



Land to the North of
arborfield road
Shinfield

Design & Access Statement
September 2024



contents

	introduction	
	<i>our vision</i>	1
	<i>bringing our vision to life</i>	2
	the context of the development	
	<i>the wider setting of the application site</i>	6
	BHL WALKING, CYCLING & PUBLIC TRANSPORT	6
	<i>the particular characteristics of the application site</i>	15
	<i>how the design takes this context into account</i>	18
	BHL MAKING THE MOST OF WHAT'S THERE	19
	BHL NATURAL [TRAVEL] CONNECTIONS	20
	BHL WALKING, CYCLING & PUBLIC TRANSPORT	20
	BHL FACILITIES & SERVICES	21

	access to the development	
	<i>policy adopted as to access</i>	23
	<i>policies, consultation & issues relating to access</i>	24
	layout principles & concepts	
	<i>memorable, legible masterplan</i>	26
	BHL A MEMORABLE [LAYOUT] CHARACTER	27
	BHL WELL DEFINED STREETS & SPACES	28
	BHL EASY TO FIND YOUR WAY AROUND	29
	BHL HEALTHY STREETS	30
	BHL WALKING, CYCLING & PUBLIC TRANSPORT	31
	<i>environment & landscape</i>	34
	BHL GREEN & BLUE INFRASTRUCTURE	36
	BHL NATURAL [GREEN] CONNECTIONS	37
	BHL BACK OF PAVEMENT, FRONT OF HOME	38
	BHL CYCLE & CAR PARKING	39
	<i>a range of dwelling types</i>	40
	<i>mixed & integrated dwelling tenures</i>	41
	BHL HOMES FOR EVERYONE	42

	architectural principles & concepts	
	<i>memorable, characterful architectural language</i>	44
	BHL A MEMORABLE [BUILT] CHARACTER	44
	<i>character areas</i>	45
	conclusion	
	<i>delivering our vision</i>	50
	appendix a: design evolution	

	Providing the information required by:
	THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015, SECTION 9: "DESIGN AND ACCESS STATEMENTS" [LINK] .
	NATIONAL PLANNING PRACTICE GUIDANCE: MAKING AN APPLICATION, PARAGRAPH 031 (2014): "DESIGN AND ACCESS STATEMENT" [LINK] .
	THE NATIONAL DESIGN GUIDE (2021) [LINK] .
	BUILDING FOR A HEALTHY LIFE (2020) (BHL) [LINK]
	<i>[NB some BHL responses are in 2 parts - indicated by brackets].</i>

Copyright © 2024 DHA Architecture Ltd. All rights reserved. Limited reproduction and distribution permitted for the sole purpose of the planning of this named development only.

Ordnance Survey data © Crown Copyright. All rights reserved. Licence number 100042157.

ref.1 (front cover image):
CGI showing the dwellings addressing the northern greenspace and play facilities

introduction

Our Vision:

“To reinforce and complete the character and community of this new Shinfield neighbourhood”



Bellway Homes is seeking Full Planning Permission, from Wokingham Borough Council, for a residential development of 191 homes located at Arborfield Road, Shinfield.

‘Full planning application for the erection of new dwellings, open space, landscaping, supporting infrastructure and associated works.’

The Application Site is identified for residential development accommodating 191 dwellings within the Revised Growth Strategy document prepared by Wokingham Borough Council, in support of the emerging Local Plan.

The parcel immediately north of the Application Site had secured planning approval at appeal (Ref: APP/X0360/W/19/3238203) for 249 dwellings. The approved scheme was designed to seamlessly connect with the Application Site through shared pedestrian and vehicular

access points, its visual and physical links, and its open space and amenity. This application connects to and completes the neighbourhood and provides a vital footway/ cycleway connection to the A327.

This application has been prepared by a comprehensive Professional Team across a range of disciplines, including the following contributors to this Design and Access Statement:

- | | |
|------------------------------|------------------|
| Urban Design & Architecture: | DHA Architecture |
| Landscape: | aspect |
| Ecology: | EPR |
| Arboriculture: | aspect |
| Planning: | Stantec |
| Transport & Highways: | ALP |

In developing this site, Bellway Homes is seeking to create a new environment which enhances both the landscape and the built character of the neighbourhood, delivering sustainable development for Shinfield.

In the following chapters we illustrate our design principles and concepts for the new development: the memorable, legible masterplan, safe and accessible movement network, characterful landscaping, and distinctive, contextual architectural language and materials palette.

Bellway Homes is proud of these proposals and is committed to carrying out this exemplar development.

A total of
191
new homes...

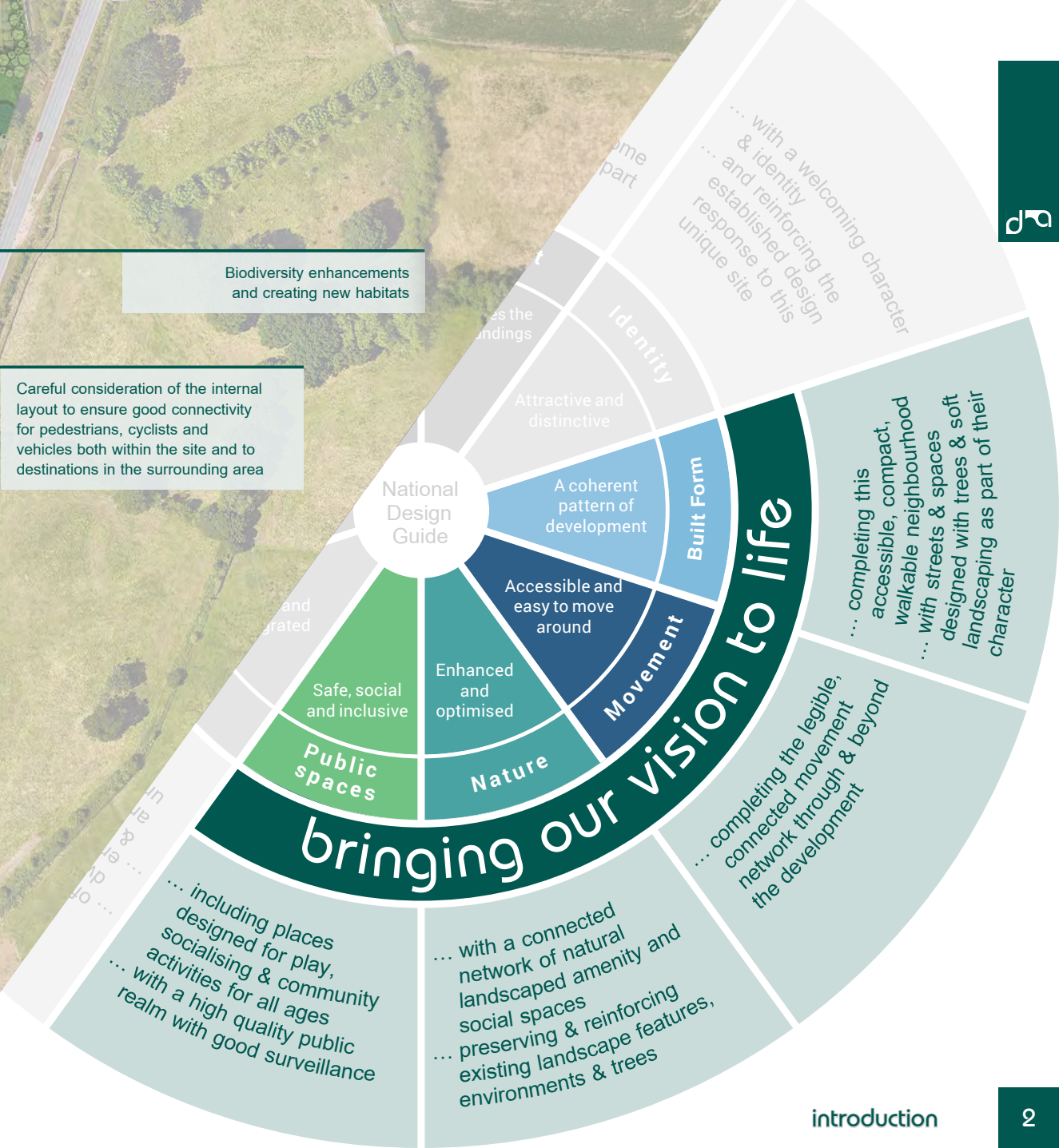
...including
67
affordable homes

Attractive landscaped open space
for enjoyment, recreation, play

Streets and spaces which will enrich
the character of Shinfield, including
the streets and public realm.

Biodiversity enhancements
and creating new habitats

Careful consideration of the internal
layout to ensure good connectivity
for pedestrians, cyclists and
vehicles both within the site and to
destinations in the surrounding area





bringing our vision to life

National Design Guide

Lifespan

Made to last

Context

Enhances the surroundings

Identity

Attractive and distinctive

Built Form

A coherent pattern of development

Movement

Accessible and easy to move around

... with distinctive placemaking to establish a strong sense of ownership
... using traditional materials for a long maintenance-free lifespan

... inspired by the unique characteristics of the emerging new neighbourhood
... designed to become an established part of the village

... with a welcoming character & identity
... and reinforcing the established design response to this unique site

... completing this accessible, compact, walkable neighbourhood
... with streets & spaces designed with trees & soft landscaping as part of their character

... completing the legible, connected movement network through & beyond the development

ref.3: CGI showing the central greenspace in the core of the development



Bringing our vision to life

National Design Guide

Homes and buildings

Resources

Uses

Lifespan

Context

Identity

... delivering good quality internal & external environments for the new residents providing adaptable & accessible homes

... offering a wide variety of dwelling types & ensuring affordable & private homes are integrated & undifferentiated

... and managing resources for both environmental benefit & efficiency ... offering modern, low-maintenance, energy-efficient, new homes

... in the design of the new homes ... so that they are accessible to all ... with a focus on the needs of the community

... with distinctive placemaking to establish a strong sense of ownership ... using traditional materials for a long maintenance-free lifespan

Efficient and resilient

Functional, healthy and sustainable

Mixed and integrated

Made to last

Enhances the surroundings

Attracts investment

... inspired by the unique characteristics of the emerging new neighbourhood ... designed to become an established part of the village

... with a focus on the needs of the community ... and a focus on the needs of the community

ref.4: CGI showing the dwellings addressing the northern greenspace and play facilities

the context of the development

*“The steps taken to appraise the context of
the development, and how the design of the
development takes that context into account”*

*The Town and Country Planning (Development Management
Procedure) (England) Order 2015 para. 9.(3)(b)*



the wider setting of the application site

Prepared by ALP

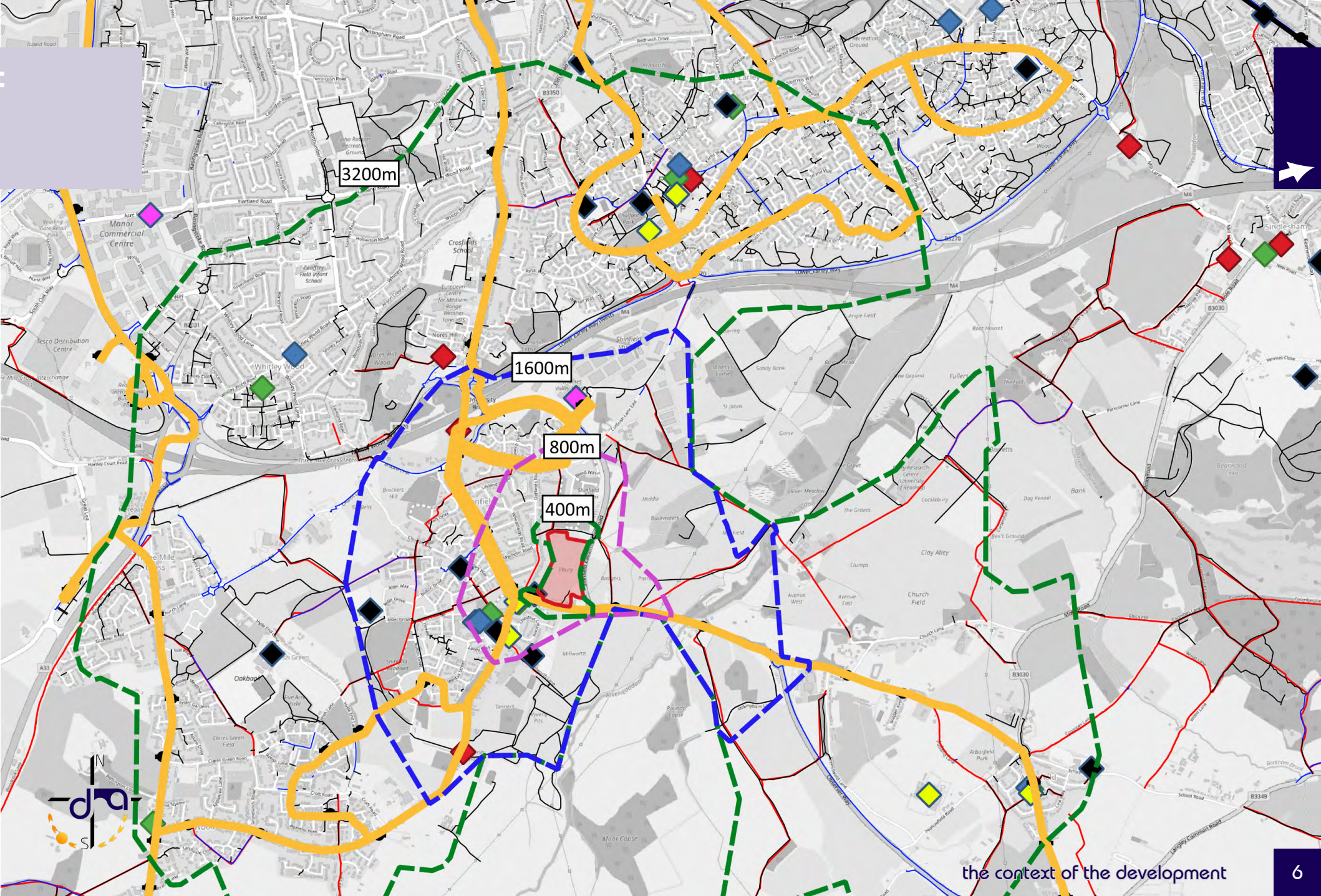


Walking, Cycling & Public Transport

...being the attractive choices for short trips - improving physical health and the local environment, reducing congestion, pollution and carbon emissions.

Routes and destinations within an accessible three mile radius:

- Walk Isochrone
- Existing Cycleway
- Existing PROW
- SANG Paths/Other
- Key Bus Route
- Proposed Site
- Education
- Retail
- Health
- Employment
- Community
- Leisure



ref.5:
Shinfield's Townscape
Context

ref.6

ref.7

ref.9

ref.8



ref.10

Extending and Reinforcing the Townscape Context

We are committed to creating a new high quality environment to complete the logical development of this part of Shinfield.

- The Bellway design team worked closely with Wokingham Borough Council Officers in order to ensure the townscape and architectural character for the new development was to the design quality expected for the Borough and for Shinfield.
- These principles are summarised overleaf and will form the basis of the application proposals for its southern extension.



Application
Site





The Character to Reinforce:

- ☐ A “low-key” design response to the site entrance, with a landscaped greenspace alongside the junction addressed by well-spaced detached houses.
- ☐ The houses along Farmer Court, addressing Cutbush Lane, are generally detached, following an informal build line, and in keeping with the older dwellings alongside the site, with a strong rhythm of gables.
- ☐ The houses have traditional characteristics, in brick and render, with some deep porches on posts and some corbel and tile hanging detailing.



The Character to Reinforce:

- ☛ The main route through the neighbourhood, which will extend into and through the application site to connect with Arborfield Road.
- ☛ Wide street with verges and trees, as well as defined lay-bys.
- ☛ Regular rhythm of built form addressing the street, with a strong build line, but maintaining a more spacious feel with gaps between the buildings providing off-street parking.
- ☛ Generally brick houses, punctuated by some tile hanging, with a more formal character including splayed brick headers, stone cills, flat porch canopies, and gables to key plots.
- ☛ Apartments maintain this traditional character with some contemporary elements including render framing features and projecting balconies.





ref.8: Secondary Streets

The Character to Reinforce:

- ☞ Bland Way, Phillips Drive and Pettit Place are more compact secondary streets, with a more intimate streetscape.
- ☞ Dwellings maintain a common build line and are more closely spaced, generally semi-detached with some terraces, and with landscaped front gardens which will improve in visual character as the landscaping matures.
- ☞ The dwellings have a more informal cottage character with arched brick headers and cottage-style front doors and porches.





The Character to Reinforce:

- ☞ The swathe of landscaped greenspace along the eastern boundary of the site creates a buffer between the Eastern Relief Road and the housing area, and also between the built development and the countryside further east.
- ☞ Dwellings addressing this swathe are generally well-spaced wide-fronted shallower dwellings with a lower ridge level. Connections into the body of the site are framed by mirrored corner-turning dwellings.
- ☞ The colour palette is a little more muted alongside the greenspace with some tile hanging, smaller gables, and cottage-style windows and headers, front doors and porches.





The Character to Reinforce:

- ☐ The southern aspect of the application site will address Arborfield Road, which presently has a very mixed built character, with a variety of building forms, ages, material finishes and characteristics.
- ☐ The informal build line is generally set back behind hardstanding or gravel parked frontages, some with hedges.



Extending and Reinforcing the Landscape Context

We are committed to creating a new built environment which will reinforce the landscape character and quality of the new neighbourhood.

The Setting of the Application Site

The application site is located adjacent to the eastern built-up edge of Shinfield and is bound to the east and south by road corridors. To the north, the site is adjacent to the approved Phase 1 Cutbush Lane residential development. To the east, the site is bound by the Eastern Relief Road corridor beyond which lies a more open and rural landscape traversed by a number of Public Rights of Way.

To the south of the site, the built-up area of Shinfield extends further south beyond Arborfield Road which runs along the southern site boundary. To the west, a public footpath and a number of residential properties associated with Oatlands Road are adjacent to the site. It is considered that the site setting is strongly influenced by the multiple urban components located in proximity to the site.

The Particular Characteristics of the Application Site

The site itself currently comprises of agricultural land with an established vegetation belt to the northern boundary. Areas of grassland, trees and scrub are located along the site's boundaries. Within the southeastern section of the site there are existing watercourses in the form of vegetated ditches. These are largely proposed to

be retained and enhanced to maintain the biodiversity already present on the site.

A full arboricultural assessment has been undertaken and the site's principal tree cover is predominantly located along the site's boundaries and along the water course corridor. It has been acknowledged that the demolition of the existing site components including the attenuation basin, may necessitate the removal and replacement of several trees, and any development of the site will need to ensure a comprehensive and coordinated landscape scheme is achieved that mitigates for the tree removal.

The native trees and scrub along eastern boundary adjacent to the A327 Eastern Relief Road shall be enhanced with further native planting of local prevalence. This will ensure there is a strong degree of separation from the landscape to the east and complement the eastern boundary of the phase 1 development to the north.

The location and the limited landscape and wildlife value of the application site provides clear opportunities for a sustainable high-quality residential development that would provide a logical extension to the existing built-up area of Shinfield, whilst also being successfully integrated within the residential context and provide localised landscape enhancements along the eastern built-up edge of the settlement.



Application
Site



- ☞ Retention and enhancement to the site boundaries to include additional native tree and hedge shrub planting to provide localised landscape and biodiversity enhancements.
- ☞ Use of native species of local provenance wherever possible.
- ☞ Inclusion of a central open space with seating and ornamental planting to provide a recreational area and meeting point for the building users.
- ☞ Development of vegetated green corridors along the street scenes with the inclusion of street tree and hedgerow species suited to the environment.
- ☞ A coordinated landscape scheme internally incorporating tree planting, hedgerows, ornamental shrub planting including flowering and fruiting species of known wildlife value. The boundaries will include native and structural shrub planting included to assist in providing a comprehensive green infrastructure to the development and softening and integrating the proposed built form.
- ☞ Enhancement of existing onsite watercourses and creation of additional swales to provide wetland habitats.



the particular characteristics of the application site

... and identifying, understanding and responding to the opportunities and the constraints

... through which the development will make the most of the site's green and blue assets, topography, views and connections



Making the Most of What's There & Natural Green Connections:

Visual connections into, out, through and beyond the site - through the internal streets out towards the countryside.



Existing neighbours to which the development must be sensitive - to the west of the application site.



New dwellings to be oriented to address Cutbush Lane & Arborfield Road, and the adjoining scheme to the north.



Potential access points - engineers' detailed design incorporated.



Potential SuDs basin location.



Eastern relief road 35m buffer.



Existing Public Footpath 7 - potential to provide further connections through the proposal.



Provide key connection to the A327 Footway & Cycle Link.



Existing mature hedges with potential to be retained.



Greenspace to the north of the site, in the adjoining phase.



Trees subject to a Tree Preservation Order to be retained as an integral part of the new proposals.



Main vehicular route.



ref.13:

Making the Most
of What's There &
Green Connections



Walking, Cycling, Public Transport, & Natural [Travel] Connections:

Existing Public Footpath 7.



Provide key connection to the A327 Footway & Cycle Link.



Vehicular desire lines from the Site to the Eastern Relief road which links the site to the M4.



Vehicular desire lines from the Site to Shinfield village centre.



Pedestrian desire lines from the Site to public transport stops and the wider local services.



Location for the main pedestrian and vehicular access into the proposed development - engineers' detailed design incorporated.



Facilities & Services:

Continue the A327 Footway & Cycle Link from the adjoining scheme to the north down to Arbofield Road.



SuDs basin to be provided.



Pedestrian desire lines from the Site to public transport stops and the wider local services.



Local greenspace provided in the adjoining phase to the north of the site.



Connections, Travel
Routes, Facilities
& Services





Providing a key extension to the adjoining phase to the north of the site

Gardens designed to go back-to-back to protect potentially sensitive neighbouring relationships

how the design takes this context into account

... to establish development parameters
... and to formulate the design approach





Making the Most of What's There

...and evolving our shared vision that celebrates the existing assets on and beyond the site.

Opportunities to integrate existing features of value - natural or manmade, on or beyond the site:

-  Visual connections into, out, through and beyond the site.
-  Open views which the new homes can address and benefit from.
-  Eastern Relief Road - 35m buffer.
-  Informal greenspace in the approved site to the north.
-  New dwellings to be oriented to address public space.
-  Primary Spine Road connecting to the approved scheme to the north.
-  Sensitive transition to ensure an appropriate back-back relationship is provided.
-  A327 Footway & Cycle Link.
-  Existing Footpath 7.

Understanding the opportunities and constraints:

-  Provide a buffer between residential development and Arborfield Road along the development edge.
-  Managed landscaped privacy buffer to neighbouring dwellings.
-  Sustainable drainage to also enhance greenspace character and biodiversity.

These considerations drawn together to create the street, block and open space structure shown on the framework plan.





Natural [Travel] Connections

...which integrate the new streets and spaces into the site and connect them with the wider neighbourhood.

& Walking, Cycling & Public Transport

...being the attractive choices for short trips - improving physical health and the local environment, reducing congestion, pollution and carbon emissions.

Easy to move through and around for pedestrians and cycles - with short, straight and direct walking and cycling connections:

-  Providing more than one points of access in effective locations.
-  Responding to pedestrian and cyclist desire lines.
-  To public transport stops along Hollow Lane.
-  Desire lines from the site, and the approved site to the north's greenspace.
-  A327 Footway & Cycle link connecting to the strategic bus network.
-  Enhancing routes from existing footpath 7.
-  Ensuring these routes are passively policed by dwelling frontages.

Connected street patterns that promote pedestrian and cycle choice over vehicles:

-  Straight or nearly straight streets...
-  ...which are designed to cultivate low vehicle speeds.

-  Making pedestrian routes as direct as possible.
 -  Continuous adoptable-standard public streets along development edges.
 -  Creating a pleasant low traffic environment around people's homes.
- Ensuring walking and cycling routes are safe and attractive:**
-  Street space shared fairly between pedestrians, cyclists and motor vehicles.
 -  Pedestrian and cycle priority at side junctions.
 -  All streets and routes pass in front of people's homes creating a well overlooked public realm.





Facilities & Services

Connecting to the local shops and greenspace with attractive, accessible routes - facilitating walking and cycle choice, and social interaction.

Extending and completing the A327 Footway & Cycle link enhancing connectivity within the local area.

Anticipating and responding to desire lines:

-  To the existing footpath 7.
-  To public transport stops and the wider local services.
-  Connecting to the greenspace provided within the earlier phase to the north of the site.

Providing new community facilities:

-  Providing part of the A327 Footway & Cycle link.
-  Informal greenspace.
-  Providing the desire lines from the neighbourhood to the existing footpath.
-  Greenspace provided within the approved scheme to the north.

Making the desire lines attractive and desirable routes:

-  Aligning routes alongside greenspace - *to make walking more pleasant.*
-  Creating human-scale intersecting routes and spaces - *to make walking more social.*
-  Active frontages providing surveillance - *to make walking more safe.*





access to the development

“The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account”

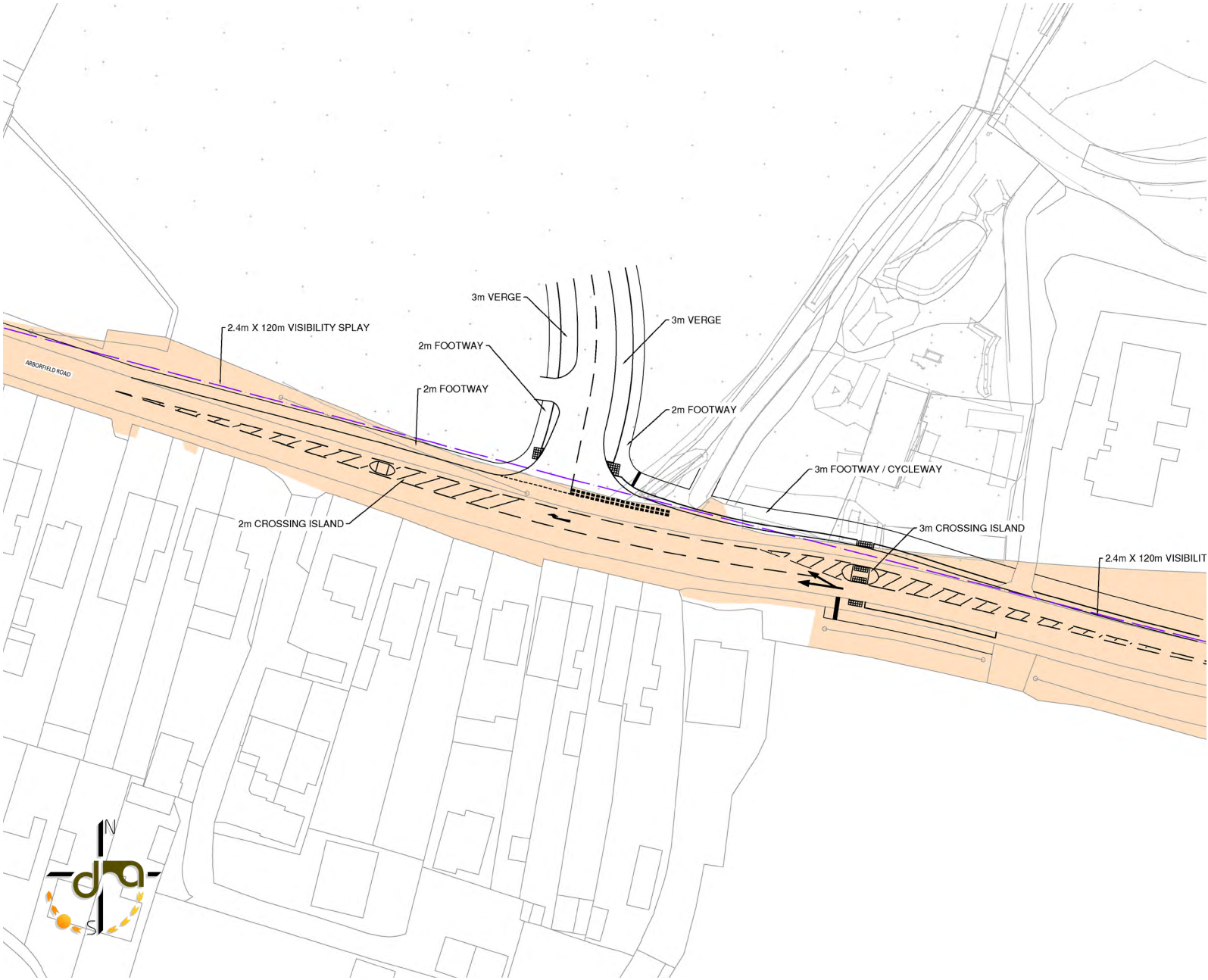
“Consultation ... undertaken on issues related to access to the development and what account has been taken of the outcome”

“How any specific issues which might affect access to the development have been addressed”

The Town and Country Planning (Development Management Procedure) (England) Order 2015 para.9.(3)(c-e)



policy adopted as to access



ref.14: Site Access Plan prepared by ALP

Access Principles

- A range of access point for various modes of travel into the site are proposed in order to deliver a high level of connectivity for movements to and from the site.
- A key consideration for access has been to enable the provision of buses through the site by continuing the spine road from the existing first phase of residential development to the north throughout the proposed site.
- Access to the site will also cater for pedestrian and cycle movements to Shinfield centre and Langley Mead SANG to the south, with a 3m wide shared use footpath/cyclepath provided along the eastern boundary of the site.
- The Primary Street will provide the main vehicular access running north to south through the development to Arborfield Road. A series of Secondary Streets then branch off the primary corridor to serve the residential areas toward the peripheries of the site and private drives then serve smaller clusters of dwellings.

Site Access

- Vehicular access is proposed to be provided via a new priority junction at Arborfield Road and an extension of the existing spine street located at the first phase of residential development to the north. The Primary Street has been provided at a 6.1m width which safeguards the ability for bus services to permeate through the site.
- Pedestrian access to the site is proposed at footways adjacent to each access leading to 2m footways within the development and via a 3m shared use footway / cycleway at the east of the site which routes from Arborfield Road to the existing residential parcel to the north. Shared surface streets are also promoted to allow pedestrians and drivers to share the carriageway where lower volumes and speeds of vehicles permit.
- Swept path analysis has been undertaken to demonstrate that large vehicles including a refuse vehicle and bus can manoeuvre at the proposed site accesses in a safe and satisfactory manner. The street network and junctions throughout the internal areas of the layout have also been designed to cater for the movement of both refuse and emergency vehicles.

	Primary Street	Secondary Street	Private Drive
Target Speed	30mph	20mph	15mph
Traffic Calming Spacing (Approx)	70m	50m	30m
Traffic Calming Techniques (Subject To Vehicle Tracking)	Junction Spacing / On Street Parking / Visual Cues	Tight Corner Radii / Junction Spacing / On Street Parking / Visual Cues / Raised Tables	Tight Corner Radii / On Street Parking / Visual Cues
Direct Access To Properties / Courtyards	Yes	Yes	Yes
Parking Provision (Other Than On-Plot & Courtyard)	Lay-by (Carriageway running width of 6.1m to be maintained)	Lay-by (Carriageway running width of 4.8m to be maintained)	Lay-by (Carriageway running width of 4.1m to be maintained)
Bus Access	Yes	No	No
Carriageway Width	6.1m	4.8m	4.1m
Footway Width	2m	2m or Shared Surface	Shared Surface
Cycleway	On carriageway	On carriageway	On carriageway
Service Margin (Adopted Streets)	2m (1m where no development frontage)	2m (1m where no development frontage)	N/A
Gradient (Minimum)	1 in 80 (1 in 125 absolute min)	1 in 80 (1 in 125 absolute min)	1 in 80 (1 in 125 absolute min)
Gradient (Maximum)	1 in 20	1 in 20	1 in 20
Centreline Radii	Determined by Tracking	Determined by Tracking	Determined by Tracking
Swept Path Requirements	Bus + Bus	Car + WBC Refuse	Car
Junction Radii (Minimum)	6m	4m to 6m	2m to 4m
Junction Sightlines	2.4m x 43m	2.4m x 25m	2.4m x 17m
Forward Visibility	43m	17m	17m
Street Lighting Height (Typical)	5m columns	5m columns	5m columns
Street Lighting Spacing (Typical)	25m	25m	25m
Carriageway Material	Tar Macadam	Block Paving / Tar Macadam	Block Paving / Tar Macadam
Kerbing	125mm Upstand	125mm Upstand / 0-6mm to 50mm	0-6mm to 50mm
Pavement Material	Tar Macadam / Block Paving	Tar Macadam / Block Paving	N/A
Parking Demarcation	Same Material as Carriageway with Edge defined using Block Paving	Same Material as Carriageway with Edge defined using Block Paving	Same Material as Carriageway with Edge defined using Block Paving

ref.15: Road hierarchy table prepared by ALP

policies, consultation & issues relating to access

Consultation on Issues Related to Access to the Development

- ☞ The site has been designed in accordance with guidelines for Manual for Streets (2007). This includes the creation of streets that meet the designs of all users, by embodying the principles of inclusive design and of streets that help build an strengthen communities they serve.

Specific Issues Which Might Affect Access to the Development

- ☞ Wokingham Borough Council's 2019 Living Streets design guidance has informed the proposed layout - however, given the earlier phases of residential development located to the north of the site, the highway hierarchy and carriageway dimensions are intended to align with those provided within the recently constructed adjacent parcels.

layout principles & concepts

"The design principles and concepts that have been applied to the proposed development"

The Town and Country Planning (Development Management Procedure) (England) Order 2015 para.9.(3)(a)



memorable, legible masterplan

- ... which has characterful, well-defined, legible streetscapes
- ... which incorporates landscape features, trees and amenity planting
- ... which has clearly delineated private realm
- ... which has sufficient cycle & vehicle parking
- ... and which provides a range of accessible new homes





A Memorable [Layout] Character

Creating a place with a distinctive character inspired by Shinfield and the expanding neighbourhood.

Responding to Shinfield's inspiring characteristics:

☞ Inspiration found in the adjoining scheme to the north of the Site. Careful consideration to the site layout with regard to both access and the integration of the proposed development with the surrounding facilities and infrastructure in order to deliver a high level of connectivity for movements by all modes to and from the site.

☞ Drawing on the character areas used for the scheme to the north, the site proposes the following character areas;

Structural landscaping to reinforce the memorable character & promote the social life of the new neighbourhood:

☞ Offering the spaces and facilities which allow activity to happen and to bring places to life:

- Extending and completing the A327 Footway & Cycle link...
- ...providing existing and future residents a wide range of modes of transport with a well-connected scheme....
- With the right degree of passive surveillance.

☞ Retaining existing boundary landscaping as an integral part of the memorable greenspace character.

☞ Retaining existing landscaping in the core of the site as an integral part of the memorable greenspace character.

Grain and townscape which respond to the neighbourhood:

☞ Arranging the built form in an equivalent urban grain format to the wider neighbourhood:

☞ Providing a sensitive and appropriate extension to the edge of Shinfield integrating with the neighbouring pattern of residential development, and successfully responding to the relationship with the Lodden River Valley.



Enhanced connectivity by adding to the footpath routes that were built upon in the earlier phase to the north

ref.16:

The Memorable
Masterplan



Continuation of Eastern relief buffer providing an ecological corridor that provides a soft edge to the development

Strong linear frontage

☞ Building forms which have a local resonance:

- Compositions of buildings within each streetscape creating memorable, cohesive building groupings - rather than using predetermined housetypes.
- Compositions of buildings within each streetscape creating memorable, cohesive building groupings - rather than using predetermined housetypes.





Well Defined Streets & Spaces

...which are connected and well overlooked - a strong framework of clearly defined perimeter blocks.

Enclosing and defining spaces:



Using buildings.



Using structural open space landscaping.



Using water.

Perimeter blocks with clearly defined public fronts and private backs:



Clear structure of perimeter blocks.



Active frontages - front doors and habitable room windows that face streets and public spaces.



Front gardens - enlivening the street.



Buildings at corners which positively address both streets with habitable room windows.



Well resolved internal vistas.

Cohesive building compositions and building lines:



Strong continuous building line creating a linear frontage.



Informal more spacious building line creating a more organic frontage.



ref.17:

Framework of
Perimeter Blocks,
Streets & Spaces





Easy to Find Your Way Around

...with legible features to help people navigate around and through the new neighbourhood.

Straight, direct, connected streets:



A simple street pattern based on a formal linear grid.



Straight and direct streets with a destination in view.



Curved streets which continuously open up new views as they are travelled along.

Clear differentiation by design and character to help people to find their way around:



Primary street through the body of the site - verges, street trees and a 3m wide shared use cycle/footpath...



...reinforced by higher density dwellings, and apartment blocks within the core.



Secondary street - pedestrian- and cycle-friendly, with front gardens and on plot parking...



...reinforced by dwellings arranged with a strong linear frontage and uniformed order.



Informal shared surface lanes alongside the development edge..



...reinforced by dwellings more loosely arranged to allow for sky gaps connecting the site to the wider countryside edge.

Helping people create a 'mental map' of the new neighbourhood:



Tree-lined along the primary street.



Vista and greenspace as landmarks.



ref.18:

Legible,
Accessible
Movement





Healthy Streets

...which balance the need for people to move along and cross streets alongside the need to accommodate vehicle movement.

...which encourage walking, cycling, outdoor play, social interaction and street life.

"Streets for people" - with safe and inclusive pedestrian and cycle provision:



Designed for low vehicle speeds (20mph or less) for pedestrians and cyclists to feel safe.



Tight corner radii (3m or less where possible).



Carriageway widths minimised (less than 6m).



Continuing pavements and cycleways across side streets - for pedestrian and cycle priority at each junction.



Cycle provision along segregated paths on routes where vehicles will be faster and more frequent.



Cycle provision along shared carriageways on routes where vehicles will be slower and less frequent.

Promoting activity in the street - a balance of placemaking, meeting, play and enjoyment functions, and vehicle movement:



Active frontages and front doors - providing activity and surveillance to the street.



Trees and street landscaping that add sensory richness - visual, scent and sound.



Pedestrian and cycle desire lines.



ref.19:

Streets as Places:
Personal & Traffic
Connections





Walking, Cycling & Public Transport

...being the attractive choices for short trips
- improving physical health and the local
environment, reducing congestion, pollution and
carbon emissions.

Short, straight and direct walking and cycling connections:



To strategic cycle and bus network.



To public transport stops, and the wider local area.



To the informal greenspaces.



3m wide shared use footpath/cycle path provided along
the eastern boundary of the site.

Ensuring walking and cycling routes are safe and attractive:



Street space shared fairly between pedestrians, cyclists
and motor vehicles.



Pedestrian and cycle priority at side junctions.



Tight corner radii (3m where possible) at street junctions
and side streets - controlling vehicle speed.



Carriageways at the minimum width to allow for pedestrian
and cycle accessibility alongside vehicle passing.



All streets and routes pass in front of people's homes
creating a well overlooked public realm.



20mph design speeds, designations and traffic calming.



Allowing for waste collection vehicles without
compromising pedestrians, cycles, or street character.



ref.20:

Access for All



Height & Scale

The legible, characterful layout is reinforced by the carefully managed height and scale of prominent and keynote buildings:

-  Single storey
- garages & subservient extensions
-  2 storeys
- domestic-scale houses
-  2½ storeys
- domestic-scale houses with loftspace accommodation and dormers
-  3 storeys
- apartment buildings in the core of the site



ref.21:

Clearly-Defined
Scale & Building
Heights





ref.22: Proposed scale and massing for the development core - showing 2-storey terraces and 3-storey apartments



ref.23: Proposed scale and massing for the northern boundary - showing predominantly detached 2-storey houses



ref.24: Proposed scale and massing for the Arborfield Road frontage - showing more spaciously laid out 2-storey houses



ref.25: Proposed scale and massing for the secondary street - showing a more regular configuration of 2-storey detached houses



environment & landscape

- ☛ Comprehensive high quality landscape scheme which includes key visual connectivity and reflection to the surrounding external setting.
- ☛ Inclusion and retention of landscape buffers to the site boundaries to maintain green boundaries to the development and ecological connectivity.
- ☛ Enhanced ecological features with the inclusion of wildflower meadows and swales to enhance biodiversity across the development.
- ☛ Enhanced pedestrian and cycle links and accessibility through the creation of links within the open space.
- ☛ Inclusion of informal play opportunities within the POS to provide recreational opportunities for both new residents and existing residents within the locality.

The landscape design principles have been designed to reflect the local design character and help provide a high-quality development appropriate to its built setting as well as tying in with the existing vegetation boundary structure situated within and around the site boundaries. The large area of open space to the east of the site will create a biodiverse wildlife corridor providing opportunities for a range of habitats and recreational experiences which will also connect with the wider cycle and footpath network.

The proposed planting strategy will predominantly consist of native species within the open space that will include the ecological and biodiversity enhancements. The planting species will be of local provenance and reflect the typical characteristics of the wider landscape character area. These landscape enhancements will provide both enhanced links between the existing vegetation structure that defines the site boundaries and the local setting and an enhanced degree of amenity to the surroundings, ensuring the proposals can be successfully integrated into the landscape setting. Existing vegetation structure running along the boundaries is retained and enhanced wherever feasible with additional mixed species native tree, hedge, shrub, and scrub planting that will reinforce the green infrastructure.



Landscape Design Principles

The landscape design principles have been designed to reflect the local character and help provide a high-quality development appropriate to its built setting as well as tying in with the ecology requirements. The landscape design will incorporate as many green areas as possible to the development to encourage interaction with the surrounding nature on a day to day basis. Most of the proposed planting will be evergreen with interesting colours, texture of leaves and different heights. The variation in tree species will help to create an enhanced landscaped setting to the new built form.

Areas of wildflower and wetland planting are included within the open space corridor along the eastern edge of the development to enhance biodiversity.

Mown footpaths through the grassland and bridges over swales are proposed to encourage all users, including younger children, to interact with nature and to encourage Biodiversity Net Gain within the design proposals.

The strategic masterplan identifies and sets out the character areas of open space design to provide wildflower meadows, recreational amenity, and public realm. A connection point links the central open space to the eastern open space to provide a visual link and to ensure a movement corridor for wildlife is provided. Social interaction is encouraged with frequent benches located along the eastern POS and within a formal seating area in the central amenity space to ensure key areas are encouraged to be used for resting points. Contemporary timber seating designs are to be inclusive and long lasting to ensure functionality and longevity of the open space design is achieved. Boulders are strategically placed within the attenuation basin that can withstand the elements and be utilised as informal seating and play when the basin is dry.

The site boundaries will be strengthened by introducing a sensitively positioned native trees and shrubs. By enhancing these green corridors surrounding the development this will provide stronger natural habitat to the site and multifunctional environment.

New street tree planting is proposed as an integral part of the layout to ensure a high-quality residential scheme is created, ensuring longevity to the localised treescape, whilst allowing the built elements to be successfully integrated within the suburban setting. The tree species also assists in identifying legibility and highlighting the pedestrian routes or key nodal points.

Proposed hard surface finishes seek to provide variety and interest whilst also aiding in identifying character areas and private driveways, parking courts within the development. Tar Mac or similar surface is to be proposed along the primary road corridor and footpath network with natural coloured block paving on most private parking areas to help identify the change in street scene character areas within the development.

Overall, the proposals aim to incorporate a robust landscape strategy that will provide structure to the proposed residential development and integrate seamlessly with the existing vegetation at the site's boundaries, both in the immediate context and wider setting. The development responds positively to the current landscape setting through a thoughtful and appropriate landscape-led design. This green strategy will not only enhance the site's sustainability but also contribute to creating a high-quality development that blends well with its landscaped surroundings and promotes happy, healthy family life.





Green & Blue Infrastructure

...that has impact from 'day one' - contributing to character, wellbeing and biodiversity gain.

A connected and accessible network of public open spaces and paths to encourage physical activity and social interaction:

- Well-overlooked public open spaces with good levels of natural surveillance.
- The function and character of each area is clear and identifiable through its design and layout with the creation of amenity spaces and green corridors providing connectivity through the development.
- Each landscaped area offers public, private and/or biodiversity value with the provision of amenity destination points, private designation with evergreen landscape structure and a diverse range of planting species to promote pollinators and minibeast habitat opportunities.

Opportunities to interact with nature on a day-to-day basis:

- Day-to-day interaction along pedestrian routes with green hedgerow structure and avenue of tree planting to provide visual connection to organic form.
- Recreational interaction in the designated areas as stopping and reflection points.

Creative surface water management:

- Capturing water as close as possible to where it falls.
- Opportunities for rainwater harvesting with water butts to assist with landscape irrigations by residents.
- Creative use of attenuation basin and swales to manage water effectively and maximise amenity value.

Reinforcing and reintroducing habitats and species:

- Biodiversity net gain to be considered through the detailed landscape design through habitat creation and species selection to maximise opportunities for biodiversity enhancements.



- Habitat creation woven throughout the development with the inclusion of native hedge planting, pockets of wildflower planting and swales.
- Movement corridors for wildlife through tree canopy structures and creation of hedgerow corridors.
- Species rich grasslands with flowering species rich amenity lawns as well as areas allowed to develop into wildflower fringes.

Management and long-term stewardship:

- Robust well-considered management arrangements are to be considered to ensure a mature and well-established landscape structure can be maintained.





Natural [Green] Connections

...which integrate the new neighbourhood into the site and connect it with its wider natural and built surroundings.

The development parcel layout provides direct routes that connect to the adjoining Cutbush Phase 1 site to the north. A strong North to south desire route axis through the site connects with the site entrance to the play area within the Phase 1 parcel. This route is access via a direct hard surfaced cycleway and footpath as well as via more informal meandering mown footpaths.

Connecting existing and new habitats:

- Creating new movement corridors for nature with street tree planting proposed to the frontages along the spine road. Canopy structure will create opportunities for habitat creation running along the spine road which can connect internally with additional new ornamental tree planting.
- Safeguarding existing boundary planting and enhancements where evident with native hedge and tree planting to ensure key connections for wildlife are being created for movement. Reflecting surrounding hedge structures will encourage wildlife to move more freely along road corridors and to rear gardens.





Back of Pavement, Front of Home

Private spaces clearly delineated by characterful boundary treatments - minimising visual clutter from services and utilities.

Each space with a clear public or private function:

- ☞ The public greenspace is of sufficient size to be attractively landscaped and visited and enjoyed by residents.
- ☞ Front gardens sufficiently deep to allow for clear delineation from the public realm, defensible planting and maintenance and personalisation by residents can be explored which still achieving a structure hedged frontage to demarcate clear private boundaries along the road corridors.

Boundary treatments that add ecological value and reinforce distinctive local characteristics:

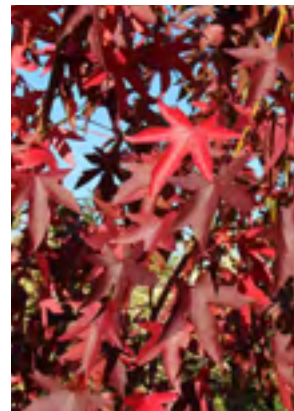
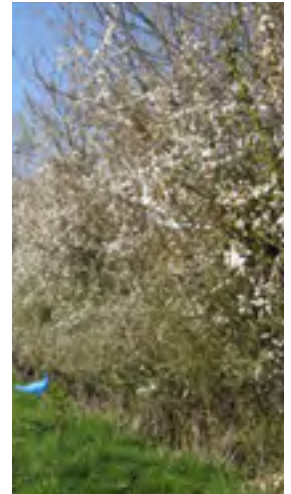
- ☞ Boundary treatments such as close board fencing to rear gardens or native / ornamental hedge planting to site boundaries of plot frontages will reinforce the character of the street environments while also encouraging ecological enhancements to ensure boundary permeability is achieved for wildlife...
- ☞ .. and which reinforce the private space of the front gardens - encouraging people to personalise the front of their homes.

Front gardens which avoid visual clutter from services and utilities:

- ☞ Integrating services, waste storage and utilities cabinets at detailed design stage to minimise clutter.
- ☞ Planned and integrated refuse and recycling to avoid frontal bin storage (detailed in the following chapter).

Providing open air spaces for apartment residents - for relaxing, drying clothes, container gardening, and enlivening and surveilling the street:

- ☞ Balconies/terraces for each upper floor apartment.
- ☞ Semi-private amenity spaces to ground floor apartments.





Cycle & Car Parking

Making walking and cycling the attractive choices for short trips - improving physical health and the local environment, reducing congestion and pollution.

Sufficient cycle parking to meet Wokingham Borough Council's standards:

Apartments

- 1 - 3 habitable rooms: 1 bay
- 4+ habitable rooms: 2 bays

Houses

- 3 habitable rooms: 1 bay
- 4+ habitable rooms: 2 bays

...in garages or secure garden stores - so that cycles are as appropriate to choose as a car for short trips.

Sufficient vehicle parking to meet the Parking Standards Study Report (2011) - 'urban' classification:

- Allocated: 306 bays
- Unallocated: 37.5 bays
- Visitors: 38.2 bays

Total required: **381.7 bays** - provided as follows:

- 306 Allocated to specific plots
- 38 Unallocated for residents
- 40 Unallocated for visitors

384 Total bays provided (against the requirements above)

42 Garage parking provided over and above the parking standards

Electric vehicle charging facilities are provided to every dwelling.



Integrating parking as part of the holistic townscape & streetscape design:

Lower-density housing: on-plot bays alongside the dwelling

Higher-density courtyards: in front of the dwelling, as one element of the landscaped streetscape character

Apartments: small well-overlooked courts serving a few dwellings

Indiscriminate/anti-social parking: limiting stretches of roadway available by using junctions and lay-bys

Visitor bays: integrated into the street environments as part of their holistic design along with generous landscaping relief



ref.26:

Parking, Refuse & Emergency Provision

Emergency operatives can access the furthest point within every dwelling, from 45m of their vehicle. Reversing is limited to 20m. [Re. Building Regulations Approved Documents H [\[LINK\]](#) and B [\[LINK\]](#) and Section 6.7 of Manual for Streets [\[LINK\]](#)].

Refuse storage is in accordance with Wokingham Borough Council's Guidance Note for Developers (2021):

- For each house, moved by residents on collection day from gardens to individual or communal kerbside collection points:
 - Refuse: 90-litre bag.
 - Recycling: 2 x 60-litre bags.
- For each apartment, communal storage in 1100-litre eurobins and 240 -litre wheeled bins in dedicated stores:
 - Refuse: 120 litres of storage.
 - Recycling: 160 litres of storage.

Residents can carry refuse to their bins within the 30m allowed. House residents can wheel their bins to their collection point within the 25m allowed [Re. Building Regulations Approved Document H6 [\[LINK\]](#)].

Refuse operatives can visit every collection point within the allowed distance from the collection vehicle (15m for wheelie bins, 10m for eurobins) [Re. British Standard BS5906:2005 [\[LINK\]](#)].

a range of dwelling types

- 4-bed house
- 3-bed house
- 2-bed house
- 1-bed apartment
- 2-bed coach house
- 1-bed maisonette



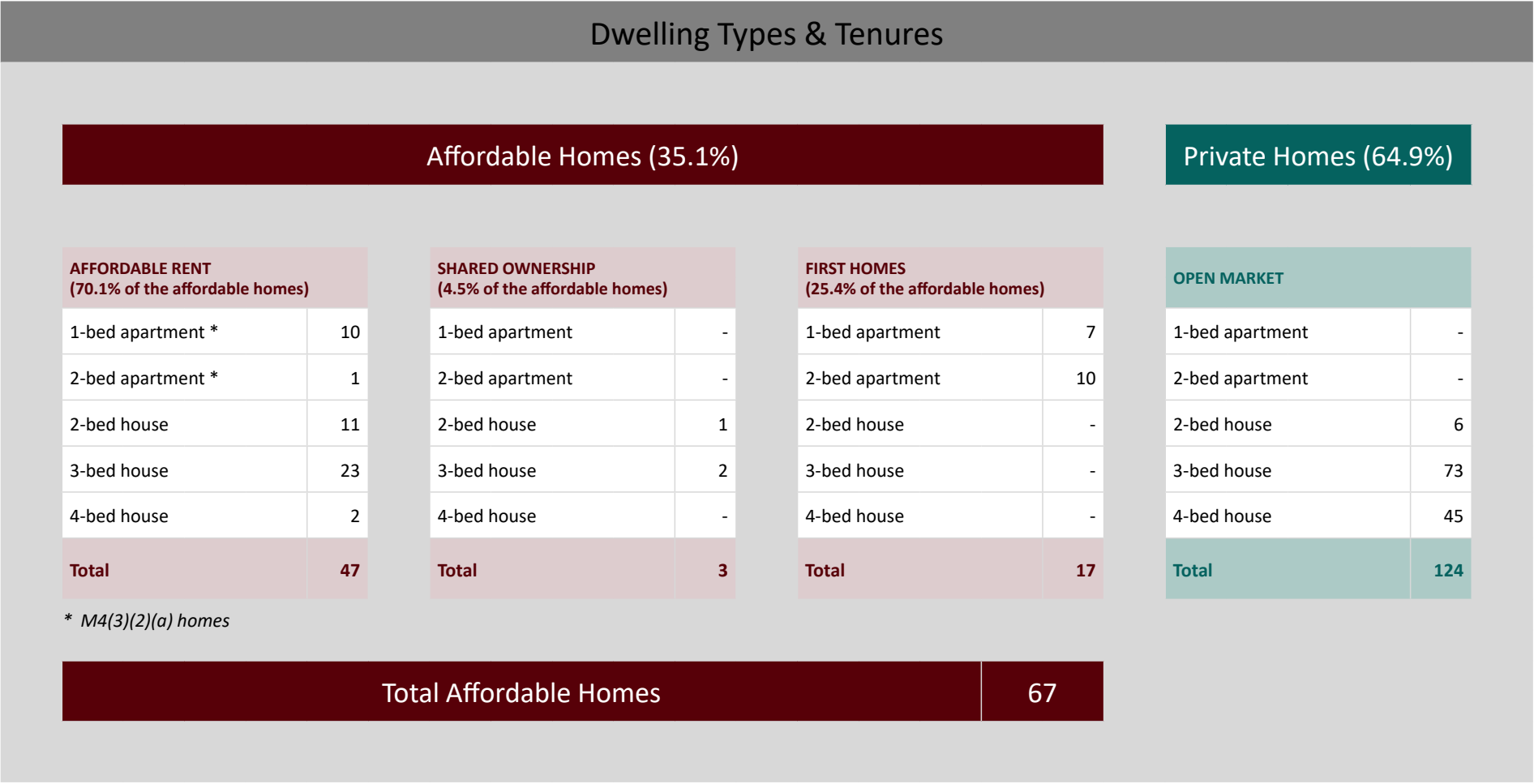
mixed & integrated dwelling tenures

-  Affordable Homes - Rent
-  Affordable Homes - Shared Ownership
-  Affordable Homes - First Homes
-  Private Homes

Definitions for the tenures listed above:

- ☞ Affordable Homes are for people whose needs are not met by the private market, according to the government's eligibility criteria, and these homes are usually managed by a Housing Association or Local Council:
 - ☞ Shared Ownership allows eligible people to buy a share of the property, and pay rent on the remainder [\[LINK\]](#).
 - ☞ Affordable Rent properties are rented to eligible people, at below local market rental value [\[LINK\]](#).
- ☞ 'First Homes' are a specific kind of discounted market sale home, available to people who fulfil the government's eligibility criteria [\[LINK\]](#).





architectural principles & concepts

“The design principles and concepts that have been applied to the proposed development”

The Town and Country Planning (Development Management Procedure) (England) Order 2015 para.9.(3)(a)



memorable, characterful architectural language

The approved development to the north, which the application proposals seek to extend and “complete”, was one of the first developments to feature Bellway Homes’ Artisan Collection, their national range of housetypes which maintain a traditional character which draws from historic precedent. The success of this development in creating a cohesive new development which feels very well established in the neighbourhood consolidates the company’s ongoing commitment to high quality design, excellent standards of living accommodation, and characterful materials and detailing.

The Artisan Collection embodies tradition, craftsmanship, attention to detail and a respect for the past; and emphasises the personal attention which Bellway Homes affords to every home and to every homebuyer. The Artisan Collection has been designed to be a suitable reflection of the characterful homes that people enjoy, with imaginative elevations focused on two vernacular options: Town and Country.

The Artisan Town Vernacular - *used along the length of ‘The Green Ribbon’*

The Town Vernacular is a more formal style with late Edwardian/early Victorian influences, which has its inspirational origins in the main streets, avenues and squares created up and down the country in our most picturesque towns and cities.

Whilst the principal finish for the Town Vernacular is brickwork, the detailing is somewhat sharper and more refined than its Country Vernacular cousin. The use of flat gauged brick arches, reconstituted stone cills and single storey bay windows beautifully connote the prosperity of the early 20th century and achieve a recognisable palette of house styles that is very appropriate for the more formal design of the Green Ribbon through the development core.

The enhancements which create the brick feature variants, typically the introduction of brick quoins, have been used to announce prominent locations and create feature buildings within the street scene. The tile hung variant is a more subtle option that has been used to create individuality along the street, as well as as a transitional finish between the Town Vernacular and the Country Vernacular where this is desired.

The use of common elements such as white fascias and soffits, flat roof porches and simple larger pane window styles and patterns creates the template within which the variations sit; giving a cohesive but individual appearance to the homes within the new streets.

The Artisan Country Vernacular - *used for ‘The Lanes’ and ‘The Green Edges’*

The Country Vernacular has village cottage styling at its core, with a recognisable, informal and homely feel.

Whilst the Country Vernacular range has a number of materials choices that are used to create the comprehensive library of house designs, the most prevalent of these is a light coloured red/brown multi brick with a soft finish. This is contrasted with a smooth orange/red feature brick for the detailing, with a single-coloured finish and more red in hue; giving enough contrast for the intricate header and cill details to be distinct, but with a similar tone and texture to the main brickwork for the elevations to appear cohesive.

The use of a subdued earthy-coloured vertical tile hanging provides a related and complimentary, period inspired, variation for key locations; with the half-height of tiling being punctuated with intermittent bands of feature club tiles. A weatherboard finish variant has also been incorporated in suitable locations, with a natural timber colour to the applied boarding.

Within these variations of house types and finishes, there are elements which are consistent to all of the homes in the range to ‘tie’ the character together: these include soffit and fascia colours, window styles and patterns, and porch styles.

The ensemble of materials, consistent detailing and carefully considered elemental proportions give a familiar appearance to the Country Vernacular that reinforces this appealing traditional character.



A Memorable [Built] Character

Creating a place with a distinctive character which reinforces and “completes” the character and community of this emerging new sector for Shinfield.

Responding to the characteristics of the Phase 1 neighbourhood as well as to Arborfield Road:

- ☞ Carrying forward the housetype forms, characteristics, materials and detailing.
- ☞ Recognising the existing character of Arborfield Road, which the proposals will address and be compatible with: detached and semi-detached dwellings, from a variety of eras, but with a rhythm of front gables and the incorporation of bay windows.

Creating cohesive street scenes:

- ☞ Utilising a range of building forms, proportions, types, sizes and internal configurations for each individual dwelling.
- ☞ Compositions of buildings within each streetscape creating memorable, cohesive building groupings - rather than using predetermined housetypes.

Using a locally inspired materials palette:

- ☞ Utilising the quality materials and specifications carried through from Phase 1.



character areas

Each of the character areas' defining principles are a direct response to the urban grain, and to the approved phase to the north.

The Green Ribbon - *the principal movement corridor*

The primary north-south corridor through the site provides a wide avenue dominated by a verdant setting. This strong landscape corridor connects with the legible routes and landscaped spaces which intersect along the east-west axis.

The buildings addressing this space are formal in their footprint placement, scale and massing, creating a medium density townscape set back behind private landscape frontages, defined by boundary hedging.

A wider central greenspace punctuates the Green Ribbon, creating opportunities for landscaped shared amenity space set against a backdrop of 3-storey buildings; the increased proportions and stronger more continuous frontages which characterise this space create articulation to the more regular, spaced frontages along the Green Ribbon corridor and aid the legibility and interest of the layout.

The Lanes - *addressing Arborfield Road & the northern footpath*

The site frontages which address Arborfield Road and the northern footpath route are designed as informal, lower-density arrangements of detached houses, set behind mature trees and landscaped frontage spaces, and accessed off low-key shared-surface driveways or pedestrian paths. This follows the pattern established by the existing dwellings opposite along Arborfield Road, and by the phase 1 development opposite.

The Green Edges - *addressing the eastern green swathe & the more intimate streets*

The eastern fringe of the development creates an informal, low-key design response to the open land to the east: the Loddon River Valley which lies beyond the Eastern Relief Road. A green swathe runs alongside the Eastern Relief Road and the development edge, creating a landscape buffer which provides amenity as well as sustainable drainage features.

Detached 2-storey houses, with dual active frontages where they turn the corner, are informally aligned to low vehicle speed private lanes. Significant space between houses along this development edge create a soft transition from the open space. Building forms and footprint placement create a low density townscape reinforced by the traditional scale proportions, elevated in materials and architectural detailing reminiscent of rural edge development.

The Lanes in the body of the development are more intimate spaces where groups of housing, generally semi-detached and terraced homes, address informal shared-surface street spaces which incorporate parking, landscaping and access. Along the eastern boundary the Lanes create visual and physical links between the Green Ribbon and the eastern open space, reinforced by informal street trees and landscaping.





Feature bays on prominent elevations and to provide articulation and passive surveillance for corner plots

Gabled projection breaks the eave line and add variety to the roofscape

Consistent flat-top porches on gallows brackets

Off-white weatherboard cladding to express key plots

Flat-top dormers articulate the roofscape at second floor level

ref.27:
Principal Movement
Corridor:
The Green Ribbon

Single-pane casement windows with stone cills and splayed brick headers

Stitch quoins in contrasting brick to key plots

ref.28:

The Green Ribbon Central Greenspace



Feature apartments - reinforcing the form, scale and character of the recently constructed apartments within phase 1

Twin-gabled vista building at 2½ storeys forms the centrepiece to the composition of buildings framing the central greenspace - articulated in weatherboard

Render columns and metalwork balconies articulate the frontages as they turn the corner to address both the spine road and the central greenspace

Single-pane casement windows with stone headers and cills scale up the fenestration of the adjacent houses

ref.29:

The Lanes



Tile hanging and eavesline
gables to punctuate key plots

Cottage-style front doors and tiled
porch on gallows brackets

Cottage-style casement windows
with glazing bars - brick cills
and brick arched headers

Active frontage to the corner-turning
dwelling with the incorporation of a bay



Mix of brick and tile hanging
introducing variety into the streetscape

Informal rhythm of gables
along the street

A mixture of flat-fronted buildings
alongside more articulated frontages
with projections and bays

ref.30:
The Green Edges

ref.31: The Arborfield Road frontage streetscape within the Green Edge character area



ref.32: The public footpath frontage within the Green Edge character area



conclusion

delivering our vision

We are therefore proud to present this development for your consideration, providing 191 new homes of which 67 will be affordable. The development has been planned positively in order to embody high quality and inclusive design, and will extend and reinforce the strong neighbourhood character created by the development currently under construction.

Throughout the preparation of this application the development team has strived to take the opportunities available for improving the character and quality of Shinfield and the way it functions:

As a prominent national developer, Bellway Homes aspires to create attractive places that will stand the test of time - places which make a positive contribution to their setting - places in which future occupants are able to integrate into the wider community.

- Following the principles of best practice in urban design, landscape, movement and sustainability.
- Contributing to overcoming the region's significant shortfall in housing land supply in a situation where there is very considerable housing need.
- Offering a mix of housing opportunities, responding to local need.
- Integrating with the neighbouring pattern of residential development, and successfully enhancing connectivity within the surrounding area.
- Benefiting from the good public transport links as well as the services and facilities of Shinfield.
- Completing the earlier extension to the edge of Shinfield: integrating with the neighbouring pattern of residential development, and enhancing connectivity within the community.

The development offers a sensitively designed, high quality built environment, meeting local and national aspirations for sustainability and character.



Our Vision:
“To reinforce and complete the character and community of this new Shinfield neighbourhood”



appendix a: design evolution

Pre-Application Consultation

- ✎ The locality and the policy context call for an imaginative layout and a high standard of design, materials and landscaping which respond positively to the local context. Crime prevention and community safety are also key elements of the townscape design, with strong passive surveillance and the avoidance of ambiguous spaces which are not overlooked.
- ✎ These development proposals have emerged as a product of a considered evaluation of the constraints and opportunities framework and the comments received following the two stages of pre-application submissions and discussions with Officers, together with the coherent disposition of development and open space previously identified.
- ✎ Oveleaf are shown the evolution of the development proposals at these two pre-application stages.

WBC Pre-Application Comments: 08/08/17	Application Design Response
<i>Speed constraint measures are to be considered through the use of street trees, central islands creating deflection to vehicles whilst also providing safe crossing facilities for both pedestrian / cycles within the site.</i>	Street trees and green verges form an integral part of the design of the main access corridor. However it has not been considered viable to include islands within the carriageway.
<i>The edge of the housing development is shown on the illustrative layout as being very formal in nature with areas of high density housing close to this edge. The formal nature of the settlement edge and proposed landscape response in these areas i.e. crescent planting, will need to be revised to provide a less 'hard', linear interface to the scheme.</i>	The informality and spaciousness of the proposed eastern frontage has been further developed in the application proposals.
<i>Rights of Way Officer: Public Footpath 7 Shinfield should be in a green setting.</i>	This green swathe along the western boundary creates the required green setting for Footpath 7.
<i>The tree survey has identified at least two veteran trees.</i>	The application layout ensures the identified RPAs and veteran tree offset zones are not encroached by any buildings or hardstanding. A detailed arboricultural assessment has been submitted in support of the application in order to ensure the trees are protected.
<i>Rear access/courtyard access to dwellings especially overlooking the open space should be avoided where possible and parking courts designed out.</i>	Rear parking courtyards for houses have been designed out of the application proposals. Courtyards to the apartment buildings are limited in size and overlooked by the dwellings which they serve.
<i>Any development will need to consider how it addresses the key characteristics of character area A2 – Loddon River Valley and specifically how the impact of the development can be reduced and mitigated by sympathetic and appropriate design principles.</i> <i>At present I consider the illustrative layout provided does not promote a landscape led approach or fully addresses the wider landscape character beyond the site.</i> <i>Green Infrastructure which will provide integrated spaces for the residents that will not only encourage social interaction and relaxation but will also promote healthy living is required</i>	The application proposals include areas of strategic planting along the site boundaries, extensive open spaces, linear parks and pocket parks providing an enhanced degree of separation and robust green buffer from the wider countryside setting. An integrated network of green infrastructure has been incorporated within the residential area including pocket parks and formal tree avenues running north-south and east-west through the development.
<i>A strong landscape framework will need to be worked into the site layout and should include street trees (north - south direction) and strong landscape routes through the development in an east/west direction, to break up the linear nature of this edge of settlement development and to bring the countryside character further into the site.</i>	The application proposals successfully bring forward a high-quality residential scheme with an emphasis on landscape framework and green infrastructure that responds to its edge of town location. Specimen street tree planting is utilised to highlighting character zones and ensure a coordinated and integrated landscape framework is created.





ref.33:

First and Second
Pre-Application
Stage Proposals





dha architecture ltd

tel 0118 934 9666
email surname@dhaarchitecture.co.uk
web www.dhaarchitecture.co.uk
snail Brooklands Farm Business Park
Bottle Lane
Binfield
Berkshire RG42 5QX

DHA Architecture Ltd is a specialist practice in the field of residential architecture, delivering projects for all of the major housebuilders, as well as regional developers and Housing Associations:

- ✎ Concept Urban Design
- ✎ Masterplanning
- ✎ Feasibility
- ✎ Consultation
- ✎ Planning
- ✎ Presentation & Visualisation

