taylor Wimpey would source energy from renewable and low carbon technologies, through the use of measures such as solar panels and air source heat pumps or other similar measures, avoiding connection to gas and fossil fuel reliance.
- The scheme has been designed to achieve the Future Homes Standards (Zero Carbon ready) through measures such as smart heating controls, triple glazing, waste water heat recovery and being well insulated.
- Incorporation of electric vehicle charging points to encourage future residents to transition away from petrol and diesel cars.
- Achieve a 10% biodiversity net gain through a considered and nature-friendly landscape strategy including incorporating hedgehog highways, bug hotels, bat boxes, bird boxes and wildlife ponds. Taylor Wimpey are also committed to helping future occupiers engage with nature by incorporating nature friendly gardens where possible.
- Aim to reduce operation mains water intensity by 10% (against a 2019 baseline) by 2025.
- Additional measures such as low energy lighting, 'A' rated appliances, dual flush toilets, and space for home working will also assist in the sites sustainability credentials.
- SUDs have been designed to allow for climate change and mitigate flood risk.

8.02 SUSTAINABLE TRANSPORT

- Inclusion of bike storage facilities
- Cycle and pedestrian routes including links to the surrounding area
- EV charging points

8.03 ECOLOGICAL ENHANCEMENTS

- Retention and enhancement of existing habitats, along with provision of new native species-rich landscaping, including wet and dry wildflower meadow grassland and native tree, hedgerow and scrub planting
- Delivery of net gain in biodiversity through Phase 2, including: +42.05% for habitats, +15.09% for hedgerows, and +15.60% for watercourses.
- Provision of faunal enhancements, including Hedgehog highways, bat boxes, bird boxes, bug hotels and bee bricks

8.04 CONSTRUCTION PRACTICES

- Taylor Wimpey actively segregates all recyclable waste materials on site to allow Reconomy to collect. Some materials are reused on site (crushed bricks and block for hardstanding etc.)
- TW partner with suppliers to reduce off-cuts by specifying pre-cut materials.
- Appointed contractors sign up to work in accordance to the Waste Management Plan. Car sharing and crew buses are also promoted to cut down on traffic movements.
- Taylor Wimpey are the only large house builder to hold the Carbon Trust Standard (reducing carbon year on year).

9.

BUILDING FOR A HEALTHY LIFE

9.01 BUILDING FOR A HEALTHY LIFE

9.0 BUILDING FOR A HEALTHY LIFE

9.01 BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life
A Design Toolkit for neighbourhoods, streets, homes and public spaces

Using the Building for a Healthy Life guide, the proposed scheme adheres to the key principles set out in the document which creates a development that has a sense of place and character.

A connected and integrated neighbourhood emerges within the site, linking seamlessly with the existing community. Primary vehicular access is from Maidensfield Road, ensuring efficient traffic management. The layout emphasizes pedestrian and cycle pathways that enhance access throughout, linking residential areas to open spaces and play facilities. A variety of housing types, including 40% affordable options, fosters community interaction. The design promotes “Streets for All” by providing multiple routes for pedestrians and cyclists, facilitating movement across the development. Open spaces feature a Local Area for Play (L.A.P.) and a Neighbourhood Equipped Area for Play (N.E.A.P.), encouraging active lifestyles.

INTERGRATED NEIGHBOURHOODS	Natural Connections	
	Walking, cycling and public transport	
	Facilities and services	
	Homes for everyone	
DISTINCTIVE PLACES	Making the most of what’s there	
	A memorable character	
	Well defined streets and spaces	
	Easy to find your way around	
STREETS FOR ALL	Healthy streets	
	Cycle and car parking	
	Green and blue infrastructure	
	Back of pavement, front of home	

NATURAL CONNECTIONS

"CREATE PLACES THAT ARE WELL INTEGRATED INTO THE SITE AND THEIR WIDER NATURAL AND BUILT SURROUNDINGS. AVOID CREATING ISOLATED AND DISCONNECTED PLACES THAT ARE NOT EASY PLACES TO MOVE THROUGH AND AROUND."

Enhancing connectivity while addressing site constraints is a core focus of the development. The primary vehicular access is established at Maidensfield Road, facilitating efficient traffic flow. Although road connections are limited, pedestrian pathways improve access throughout the site, linking residential areas to open spaces and play facilities. The design emphasizes permeability, providing multiple routes for easy pedestrian navigation. Its proximity to community resources ensures convenient access to local amenities, supporting sustainable transport options with a focus on walkability.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Edge to edge connectivity.		Single or limited points of access for pedestrians and cyclists.
Respond to pedestrian and cyclist desire lines.		Extensive use of private drives.
Connected street patterns. These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible.		Pedestrian or cycle routes that are not well overlooked and lit after dark.
Filtered permeability. A useful technique that designs out 'rat running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement.		Failing to respond to existing (or anticipate future) pedestrian and cycle desire lines.
Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along the edges of a development.		No opportunities to connect or extend streets and paths if required by later development.
Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.		Internal streets and paths that are not well connected or are indirect.
Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.		Retaining existing hedgerows between the back gardens of individual homes.
Streets and routes that can be extended in the future.		Ransom strips.
Adoption to site boundaries.		

OVERALL RATING

Taylor Wimpey

WALKING, CYCLING AND PUBLIC TRANSPORT

"SHORT TRIPS OF UP TO THREE MILES CAN BE EASILY MADE ON FOOT OR BICYCLE IF THE RIGHT INFRASTRUCTURE IS IN PLACE, HELPING TO IMPROVE PUBLIC HEALTH AND AIR QUALITY WHILST ALSO REDUCING LOCAL CONGESTION AND CARBON EMISSIONS."

Shared street spaces define the layout, accommodating pedestrians, cyclists, and vehicles safely. The site's location near existing community resources supports reduced car dependency for daily activities. Pedestrian pathways connect residential areas to open spaces and play facilities, linking the site to the wider area. The design aims to create a low-traffic environment, promoting a pedestrian-friendly atmosphere.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Share street space fairly between pedestrians, cyclists and motor vehicles.		Travel Packs that fail to influence people's travel choices.
Cycle friendly streets (see Local Transport Note 1/20) with pedestrian and cycle priority (and protection) with across junctions and side streets.		White line or undivided shared pavement/cycle ways.
Nudge people away from the car. Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.		Pedestrians and cyclists losing priority at side junctions.
Design out school runs dependent on cars.		Streets that twist and turn unnaturally in an effort to control vehicle speed but make walking and cycling routes longer than they need to be.
Start or contribute to the delivery of a Local Cycle and Walking Strategy Infrastructure Plan.		Streets principally designed around waste collection vehicles.
Zebra, parallel and signalised crossing.		Overwide carriageways that reduce space for pedestrians and cyclists, making it more difficult for people to get around easily especially when social distancing restrictions are in place.
Tight corner radii (<3m) at street junctions and side streets.		Serviced parcel developments where pedestrian and cycle connections between different phases of development are frustrated.
20mph design speeds, designations and traffic calming.		

OVERALL RATING

Taylor Wimpey

FACILITIES AND SERVICES

"PLACES THAT OFFER SOCIAL, LEISURE AND RECREATIONAL OPPORTUNITIES A SHORT WALK OR CYCLE FROM THEIR HOMES."

Maximising access to public transport links, the site is positioned to take advantage of nearby amenities. Although not directly adjacent to a transport hub, its proximity to Winnersh's railway and bus stations supports sustainable travel for residents. The layout incorporates active frontages along key routes, enhancing the pedestrian experience and creating a lively streetscape. A mix of housing types, from apartments to family homes, promotes a diverse community. Central to the site is an informal open space with a Local Area for Play (L.A.P.), serving as a focal point for community interaction, along with a north-eastern area containing a Neighbourhood Equipped Area for Play (N.E.A.P.) and a Locally Equipped Area for Play (L.E.A.P.).

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges.		Local centres that are not easily accessible and attractive to pedestrians and cyclists.
Active frontages.		Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement.
Mixing compatible uses vertically, such as placing supported accommodation at the heart of new developments above active ground floor uses.		Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space.
Giving places where routes meet a human scale and create public squares.		Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities.

OVERALL RATING

Taylor Wimpey

HOMES FOR EVERYONE

"A RANGE OF HOMES THAT MEET LOCAL COMMUNITY NEEDS."

Diversity and thoughtful housing design are at the forefront of creating a vibrant community. The layout includes a range of housing typologies, with 40% of homes designated as affordable and integrated to avoid visual distinctions between tenures. Apartments are designed within the same character area, contributing to a cohesive yet varied aesthetic. Outdoor spaces cater to various activities, enhancing the liveability of apartments and maisonettes, aligning with local housing needs and policies.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.		Grouping affordable homes in one place (except on smaller developments).
Apartment buildings might separate tenure by core but each core must look exactly the same.		Dividing places and facilities such as play spaces by tenure.
A range of housing typologies supported by local housing needs and policies to help create a broad-based community.		Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features.
Homes with the flexibility to meet changing needs.		Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments.
Affordable homes that are distributed across a development.		
Access to some outdoor space suitable for drying clothes for apartments and maisonettes.		

OVERALL RATING

MAKING THE MOST OF WHAT'S THERE

"UNDERSTAND AND RESPOND."

Embracing existing natural assets, the site preserves key TPO trees and ancient woodland. The design reflects local character through varied housing types and materials. Many existing hedgerows are retained within public spaces, ensuring their long-term management, while some on the western boundary will be within private gardens. The scheme includes a comprehensive landscaping strategy to enhance ecological diversity and create new habitats, integrating sustainable drainage systems like attenuation basins.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Using existing assets as anchor features, such as mature trees and other existing features.		Funnelling rainwater away in underground pipes as the default water management strategy.
Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character.		Unmanaged gaps between development used as privacy buffers to existing residents.
Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.		Placing retained hedges between rear garden boundaries or into private ownership.
Remember the 'four pillars' of sustainable drainage systems.		Building orientations and designs that fail to capitalise on features such as open views.
Protecting and enhancing existing habitats; creating new habitats.		Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights.
Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary).		

OVERALL RATING

A MEMORABLE CHARACTER

"CREATE PLACES THAT ARE MEMORABLE."

Drawing inspiration from local architectural character, the design integrates traditional elements. The layout creates distinct character areas, each maintaining an identity within a cohesive overall scheme. Landscaping shapes memorable spaces, with the central informal open space and north-eastern area serving as focal points. A balanced mix of traditional and contemporary styles is achieved through the use of red and buff bricks, as well as various clay roof tiles, respecting local vernacular while establishing a unique identity.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
A strong, hand drawn design concept. To find the right solution a number of different ideas and options might need to be explored.		Using a predetermined sequence of house types to dictate a layout.
Drawing inspiration from local architectural and/or landscape character.		Attempting to create character through poor replication of architectural features or details.
Reflecting character in either a traditional or contemporary style.		Arranging buildings next to each other in a way that does not create a cohesive street scene.
Structural landscaping as a way to create places with a memorable character.		Referencing generic or forgettable development nearby to justify more of the same.
Memorable spaces and building groupings.		

OVERALL RATING

WELL DEFINED STREETS AND SPACES

"CREATE A NETWORK OF STREETS AND SPACES THAT ARE WELL ENCLOSED BY BUILDINGS AND/OR STRUCTURAL LANDSCAPING, TAKING CARE TO ENSURE THAT FRONT DOORS AND THE PRINCIPAL FACADES OF BUILDINGS FACE STREETS AND PUBLIC SPACES."

Well-defined streets and spaces are key to the layout's sense of place. Buildings and landscaping create a sense of enclosure, with active frontages emphasised along key routes. A variety of housing types, arranged in perimeter blocks, form cohesive building compositions and defined lines. Corner plots address multiple street frontages, enhancing the streetscape. Building heights range from 1 to 3 storeys, contributing to visual interest and creating legible and attractive residential environments.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Streets with active frontages.		Distributor roads and restricted frontage access.
Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.*		Broken or fragmented perimeter block structure.
Cohesive building compositions and building lines.		Presenting blank or largely blank elevations to streets and public spaces.
Front doors that face streets and public spaces.		Lack of front boundaries, street planting and trees.
Apartments that offer frequent front doors to the street.		Apartment buildings with single or limited points of access.
Dual aspect homes on street corners with windows serving habitable rooms.		Apartment buildings accessed away from the street.
Perimeter blocks.		Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other.
Well resolved internal vistas.		Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall.
Building typologies that are designed to straddle narrow depth blocks.		Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not.
		Single aspect homes on street corners.
		Bits of left over land between the blank flank walls of buildings.

OVERALL RATING

EASY TO FIND YOUR WAY AROUND

"USE LEGIBLE FEATURES TO HELP PEOPLE FIND THEIR WAY AROUND A PLACE."

Legibility and navigability underpin the site's street hierarchy. The primary route from Maidensfield Road serves as the main spine, with secondary and tertiary streets branching out. The design frames views towards key features, such as the central informal open space, aiding orientation. A relaxed grid adapts to topography and site features, with varying building typologies and landscaping reinforcing the legibility of different character areas.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Designing for legibility when creating a concept plan for a place.		No meaningful variation between street types.
Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.		Disorientating curvilinear street patterns.
Navigable features for those with visual, mobility or other limitations.		Disconnected streets, paths and routes.
Frame views of features on or beyond a site.		Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.
Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.		Cul de sac based street patterns.
Simple street patterns based on formal or more relaxed grid patterns.		

OVERALL RATING

WELL DEFINED STREETS AND SPACES

"STREETS ARE DIFFERENT TO ROADS. STREETS ARE PLACES WHERE THE NEED TO ACCOMMODATE THE MOVEMENT OF MOTOR VEHICLES IS BALANCED ALONGSIDE THE NEED FOR PEOPLE TO MOVE ALONG AND CROSS STREETS WITH EASE. ACTIVITY IN THE STREET IS AN ESSENTIAL PART OF A SUCCESSFUL PUBLIC REALM."

A network of interconnected streets and paths prioritises pedestrian and cyclist movement. Tree-lined streets, with careful consideration for long-term growth, contribute to a pedestrian-friendly atmosphere. The layout's hierarchy of streets includes secondary and tertiary routes, as well as shared surfaces and private drives, creating a low-traffic environment. Open spaces, including play areas, are connected by pedestrian pathways responding to natural desire lines, fostering opportunities for social interaction.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Streets for people.		Roads for cars.
20mph (or lower) design speeds; 20mph designations.		Failure to adhere to the user hierarchy set out in Manual for Streets.
Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.		Wide and sweeping corner radii (6m or more).
Tight corner radii (3m or less).		6m+ wide carriageways.
Places to sit, space to chat or play within the street.		Highways engineering details that make pedestrian and cycle movements more complex and difficult.
Pavements and cycleways that continue across side streets.		Street trees conveyed to individual occupiers.
Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between).		Distributor roads with limited frontage access, served by private drives.
Landscape layers that add sensory richness to a place – visual, scent and sound.		Painted white line cycle routes on pavements or on carriageways.
		Speed control measures that rely on significant shifts in street alignment that contribute towards wasting land whilst also creating disorientating places.

OVERALL RATING

CYCLE AND CAR PARKING

"WELL-DESIGNED DEVELOPMENTS WILL MAKE IT MORE ATTRACTIVE FOR PEOPLE TO CHOOSE TO WALK OR CYCLE FOR SHORT TRIPS HELPING TO IMPROVE LEVELS OF PHYSICAL ACTIVITY, AIR QUALITY, LOCAL CONGESTION AND THE QUALITY OF THE STREET SCENE. WELL-DESIGNED STREETS WILL ALSO PROVIDE SUFFICIENT AND WELL-INTEGRATED CAR PARKING."

A range of parking solutions are integrated to meet resident needs while maintaining an attractive streetscape. On-plot parking, small courts, and on-street options are included, with small parking courts designed for safety and security. Landscaping softens the visual impact of parking, with green relief areas where necessary. This approach balances practicality with aesthetics, contributing to the overall quality and character of the site.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Shared and unallocated on street car parking.		Frontage car parking with little or no softening landscaping.
Landscaping to help settle parked cars into the street.		Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed.
Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.		Over-reliance on tandem parking arrangements.
Anticipating and designing out (or controlling) anti-social car parking.		Failing to anticipate and respond to displaced and other anti-social parking.
A range of parking solutions.		Views along streets that are dominated by parked cars, driveways or garages.
Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.		Car parking spaces that are too narrow making it difficult for people to use them.

OVERALL RATING

GREEN AND BLUE INFRASTRUCTURE

"CREATIVE SURFACE WATER MANAGEMENT SUCH AS RILLS, BROOKS AND PONDS ENRICH THE PUBLIC REALM AND HELP IMPROVE A SENSE OF WELLBEING AND OFFER AN INTERACTION WITH NATURE. AS THE RICHEST HABITAT FOR A RANGE OF FLORA AND FAUNA, THEY ARE ALSO A KEY PLAY IN ACHIEVING THE NET GAIN IN BIODIVERSITY SOUGHT BY THE 2020 ENVIRONMENT BILL."

A comprehensive landscaping strategy enhances ecological diversity throughout the site. Preserving hedgerows and TPO trees within the public realm, new habitats are created with species-rich grasslands and attenuation basins. Open spaces, such as a central informal area with a Local Area for Play (LAP) and a north-eastern play space with a Neighbourhood Equipped Area for Play (NEAP), are designed for community engagement and daily interaction with nature. Sustainable drainage systems play a key role in water management, aiming for a 10% Biodiversity Net Gain.

OVERALL RATING

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Biodiversity net gain through features such as species rich grasslands.		Surface water management by way of a large, steep sided and fenced holes in the ground.
Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate.		Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten.
Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces.		Large expanses of impervious surfaces.
Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.		Buildings that turn away from open spaces.
Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass.		Poor quality finishing, detailing and maintenance.
Provide natural surveillance opportunities.		
A connected and accessible network of public open spaces with paths and other routes into and through.		
Sports and play facilities.		
Well considered management arrangements whether public or privately managed.		

BACK OF PAVEMENT, FRONT OF HOME

"GARDEN CITIES, TOWNS AND SUBURBS USED HEDGES TO DEFINE PUBLIC AND PRIVATE SPACES, HELPING TO CREATE CHARACTERFUL AND BIODIVERSE PLACES. THE SPACE BETWEEN THE BACK OF THE PAVEMENT AND THE FACE OF BUILDINGS HAS A SIGNIFICANT IMPACT ON THE QUALITY OF A PLACE. CLEAR DEMARCATIONS BETWEEN PUBLIC AND PRIVATE SPACES CAN ENCOURAGE PEOPLE TO PERSONALISE THE FRONT OF THEIR HOMES WHILST ALSO OFFERING OPPORTUNITIES TO INTEGRATE LEVEL CHANGES, UTILITY BOXES AND WASTE STORAGE."

Clear distinctions between public and private spaces enhance security and privacy. Boundary treatments reflect local characteristics while adding ecological value, particularly through existing hedgerow preservation. Front gardens foster social interaction, serving as buffers between homes and public spaces. All gardens will have rear access, with central terrace houses benefitting from dedicated rear paths. Practical aspects like waste storage and utility boxes are carefully integrated, ensuring a cohesive and well-functioning community environment.

WHAT GOOD LOOKS LIKE:		WHAT BAD LOOKS LIKE:
Defensible space and strong boundary treatments.		Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment.
Boundary treatments that add ecological value and/or reinforce distinctive local characteristics.		Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain.
Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street.		Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors.
Front garden spaces that create opportunities for social interaction.		Slab on edge.
No left over spaces with no clear public or private function.		Pieces of left over land between or to the side of buildings with no clear public or private function.

OVERALL RATING

10.
CONCLUSION

10.01 CONCLUSION

9.0 CONCLUSION

9.01 CONCLUSION

This Design & Access Statement identifies the context, design influences and key principles that have informed the development of the site layout for the land off Watmore Lane, Winnersh Farm, Wokingham. The site layout details a sustainable development proposal which provides 229 residential dwellings including a 40% affordable provision, a green spine connection and open space areas including a NEAP, LEAP and LAP.

The scheme has been assessed against all relevant National and Local Planning Policy and guidance with all other material considerations: and is the result of pre-application discussions with the local community, Wokingham Borough Council & Wokingham Planning Officers.

The layout has been shaped by significant engagement with the case officer throughout pre-application discussions and reflects comments received during this process. It is considered that all requirements and comments raised post outline submission have been met in full and that the design solution is appropriate, reflecting a high-quality residential development within Winnersh. The scheme will contribute towards meeting the pressing housing need in both the town and the Borough; in line with local and national policy aspirations.

Phase 1 will establish a central community focus, delivering 111 housing units, with 40% designated as affordable housing. It will include a Locally Equipped Area for Play (LEAP) and a Local Area for Play (LAP), and the central open space. Initial drainage infrastructure with basins and swales and a network of paths will be included, with vehicular access via the approved point from Maidensfield.

Phase 2 will complement Phase 1 by completing the housing provision with 118 units, also with 40% designated as affordable housing. A Neighbourhood Equipped Area for Play (NEAP) will be implemented, further basins and swales will be constructed, and additional paths will be added.

The proposal is considered to provide for a sustainable, high quality design, adding visual interest to the local area and providing for a sustainable form of development. The scheme is informed by the local vernacular, creating high quality and thoughtfully designed dwellings.

The Council is therefore respectfully requested to grant permission for this development.

Taylor Wimpey