

**LAND EAST AND WEST OF HYDE END ROAD, SHINFIELD**  
**DESIGN AND ACCESS STATEMENT**

**On Behalf Of Bloor Homes and the University of Reading**  
**P22-0288\_C | August 2025**

**Urban Design**

**“THE CREATION OF HIGH QUALITY,  
BEAUTIFUL AND SUSTAINABLE BUILDINGS  
AND PLACES IS FUNDAMENTAL TO WHAT  
THE PLANNING AND DEVELOPMENT  
PROCESS SHOULD ACHIEVE. GOOD  
DESIGN IS A KEY ASPECT OF SUSTAINABLE  
DEVELOPMENT, CREATES BETTER PLACES  
IN WHICH TO LIVE AND WORK AND HELPS  
MAKE DEVELOPMENT ACCEPTABLE TO  
COMMUNITIES....”**

**(PARA. 131, NPPF 2024)**

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



Pegasus Group  
Querns Business Centre,  
Whitworth Road,  
Cirencester  
GL7 1RT  
[www.pegasusgroup.co.uk](http://www.pegasusgroup.co.uk) | T 01285 641717  
Prepared by Pegasus Group on behalf of Bloor Homes and the University of Reading  
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# Vision.

A development on the land east and west of Shinfield Road presents an opportunity to provide a sustainable, landscape-led urban extension to Shinfield. Located at Shinfield's southern edge, it is envisaged that development on the site will provide a new, edge to the built-up area of the village, in transition to the open countryside.

Substantial provision of multi-functional public open space, will allow for an attractive backdrop for the new homes, facilitating sustainable alternative modes of travel and enhanced pedestrian and cycle permeability.

Taking inspiration from its surroundings, development on the Site is envisaged to provide a new place to live, while recognising new approaches to urban design and masterplanning. There will be:

- Multi-functional green public open spaces;
- New formal and informal children's play areas and green spaces for recreation for a wide range of users;
- Open natural green spaces;
- A highly connected network of attractive streets and spaces;
- Verdant tree lined streets;
- Houses of all sizes to meet a range of needs; and
- Architecture and design that takes inspiration from the existing local character of Shinfield.

This Design and Access Statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Bloor Homes, to support the full planning application.





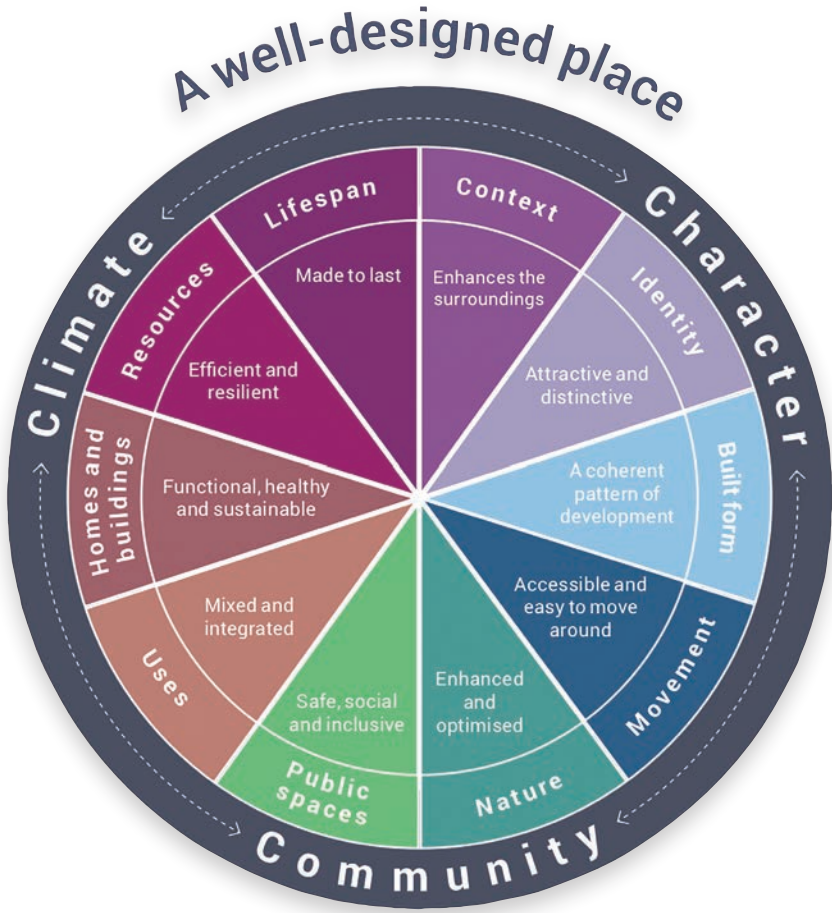


# 01 Introduction.

- 1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Bloor Homes and and the University of Reading, to accompany the full planning application for a landscape-led residential development comprising:
- 1.2 “Full application for the proposed erection of 183 no. dwellings (C3 Use Class) together with associated landscaping, drainage infrastructure, hard and soft landscaping”.
- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement. The DMPO also states the following requirements:  
“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:  
(a) the design principles and concepts that have been applied to the development; and  
(b) how issues relating to access to the development have been dealt with.  
(3) A design and access statement must:  
(a) explain the design principles and concepts that have been applied to the development;  
(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;  
(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;  
(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and  
(e) explain how specific issues which might affect access to the development have been addressed.”

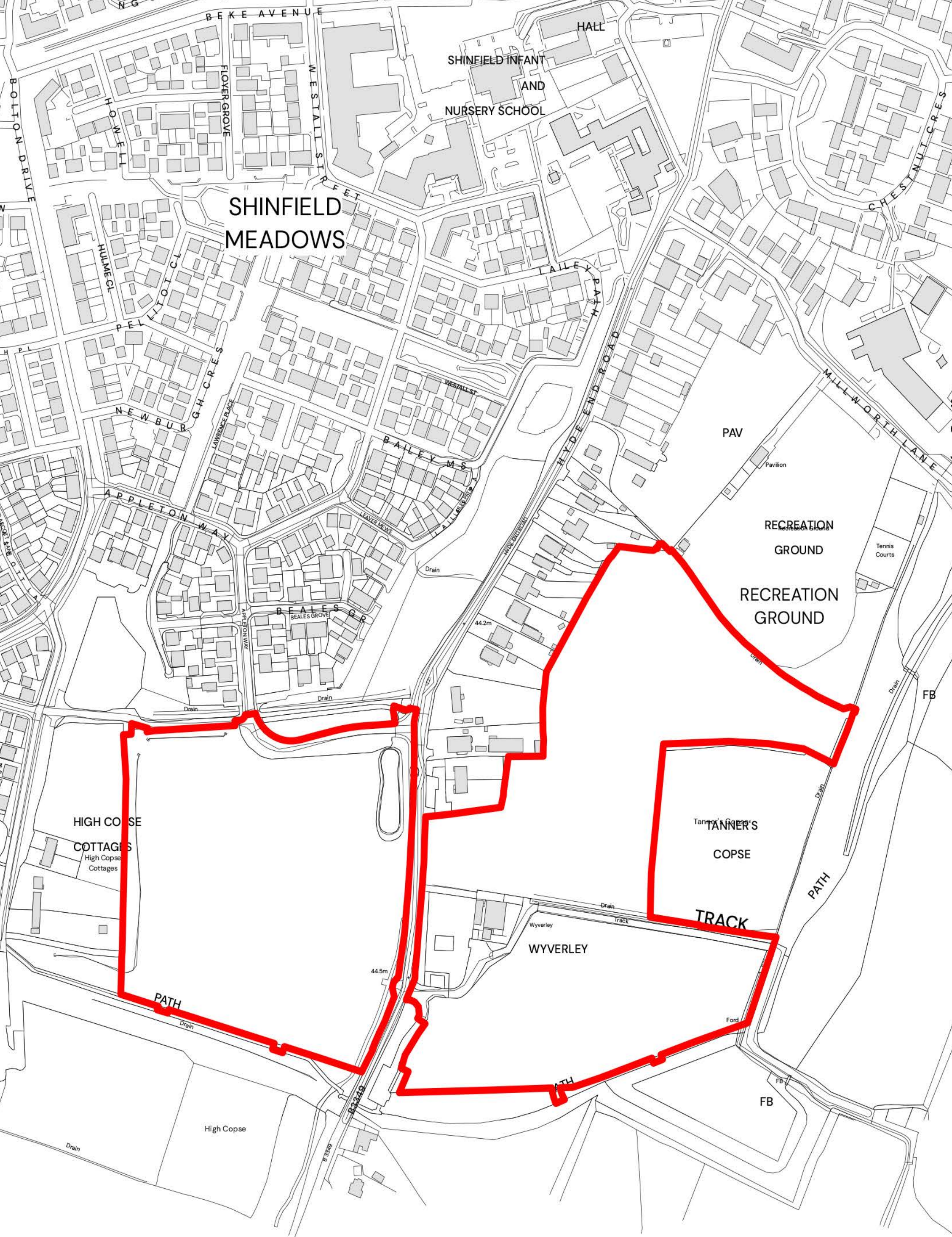
## PURPOSE OF THE STATEMENT

- 1.4 The purpose of this Design and Access Statement is:  
“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”  
(Para. 029, PPG, Reference ID: 14-029-20140306)
- 1.5 This document achieves this within the following sections:  
**Section 1: Introduction.** Outlines the purpose of this document;  
**Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;  
**Section 3: Context.** Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;  
**Section 4: Developing the Design Concept.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;  
**Section 5: Design Proposals.** Presentation of the key design proposals including the **Uses**, **Built form** and **Identity**, **Movement**, **Nature** and **Public Space**, **Homes and buildings**, **Resources** and **Lifespan**; and  
**Section 6: Conclusion.**  
This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places. **Highlighted** items above are the ten characteristics of well-designed places, as set out in the National Design Guide.
- 1.6 This statement should be read in conjunction with the Outline Hybrid Planning Application and its accompanying supporting documents.



NDG CRITERIA GUIDE  
THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES







THE SITE

- 1.7 The site covers 10.7 hectares (Ha) and is located on the southern edge of Shinfield, situated approximately 3 miles to the south of Reading.
- 1.8 The site comprises two land parcels located east and west of Hyde End Road in Shinfield, just south of recent residential developments at Langley Mead and Shinfield Meadows. To the north, older properties line Hyde End Road, while the Langley Mead Suitable Alternative Natural Greenspace (SANG) wraps around the eastern parcel to the south and east.
- 1.9 The western parcel is partially bordered by Appleton Way, which provides access to Langley Mead and Shinfield Meadows. The eastern parcel adjoins homes along Hyde End Road. To the north of this parcel are allotments and Millworth Lane Recreation Ground.
- 1.10 Most of the site is agricultural land with around 0.8ha in farm buildings and access tracks. The land is generally flat with some localised undulations.

WESTERN PARCEL

- 1.11 To the north, the site is bound by Appleton way and the Shinfield meadows development further beyond that.
- 1.12 To the western boundary is two fragments of Ancient Woodland (High Copse North and High Copse South) to the west and south of the site. There also an existing ditch along the western edge which serves the existing development
- 1.13 The southern boundary is bound by hedgerows which form the SANG link into Langley Mead country park.
- 1.14 The eastern boundary is predominantly hedge planting and vegetation, with an existing footpath also running north to south.

EASTERN PARCEL

- 1.15 The northern boundary of the site is bound by an existing ditch along with a line of existing trees (some veterans) This boundary separates the site from the existing recreation ground.
- 1.16 To the West is Hyde End Road, Langley Mead Car park and a number of existing properties which front onto Hyde End Road.
- 1.17 The southern boundary is bounded by hedgerow with Langley Mead SANG beyond it.
- 1.18 To the east is An area of Ancient Semi Natural Woodland (ASNW) and Local Wildlife Site (LWS), known as Tanner’s Copse.



VIEW FROM SANG CAR PARK (SOUTH WESTERN CORNER OF EASTERN PARCEL)



# 02 Planning Policy.

***“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:***

***a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or***

***b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”***

***(Para. 139. NPPF 2024)***

2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

## NATIONAL PLANNING POLICY FRAMEWORK

2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An economic objective;
- A social objective; and
- An environmental objective.

2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

***“...ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;”***

***(Para. 109(B) NPPF 2024)***

2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

***“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process....”***

***(Para. 131, NPPF 2024)***

2.5 Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

***“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.***

***(Para 139, NPPF 2024)***

2.6 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.7 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

***“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;***

***b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;***

***c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);***

***d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;***

***e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and***

***f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”***



## PLANNING PRACTICE GUIDANCE

- 2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:
- Planning for well-designed places;
  - Making decisions about design;
  - Tools for assessing and improving design quality; and
  - Effective community engagement on design.
- 2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.
- “Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”***
- (para. 001, PPG, ID: 26-001-20191001, October 2019)***

## NATIONAL DESIGN GUIDE

- 2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:
- “In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”***
- (Para. 13, NDG 2021)***
- 2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.
- 2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:
- To create physical character;
  - To help to nurture and sustain a sense of community; and
  - To positively addresses environmental issues affecting climate.
- 2.13 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:
- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
  - Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

## NATIONAL MODEL DESIGN CODE

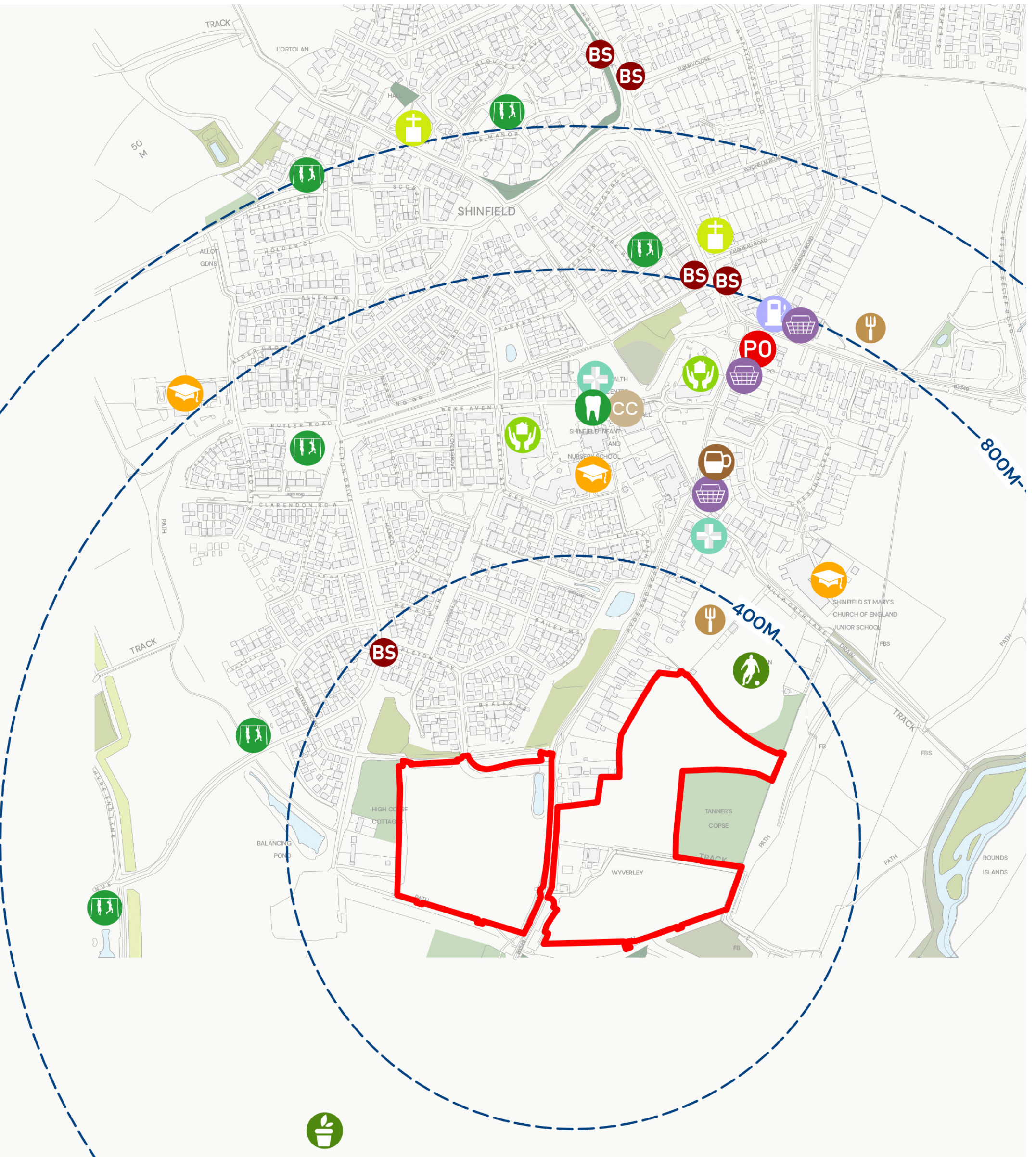
- 2.14 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:
- “... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”***
- (Para 1, National Design Code 2021)***
- 2.15 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.

## LOCAL PLANNING AND DESIGN GUIDANCE

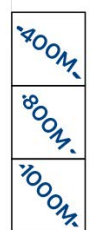
- 2.16 The development proposals have been formulated having due regard to the WBC (Wokingham) Local Development Plan.
- 2.17 The Borough Council also has a suite of other Supplementary Planning Documents (SPDs), including:
- Infrastructure Delivery and Contributions SPD – adopted October 2011
  - Sustainable Design and Construction SPD and its Companion to Sustainable Design and Construction SPD – adopted May 2010 and
  - Affordable Housing SPD – adopted July 2013
  - Interactive Borough Design Guide adopted on 31 May 2012:







SITE LOCATION



400M - APPROX 5 MIN WALK

800M - APPROX 10 MIN WALK

1000M - APPROX 12.5 MIN WALK

#### FACILITIES & SERVICES



PUBLIC HOUSE



POST OFFICE



CONVENIENCE STORE



PETROL STATION



BUS STOP



PLACE OF WORSHIP



HEALTH CENTRE



DENTIST



SCHOOL



PLAYING FIELD



COMMUNITY CENTRE



ALLOTMENTS



CHILDRENS PLAY AREA



GARDEN CENTRE

#### LOCAL FACILITIES PLAN



# 03 Context.

*“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”*

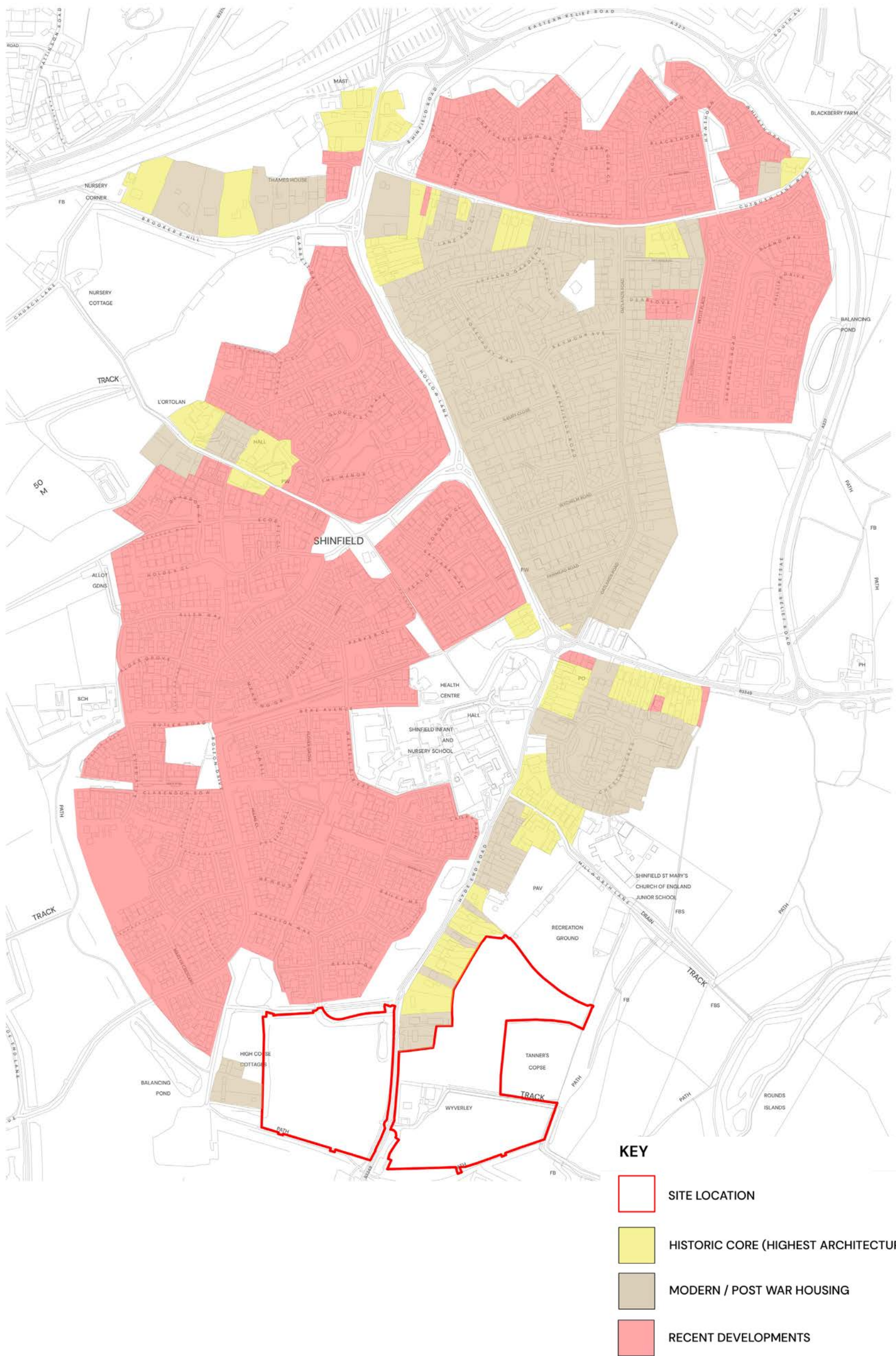
**(Para. 39, NDG 2021)**

3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

3.2

## LOCAL FACILITIES

- 3.3 The Existing Local Facilities Plan (presented opposite) shows the location of key local facilities and services in relation to the site. Shinfield provides a range of local shops and services, including:
- Alder Grove Primary School
  - Oakbank Secondary School
  - Shinfield St Marys C of E Junior School
  - Shinfield Medical Centre & Pharmacy
  - Sports pitches
  - Play areas
  - Post office
  - Convenience Stores
  - Petrol filling station
  - Community Centre
  - Nursery/pre-school
  - Allotments
  - Public Houses
  - Places of worship
- 3.4 The site sits within the preferred maximum walking distance to local facilities, as set out in the Chartered Institute of Highways and Transportation (CIHT) guidance: Providing for Journeys on Foot (2000). For further information please refer to the Transport Assessment (TA) submitted as part of this application.
- 3.5 In addition to the range of local services and facilities located near the site and towards Reading town centre, there is also a network of SANG areas within Shinfield, Spencers wood and Three Mile Cross which provide access for residents to local recreation and outdoor space. Of particular note is the Langley Mead SANG which lies immediately to the south and east of the eastern parcel of the proposed development site



ARCHITECTURE ANALYSIS PLAN

LOCAL CHARACTER

*“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”*

*(Para. 52, NDG 2021)*

CHARACTER

3.6 The National Design Guide states that well-designed new development is influenced by:

*“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”*

*(Para. 53, NDG 2021)*

- 3.1 An analysis of the existing built form of Shinfield can help identify patterns of development and key design components. Together, these character generators and design components can help to inform the design approach.
- 3.2 Three local character areas have been chosen to study, as each area illustrates a morphological expansion of the village, with contrasting urban forms and building details, as follows:
- Historic Core Area;
  - Post War and
  - Recent Developments

Settlement History

- 3.3 Shinfield was first recorded in the Domesday Book of 1086 as “Silingefelle,” indicating the existence of a small agricultural community. The name likely means “Shining Field”.
- 3.4 During the medieval period, Shinfield was part of the manor system, with much of the land controlled by local lords and the church.
- 3.5 In the 16th–18th centuries the village continued to develop as an agricultural settlement, with the construction of farmsteads and cottages.
- 3.6 The proximity to Reading and the expansion of railways, began to influence the village in the 19c, though it remained a quiet, rural community.
- 3.7 After World War II, housing developments increased, leading to a shift from a predominantly agricultural area to a residential suburb.
- 3.8 Recent years have seen significant housing growth, transforming Shinfield into a commuter village for Reading and nearby towns.



BUILT FORM ANALYSIS

- 3.9 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.
- 3.10 Each area illustrates a morphological expansion of the town with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character. Each character area is identified on the plan (pg14) and accompanying photographs across the following pages.

POST WAR

The demand for rapid growth in the aftermath of the Second World War was characterised by predominantly low-rise houses, arranged in a compact manner to meet the urgent and pressing need for housing at the time. Post war development within Shinfield took place at the perimeter of the historic core.

The emphasis on providing sufficient private and semi-private green amenity space for each house was an important consideration at the Post War era, which had a positive impact on the street scene.

HISTORIC CORE

The historic core of Shinfield is largely focused along the key movement routes and provide a distinct character. The buildings within this area typically follow a fairly simple built form, with chimneys / gablets and bay windows used to add interest to the streetscene. Tudor boarding and framing is also a common detail seen within this area.

Materials-wise, there is a strong use of red brick, often combined with contrasting brick quoining. Slate and clay plain tile is predominant roofing material.







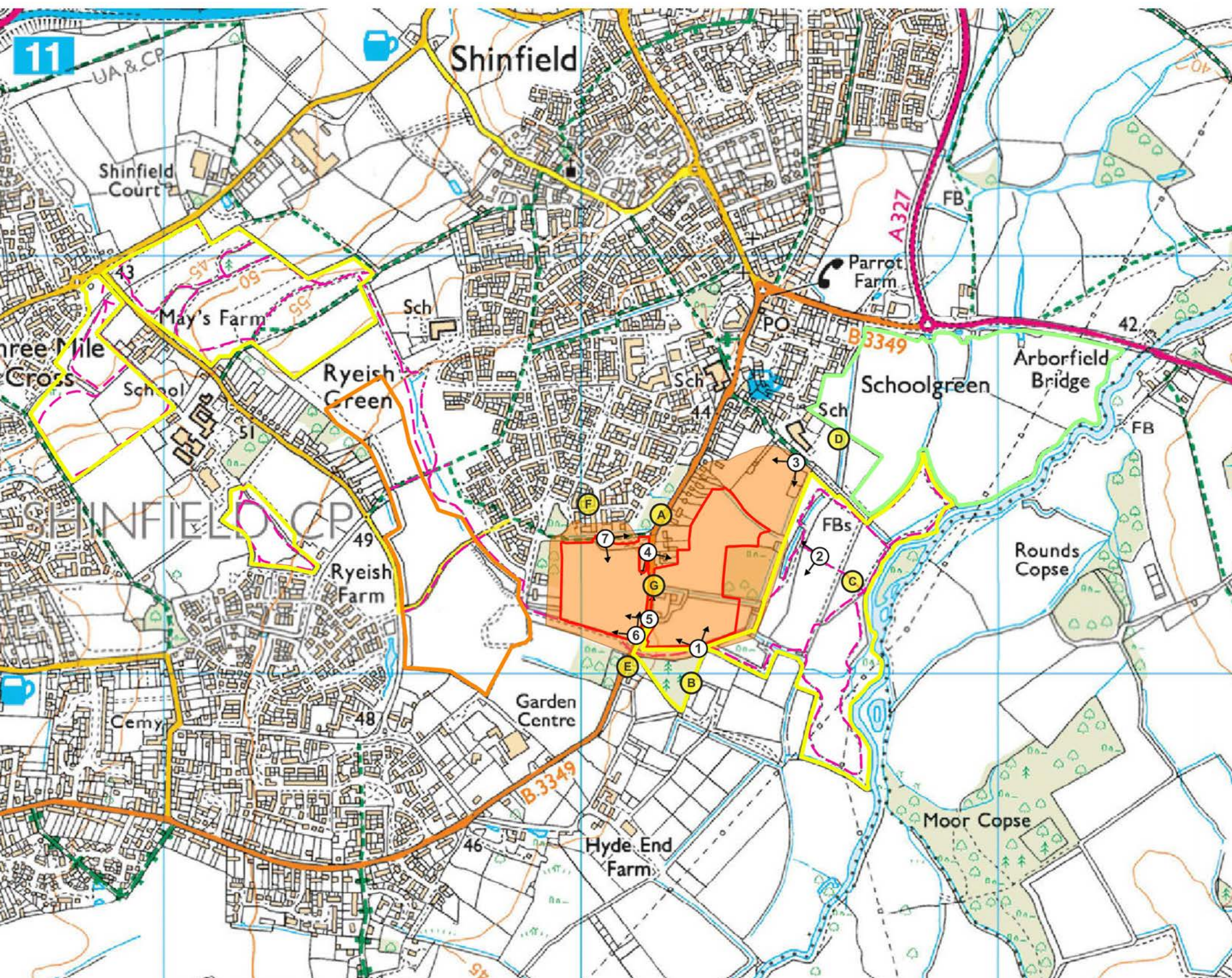
## RECENT DEVELOPMENTS

Late 20th Century housing saw the development of residential estates, comprising a mixture of house types, sizes and tenures, with buildings drawing inspiration from architectural detailing typical to the built form within the historic core.

These are generally situated at the settlement's fringes, contributing to extending the built-up area of the village, particularly towards south. Built form typical to these areas often display a sense of uniformity and harmony, whereby choice of materials, elevational treatment and detailing convey a consistent and coherent streetscene. Materials include red brick, render, and some limited use of flint.







- Site Boundary
- SANG Boundary
- High Copse Common (Detailed Approval)
- Proposed Langley Mead SANG Extension
- Viewpoint Locations
- Visual Envelope
- Public Rights of Way
- Byway Open to All Traffic
- Footpath
- Informal Footpaths with SANG

VISUAL APPRAISAL PLAN  
PLAN PRODUCED BY FCPR



SITE STUDIES

*“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”*  
**(Para. 43, NDG 2021)**

- 3.7 A Landscape and Visual Appraisal (LVA) has been carried out for Hyde End Road, Shinfield by FPCR Environment and Design Ltd (FPCR). The purpose of this LVA study is to provide an assessment of the likely landscape and visual effects of the proposed development. Key summaries are set out below, please refer to the LVA for further information.
- 3.8 The proposed residential development is located within the Thames Basin Heaths National Character Area (NCA 129), which is typified by heathland, woodland, and historic parklands. While the development replaces agricultural land, it retains key features such as hedgerows and veteran trees, aligning with national environmental objectives to conserve historic habitats and enhance green infrastructure. Within the broader NCA context, the development results in a Negligible effect.

LANDSCAPE SUMMARY:  
LOCAL LANDSCAPE CHARACTER AREAS (LCAS)

- 3.9 Spencers Wood Settled and Farmed Clay LCA (Western Site):
- Characterised by large arable fields, hedgerows, and scattered woodlands.
  - Development conserves hedgerows, mature trees, and woodland.
  - Langley Mead SANG helps mitigate urban coalescence.
  - Boundary vegetation will be retained and enhanced to aid integration.
  - Effect: Minor Adverse at completion and by Year 15.
- 3.10 Loddon River Valley LCA (Eastern Parcel):
- A tranquil, rural area with broadleaved woodland and riparian corridors.
  - A vegetated buffer along the eastern boundary strengthens landscape structure.
  - The site is physically and visually separated from the valley by woodland.
  - No direct impact on the river valley’s key features.
  - Effect: Minor Adverse at completion and by Year 15.
- 3.11 Undesignated Land Adjacent to Hyde End Road:
- Agricultural character is already influenced by nearby residential development.
  - The scheme retains key features such as veteran trees and woodland.
  - Integration is supported by new planting and street trees.
  - Effect: Moderate/Minor Adverse at completion and by Year 15.
- 3.12 The development is designed to be sympathetic to the existing landscape character, with effects that are minor to moderate in nature and reduce over time. Key landscape features are retained and enhanced to support visual integration and mitigate adverse impacts.

VISUAL SUMMARY

- 3.13 Construction Phase:
- During construction, visual amenity will be temporarily affected by intrusive machinery and activity, resulting in Major/Moderate Adverse short-term effects.
  - These impacts are temporary, with no expected long-term visual harm.
- 3.14 Visual Context and Receptors:
- The visual envelope of the Site is restricted by natural and built screening elements including hedgerows, woodland, trees, and adjacent development.
  - Residents along Hyde End Road, adjacent to the eastern parcel, will experience the most notable visual changes, with effects ranging from Major/Moderate Adverse at completion to Moderate Adverse by Year 15.
  - Public Rights of Way (PRoW), especially those near the western parcel (including footpath SHIN 14), will be moderately affected, with users experiencing Moderate Adverse effects.
  - Road users, including those on Hyde End Road, will have minor visual changes, limited to brief glimpses of the Site, with no significant adverse effects.

CONCLUSION

- 3.15 In conclusion, the Sites are situated adjacent to the existing settlement edge of Shinfield and is well contained by surrounding development and vegetation. The LVA identifies a relatively limited number of visual receptors, and the proposals have considered the Site’s context, including the retention of existing vegetation and the proposal of new hedgerow planting. It is anticipated that the proposed development can be successfully integrated into the local surroundings, minimising adverse effects.









## HERITAGE AND ARCHAEOLOGY

- 3.16 The Cultural Heritage Statement has been researched and prepared by RPS Consulting, on behalf of Bloor Homes and should be referred to for further detail.
- 3.17 Land east and west of Hyde End Road, Shinfield, has been assessed for its Cultural Heritage (built heritage and archaeological) potential. In accordance with relevant government planning policy and guidance, a desk-based assessment has been undertaken to clarify the Cultural Heritage potential of the Site.

## EXECUTIVE SUMMARY

- 3.18 The development proposals comprise a full application for the erection of 184 no. Dwellings (C3 Use Class) together with associated hard and soft landscaping, drainage infrastructure, parking, access and associated works.
- 3.19 In terms of relevant nationally significant designated heritage assets, no World Heritage Sites, Scheduled Monuments, Historic Wreck or Historic Battlefield Sites have been identified within the Site, or the vicinity of the Site.
- 3.20 No designated or non-designated built heritage assets have been identified as being adversely affected by the proposed development through the alteration of their settings. The proposed development is considered to accord with the provisions of Section 66 of the 1990 Planning (Listed Buildings and Conservation Areas) Act.
- 3.21 The southern field of the eastern land parcel has been subject to a previous trench evaluation. The evaluation comprised thirteen trenches, of which only one recorded an undated ditch feature. Based on the form of the feature the excavators concluded the ditch was probably of post-medieval date and therefore of low significance.
- 3.22 Based on current evidence this assessment has identified a low to moderate potential for Neolithic and Bronze Age remains; a moderate potential for Iron Age and Roman remains and a low potential for all other periods. The significance of any archaeological remains that may be present would be derived from their evidential value and contributions that could be made towards local and regional research agendas. In the context of the Secretary of State's non-statutory criteria for Scheduled Monuments (DCMS 2013) any remains present within the Site would most likely be of local (low) significance.
- 3.23 Any surviving archaeological remains are likely to be encountered at a relatively shallow depth below topsoil and subsoil horizons. Previous agricultural activity across the Site is also likely to have had a widespread but moderate impact on any archaeological remains present. The development proposals, which will require new foundations, service runs, and possible landscaping are therefore likely to have a significant adverse impact on any surviving archaeological remains.
- 3.24 Given the Site's archaeological potential, and with consideration of the likely significance of any surviving archaeological assets within the Site, it is likely that the archaeological advisor to the Local Authority will require an archaeological evaluation to fully assess the Site. Considering the results of the previous evaluation, such investigations are likely to be focused on the western land parcel, and the northern field of the eastern land parcel. As remains of a high significance that might preclude development are not anticipated, it is considered that any further archaeological work could be secured by attaching an appropriately worded planning condition to the granting of planning consent.



**TREE SURVEY PLAN**  
PLAN PRODUCED BY FLAC



## ARBORICULTURE

- 3.25 Trees on and adjacent the site have been assessed by FLAC according to the recommendations of BS5837:2012 Trees in relation to design, demolition and construction – Recommendations. As its title indicates, this document is specifically designed to inform and be used within the planning process.
- 3.26 A BS5837-compliant assessment includes differentiation of the quality of the trees according to that Standard's Table 1, which provides for trees to be placed into one of four quality categories:
- A High quality
  - B Moderate quality
  - C Low quality
  - U Trees which are unretainable in viable condition, regardless of development
- 3.1 Tree removals comprise very low percentages of both B and C category specimens (BS5837 moderate low quality and value). No high-quality (A category) trees are identified to be removed.
- 3.2 A very high percentage of hedgerows are retained, removal amounts to two short apertures being formed at HR9003 and HR9014 for proposed pedestrian access routes.
- 3.3 Tree removals to facilitate proposals are shown upon the Tree Survey and Retention & Removal Plan project drawing ending .02, which follows. The crown coding on the plan can be cross-referenced to the Tree Survey Data Table, under the column headed Proposal.
- 3.27 Subject to the implementation of the advice contained within the AIA, the proposed development is acceptable from an arboricultural perspective. The loss of a small number of low quality trees can be readily mitigated and the retained trees can be adequately protected during construction activities to sustain their health and longevity.
- 3.28 Details of the routing of new drainage and services must be finalised and assessed by the project arboricultural consultant prior to construction. This could be agreed and submitted by way of a planning condition.



KEY

- Site boundary and Land Under Applicants Control
- Individual tree
- w - Woodland and forest
- - - w1 - Broadleaved and mixed treeline
- ● ● w1g - Other broadleaved treeline
- ● ● ● ● h2a - Native hedgerow
- r1g - Other standing water

**HABITAT PLAN**  
PLAN PRODUCED BY EPR

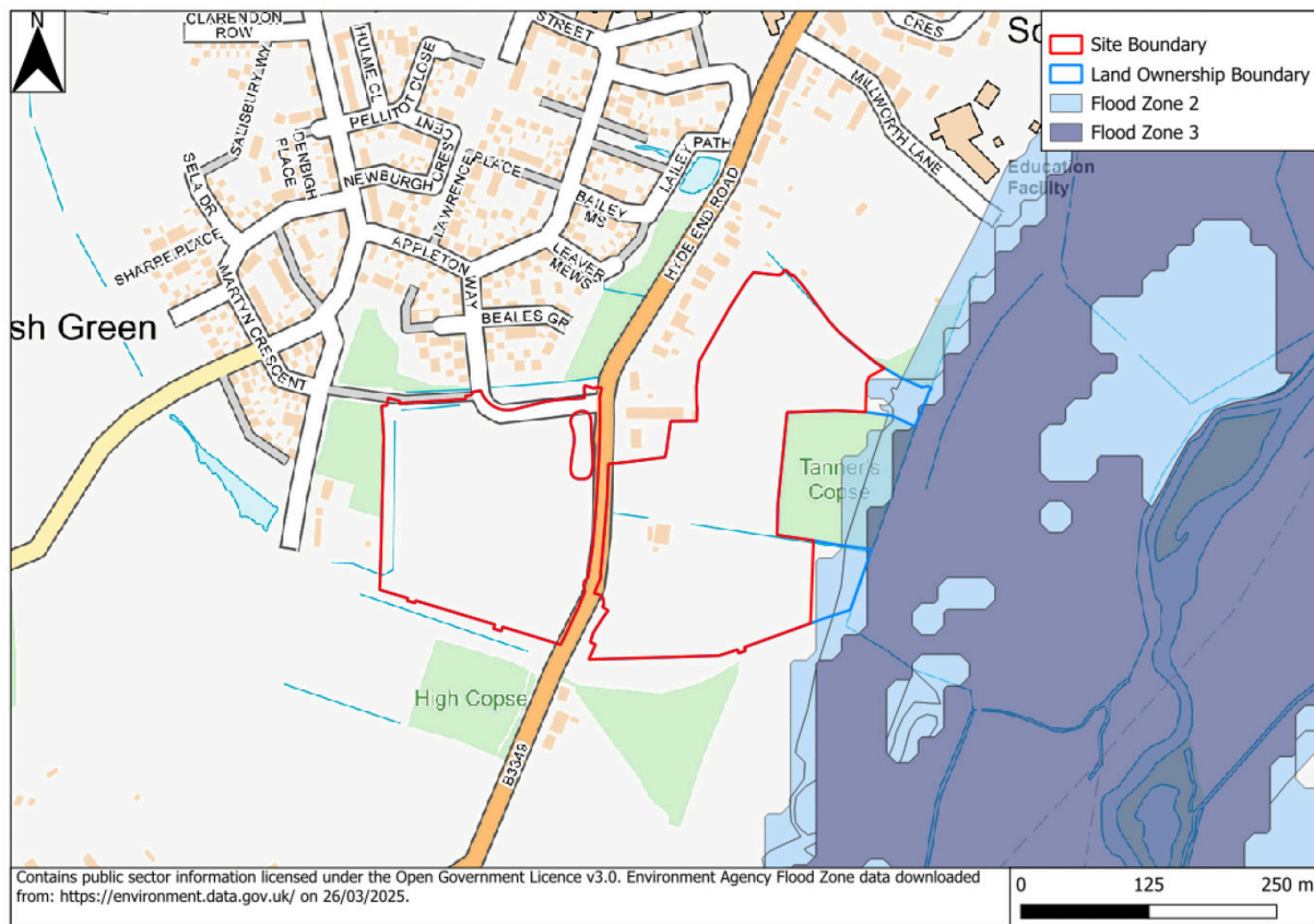
**ECOLOGY AND BIODIVERSITY**

3.29 EPR Environmental was instructed by the Bloor Homes to undertake an Ecological Impact Assessment (EcIA) of the proposed development. To inform this assessment, a desktop study followed by a suite of targeted species and habitat surveys were undertaken.

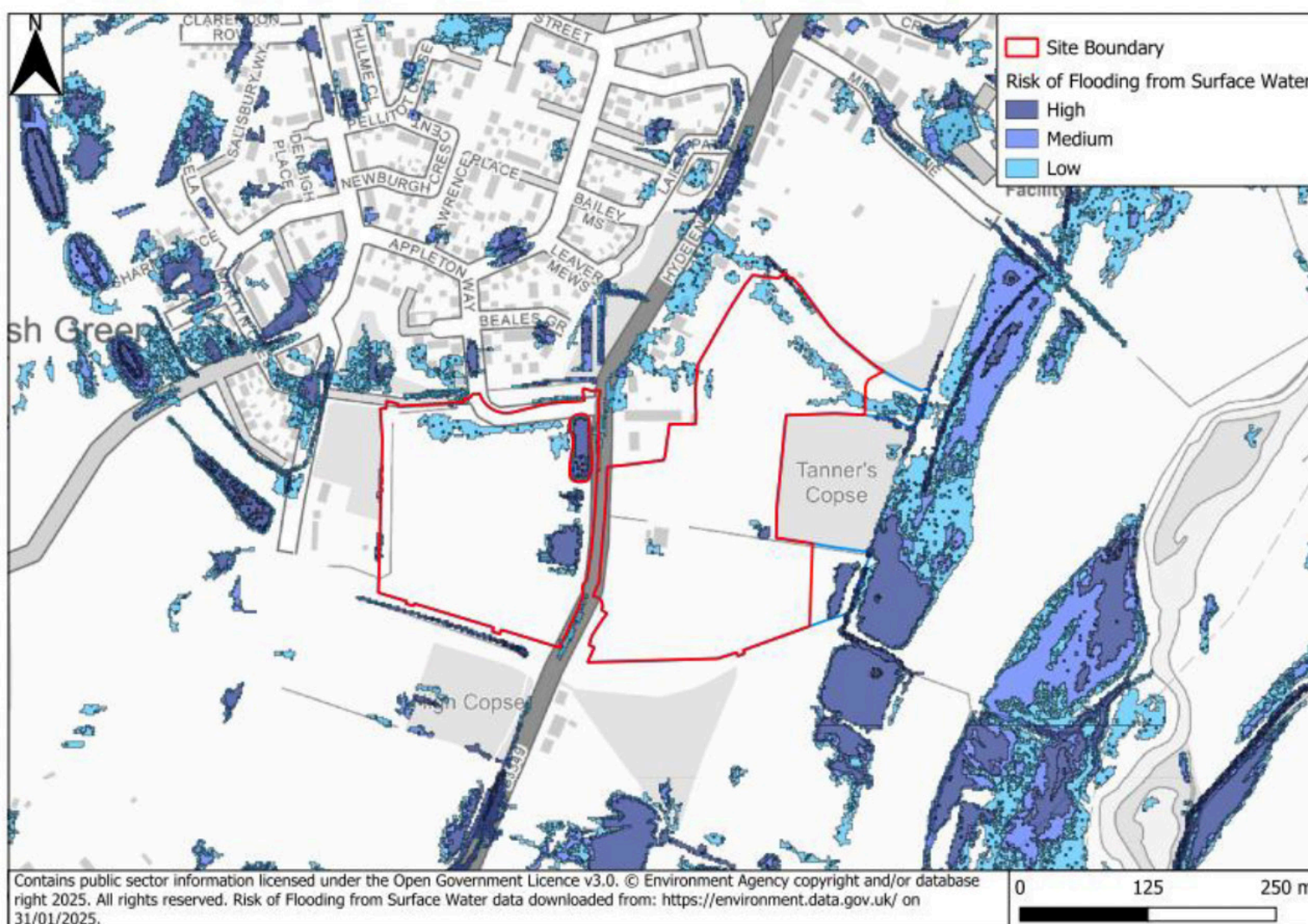
**CONCLUSIONS**

- 3.30 Due to proximity of the Site to the Thames Basin Heaths SPA mitigation will be required for potential recreational impacts in the form of SANG provision and a contribution to SAMM. SANG capacity will be purchased from the University of Reading.
- 3.31 Overall, the habitats on Site present opportunities for protected and notable fauna, therefore ongoing surveys have been recommended. Ongoing surveys as outlined above will be required in order to fully assess the potential impacts of the Proposed Development and thereby inform future mitigation and/or compensation strategies and allow works to proceed in accordance with legislation and planning policy.





EA MAPPING FLOOD MAP FOR PLANNING

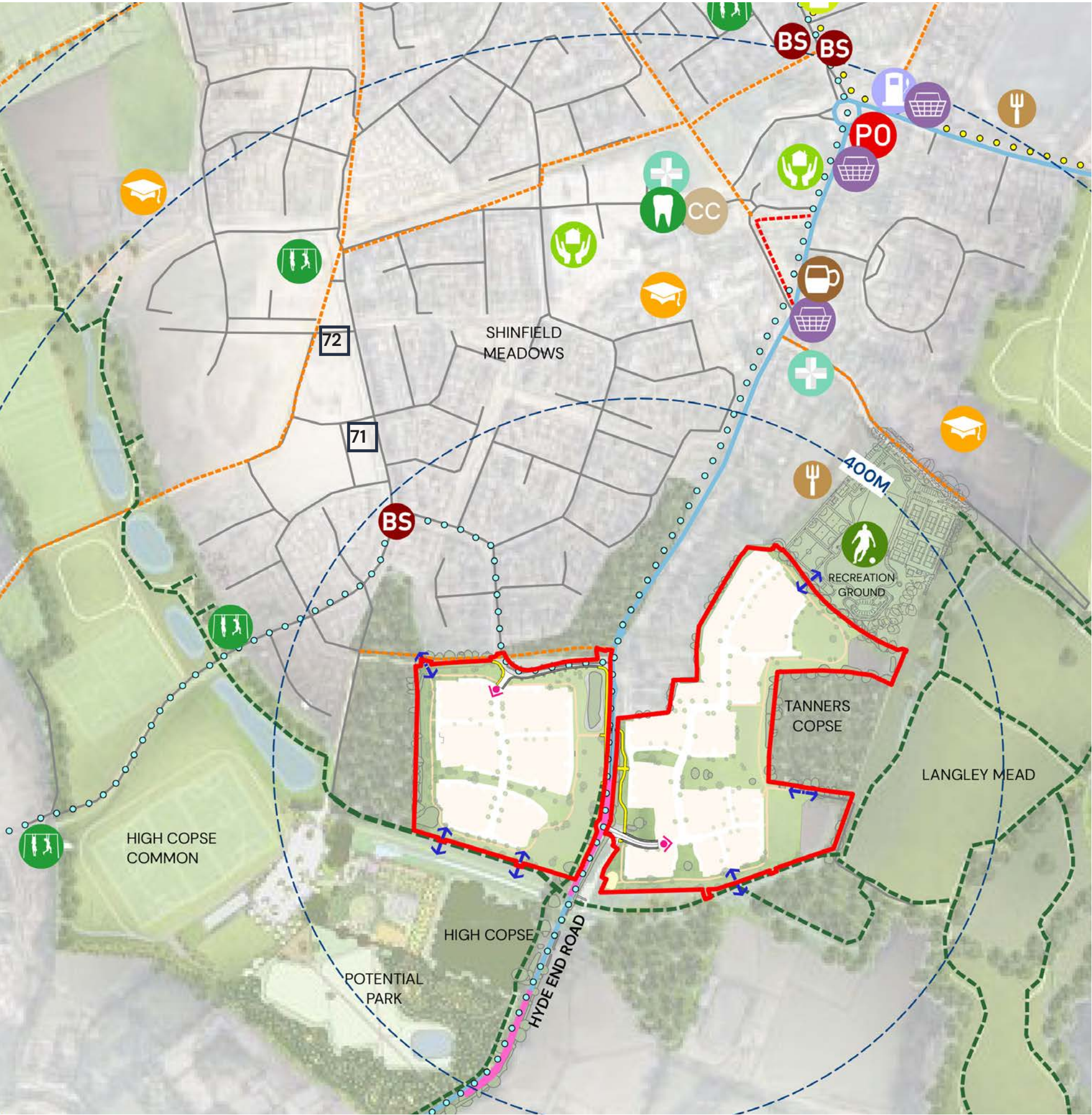


EA MAPPING OF SURFACE WATER FLOODING  
(FROM NAFRA DATA JANUARY 28TH 2025)

## FLOOD RISK AND DRAINAGE STRATEGY

- 3.32 Bloor Homes have instructed Abley Letchford to review the hydrology and drainage issues pertinent to the development, and mitigation measures if necessary.
- 3.33 The EA Flood Risk mapping has been reviewed alongside the Wokingham Borough Council (WBC) Preliminary Flood Risk Assessment (PFRA) and Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA).
- 3.34 The Flood Risk Assessment demonstrates that the Development satisfies the requirements of the NPPF and can be justified in the proposed location by:
- meeting the criteria set out in NPPF;
  - assessing the risk posed to the site from flood events;
  - assessing the risk posed to the site from the site storm water generation and the site storm water runoff management; and
  - assessing the risk the site poses to increase in flooding elsewhere.
- 3.35 Specifically, it has demonstrated that:
- the majority of the site is at a low risk of flooding from fluvial and surface water flood risk. The risk of flooding from groundwater may require further assessment may be required at a detailed design stage.
  - The FRA demonstrates that the proposed development complies with national and local planning policy with respect to flood risk and drainage. The risk of flooding is adequately managed, and, with the implementation of a suitable surface water drainage strategy, the offsite flood risk is not increased.





KEY – MOVEMENT NETWORK

	PUBLIC RIGHT OF WAY FOOTPATH
	PUBLIC RIGHT OF WAY BRIDLEWAY
	BUS STOP
	A ROADS
	B ROADS

MOVEMENT NETWORK PLAN



## ACCESS

- 3.36 A Travel Plan (TA) has been prepared in conjunction with this application, which looks to review all aspects of access and travel in regards to the site (Refer to TA for further detail).

## EXISTING ROAD NETWORK

- 3.37 The proposed residential development at Hyde End Road, Shinfield, will have two vehicular access points: the eastern parcel will be accessed via the existing priority junction that currently serves the Langley Mead SANG car park, while the western parcel will be accessed from Appleton Way, approximately 180 metres north of the SANG access. Appleton Way already provides access to the adjacent Shinfield West development.
- 3.38 Hyde End Road, which runs in a north–south direction, separates the eastern and western parcels. It is a single carriageway road with a variable width, generally around 5.5 metres at the frontage of the site, and is subject to a 40mph speed limit. Appleton Way, also a single carriageway, has a speed limit of 30mph and measures approximately 6 metres wide along the northern edge of the western parcel.
- 3.39 The site is well connected to the local and strategic road network. Approximately 700 metres north lies the Hollow Lane / Arborfield Road / Hyde End Road Roundabout in Shinfield. Heading south, Hyde End Road continues for about 2 kilometres to Spencers Wood, where it forms a signalised junction with the B3349 Basingstoke Road. Travelling north from there, Basingstoke Road leads through Three Mile Cross and connects to the A33 and Junction 11 of the M4 Motorway, offering convenient regional and national access.

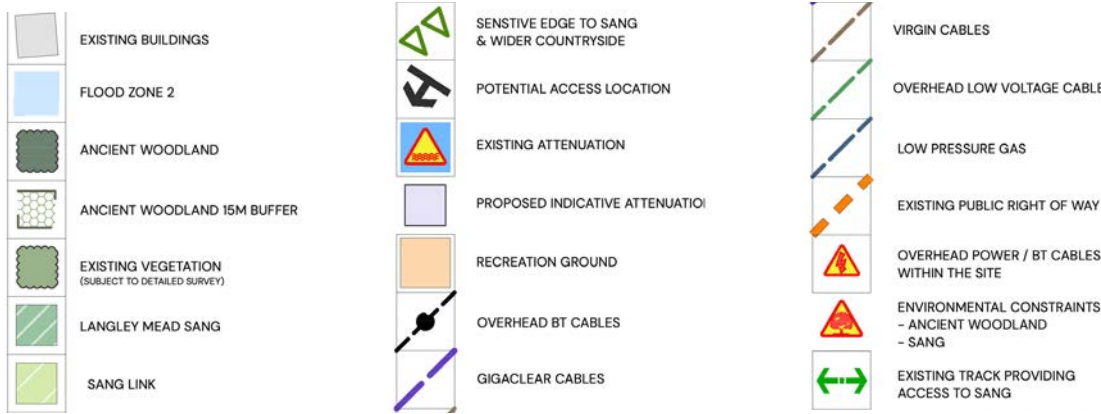
## PEDESTRIAN NETWORK

- 3.40 The proposed site benefits from strong pedestrian and cycle connectivity, supported by recent infrastructure improvements in the area.
- 3.41 A 2-metre-wide footpath runs along the western side of Hyde End Road near the Appleton Way junction. North of this junction, is a 1.2-metre-wide footway on the eastern side of the road, which continues for about 400 metres to School Green. From there, footpaths are available on both sides of the road, linking into Shinfield's wider pedestrian network.
- 3.42 Cyclists can use a 3-metre-wide shared footway/cycleway that runs along the east side of Hollow Lane, continuing onto Shinfield Road, and leading to the northern section of the Eastern Relief Road and the Black Boy Gyratory north of the M4.
- 3.43 Along Appleton Way, there is a 3-metre-wide shared footway/cycleway on the northern side, which connects west to High Copse and to 2-metre-wide footways on either side of the road leading north into the Shinfield West development. A permissive path at High Copse runs along the western edge of Shinfield West and offers a traffic-free route approximately 700 metres north to Alder Grove Primary School.
- 3.44 South of the Appleton Way junction, the 2-metre-wide footpath on the western side of Hyde End Road links to another permissive path. This path connects with the Langley Mead SANG network and is accessible via a pedestrian crossing with dropped kerbs and tactile paving. The path continues alongside Hyde End Road for around 500 metres before rejoining a standard footway, which then leads into Spencers Wood.
- 3.45 In addition to the footway and cycleway facilities in the area, there is also a network of recreational Public Rights of Way running in the vicinity, as identified on the movement plan (left).

## PUBLIC TRANSPORT NETWORK

- 3.46 There are several frequent bus services operating near the site, with all proposed plots located within an actual walking distance of 800 metres from a bus stop. Figure 3.4 illustrates the bus routes and shows 400-metre radius distances from nearby stops for context.
- 3.47 The nearest rail station to the site is at Earley which is located approximately 6.5km cycle distance to the north-east. Covered and secure cycle parking is available at the station. Earley rail station provides regular and frequent services between Reading and London Waterloo operated by South West Trains. The journey time to Reading Railway Station is approximately 6 minutes.





CONSTRAINTS & OPPORTUNITIES PLAN



## OVERVIEW OF SITE AND CONTEXT

3.1 The Opportunities and Constraints associated with the proposed development have been identified following the assessment of the site and its surrounding, as detailed in previous section of this document. These are listed below and are shown on the Opportunities and Constraints Plan.

### CONSTRAINTS:

- Existing areas of ancient woodland located adjacent to both far east and west site boundaries. A 15m buffer should be allowed to from these areas
- A number of veteran trees have been located on site. These are to be retained and incorporated into the proposals.
- Existing boundary trees and hedgerows to be retained as an integral part of the development proposals, with compensatory planting provided where necessary for the removal of vegetation.
- Existing watercourses on site to be considered allowing 8m from the top of the bank to any proposed development.

### OPPORTUNITIES:

- Provision of high quality, sustainable, and sensitively designed new housing, with the site able to accommodate up to 184 new homes with associated green infrastructure.
- Create a carefully planned new residential development that is well-related to the existing settlement of Shinfield.
- Provision for new vehicular access point off Appleton Way and Hyde End Road.
- The opportunity exists to provide an emergency, pedestrian, and cycle access into the site along the Western edge of the Eastern parcel, fronting on to Hyde End Road.
- Opportunity for further ped/cycle links along the southern boundary of the site that link to the existing Langle Mead country park, integrating the development into its surroundings and into the surrounding Public Rights of Way network.
- Creation of a locally distinctive development which draws upon the local vernacular.
- To provide a new children’s play area.
- Provide new large areas of public open space with structural planting along the southern boundary of the site to help filter views of the proposed development from the adjoining countryside, but to also form an integral part of the site’s green infrastructure network.
- To provide new sustainable drainage system (SuDS) and flood alleviation features which can form an integral part of the development’s green infrastructure, providing ecological benefit and habitat creation.



# 04 Developing The Design Concept.

*“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should, where applicable, provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy, and should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”*

*(Para. 137, NPPF 2024)*

## SUSTAINABLE STRUCTURING

- 4.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 4.2 Plan-makers, as well as decision makers should apply a presumption in favour of sustainable development, which will mean that:  
*“all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;”.*  
*(Para 11(a), NPPF 2024)*
- 4.3 The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.

- 4.4 To maximise the sustainability and environmental sensitivity of the project the design concept has been prepared using a number of design components as follows:
- 4.5 **Site** – analysis of the site and its surroundings have helped to shape the development form, including careful attention paid to the existing field boundaries and the extent of built form development. The development also respects the 15m Woodland buffers as required, however looks to go further by providing generous green corridors throughout the site, meaning the spaces become dual purpose, providing multifunctional green space.
- 4.6 **Movement** – bringing new connections into the site, vehicle.... pedestrian (and cyclist)....public transport... making new links that promote enhanced access both within and through the site, both for new and existing residents in the area, creating publicly accessible links that didn't exist before;
- 4.7 **Community** – including creative placement of the various land use(s), with the disposition of open space and built uses designed to maximise health and well-being, enhance vibrancy (mindful of diurnal day and night use change), responding the context and being a good neighbour (setbacks /sensitive consideration of interfaces with existing properties), a mix of house types and tenures.
- 4.8 **Place Making** – a hierarchy of streets and spaces, with defined recognisable character areas including; Internal Streets and Green Edges





DEVELOPMENT FRAMEWORK PLAN



THE DESIGN CONCEPT

4.9 The preferred Design Concept was then taken forward into the wider stakeholder consultation process.

PRE-APPLICATION ADVICE AND DISCUSSIONS

*“Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large-scale housing and mixed-use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.”*

(Para. 138, NPPF 2024)

APPLICATION ADVICE AND DISCUSSIONS

- 4.10 The proposed development was subject to pre-application discussions with WBC through a pre-application submission.
- 4.11 In summary, the following issues were discussed with the Council at pre-application stage:
- Review of parcel structure and backing on to the properties along Hyde End Road .
  - Location sensitivity due to the relationship of the development to the adjacent woodland and Langley Mead Sang
  - Connectivity both within the development and potential opportunities to create new connections.

COMMUNITY ENGAGEMENT PROCESS

4.12 Bloor have carried out community and key stakeholder engagement to inform the proposals.

*“Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings*

Para. 17, NDG 2021

- 4.13 The aim of the community engagement process has been to:
- Raise awareness of the project and design development;
  - Gather local knowledge to inform thinking, together with an understanding of the ambitions and key issues for the area’s future;
  - Be inclusive, accessible, transparent and engaging;
  - Offer a wide variety of ways for people to get involved;
  - Ensure a wide and representative range of views are heard;
  - Provide clear and thorough information, with experts and specialists on-hand to provide informed responses; and
  - Clearly communicate the feedback from the community, including any concerns, to the developer, the design team and relevant consultants.

KEY STAKEHOLDER CONSULTATION

- 4.14 During the pre-application process, a programme engagement and consultation has been held with key stakeholders and the local community, ahead of the submission of a planning application.
- 4.15 The aim of this programme has been to obtain feedback from key stakeholders and the local community to inform the proposals and make changes, where possible, to ensure the most appropriate scheme for the Site is brought forward.
- 4.16 The process of consultation has involved the following activities:
- Meetings with Shinfield Parish Council.
  - Emails issued to key stakeholders, including
  - political representatives and community groups inviting them to the online public webinar.
  - Publication of project specific website and communication channels.
  - Consultation flyer distributed to over 1000 residents and businesses surrounding the Site.
  - Public Webinar with live Q&A session.
  - Ongoing resident and stakeholder liaison and communication.
- 4.17 Further detail on the consultation process and community involvement is set out in the accompanying Statement of Community Involvement.









# 05 Design Proposals.



## BUILT FORM. A COHERENT PATTERN OF DEVELOPMENT

NPPF CHAPTERS: 8, 9, 11, 12

***"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."***

### MASTERPLAN – A PLACEMAKING APPROACH

5.1 The arrangement of the built form creates a network of attractive streets and spaces including:

- A tree lined corridor emphasising the primary vehicular access taken from both site access points.
- Provision of additional pedestrian routes, reflecting key desire lines, and enhancing the existing PRoW network;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- A series of focal spaces is accommodated within the proposals aiding legibility;
- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created.
- Existing tree and hedgerow planting have been retained wherever possible within the proposals including all veteran trees;
- The provision of wider key green infrastructure links will help to improve existing habitats on-site, as well as catering for biodiversity enhancements;
- Development is set back from the existing boundaries and existing woodland, enabling the creation of a softer development edge, and a sensitive landscaped transition from built form to the wider countryside beyond the site;
- The central areas of open space will be linked to additional small-scale spaces via green corridors, creating a network of new spaces and places that vary in function and character;
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking.





DETAILED SITE LAYOUT





USES. MIXED AND INTEGRATED

5.2 The development proposals include the following;

RESIDENTIAL – 183 DWELLINGS (CLASS C3)

5.3 The development proposals provide approximately 5.65Ha of residential development, achieving 184 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles.

AFFORDABLE HOUSING

5.4 It is proposed that 35% of the dwellings provided are to be affordable housing, in accordance with policy. This will comprise Affordable Rented and Shared Ownership.

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

5.5 4.89ha of green infrastructure will be provided on site, which is in excess of the open space requirements as set out in the Open Space Supplementary Planning Document (SPD) issued by Wokingham Borough Council (Nov 2013)

5.6 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.

Shinfield Accomodation Schedule					
Open Market (Bloor)					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
2B					
Dekker M4(2)	2	2	2	766	1,532
Ilkey M4(3)	2	2	2	1076	2,152
		Total	4		3,684
3B					
Bellingham (Bungalow) M4(3)	3	1	1	950	950
Buston M4(2)	3	2	5	919	4,595
Kane M4(2)	3	2	12	924	11,088
Lyford M4(2)	3	2	15	940	14,100
Huxley M4(2)	3	2	2	963	1,926
Wixam M4(2)	3	2	5	1311	6,555
		Total	40		39,214
4B					
Bewdley M4(2)	4	2	9	1301	11,709
Westbury M4(2)	4	2	5	1311	6,555
Warick M4(2)	4	2	5	1311	6,555
Harwood M4(2)	4	2	4	1498	5,992
Peele M4(2)			2	1552	3,104
		Total	25		33,915
		Total Bloor	69		76,813 sqft
Open Market (Fitchett)					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
2B					
Duffield M4(2)	2	2	0	767	0
		Total	0		0
3B					
Kynance M4(2)	3	2	6	938	5,628
Arlington M4(2)	3	2	4	949	3,796
Borthwood M4(2)	3	2	4	928	3,712
		Total	14		13,136
4B&5B					
Wakehurst M4(2)	4	2	6	1411	8,466
Cragdale M4(2)	4	2	3	1320	3,960
Hidcote M4(2)	4	2	8	1596	12,768
Bourne M4(2)	4	2	5	1393	6,965
Bolberry M4(2)	4	2	5	1409	7,045
Kingston M4(2)	4	2	3	1649	4,947
Peckover M4(2)	4	2	4	1721	6,884
Polesdone M4(2)	5	2	2	2020	4,040
Blickling M4(2)	4	2	0	1510	0
		Total	36		55,075
		Total Fitchett	50		68,211 sqft
		Total OM	119		145,024 sqft
Affordable					
Unit Type	No. Beds	Storeys	No. of Units	Sqft./unit	Total Sqft
1B					
Sahlberg GF M4(3)	1	1 (2)	6	625	3,750
Sahlber FF M4(1)	1	1 (2)	6	733	4,398
		Total	12		8,148
2B					
Satterfield GF M4(2)	2	1 (2)	2	657	1,314
Satterfield FF M4(1)	2	1 (2)	2	766	1,532
Sansom M4(2)	2	2	26	850	22,100
		Total	30		24,946
3B					
Sutherland M4(2)	3	2	19	1001	19,019
		Total	19		19,019
4B					
Scurfield M4(2)	4	2	3	1161	3,423
		Total	3		3,423
		Total All	64		55,536 sqft
		Total Units	183		200,560 sqft
Net Developable Area				5.28 ha	
				13.05 acres	
Coverage				15,372 sqft/acre	
Density				34.7 dph	





STREET HIERARCHY PLAN



MOVEMENT. ACCESSIBLE AND EASY TO MOVE AROUND

NPPF CHAPTERS: 8, 9, 12

*“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”*

Para. 75, NDG 2021)

- 5.7 The Street Hierarchy Plan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:
- Proposed access points;
  - Proposed pedestrian and cycle movement network;
  - Street hierarchy;
  - Street typologies; and
  - Parking strategy.
- 5.8 The location of the development, adjacent to the existing and established community of Shinfield is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.
- 5.9 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout. The Street Hierarchy Plan, presented opposite, shows the proposed structure for movement within the development

PROPOSED VEHICULAR ACCESS POINTS

- 5.10 The access to the site is proposed via Hyde End Road for the eastern parcel and via Appleton way for the western parcel.

PEDESTRIAN AND CYCLE ACCESS STRATEGY

- 5.11 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing and proposed residential development, including the new proposed foot / cycleway including crossing point along Hyde end Road.
- 5.12 Cycle use is encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.
- 5.13 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Access and Movement Strategy Plan:
- Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the Avenue;
  - Where possible pedestrian links will be suitable for use by

disabled people;

- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users; and
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely.

STREET HIERARCHY

- 5.14 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 5.15 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by “Manual for Streets 1 & 2”, which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.
- 5.16 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street have been given a priority in the latest edition of the NPPF, stating that:

*“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.*

(Para 136, NPPF 2024)

- 5.17 The development and internal road network will be designed encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 5.18 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 5.19 Lower category shared surface streets feed off the spine road serving smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 5.20 Street lighting is designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.









PARKING STRATEGY

## PARKING

- 5.21 Parking is designed in line with the current guidance contained within Manual for Streets and WBC Parking Standards.
- 5.22 Parking is provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

### RESIDENTIAL PARKING STRATEGY

- 5.23 Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings.
- 5.24 Vehicle/pedestrian visibility splays of 2m x 2m (from the back of highway to the side of driveway, assuming a 2.4m car width) should be incorporated where parking spaces abut the back edge of footway or the highway boundary.
- 5.25 M4(2) and M4(3) parking bays will be provided in accordance with the appropriate standards.

### CYCLE PARKING

- 5.26 Cycle parking spaces for individual dwellings is to be provided within the curtilage of the dwelling. Where cycle parking is to be accommodated within garages then these should be of an appropriate size to ensure that there is room for both car and cycle parking, i.e 7x3m.

### VISITOR PARKING STRATEGY

- 5.27 Visitor parking is provided in accordance with WBC parking standards.





**KEY**

SINGLE STOREY

2 STOREY





BUILDING HEIGHTS PLAN

## DENSITY

- 5.28 The development will achieve an average density of 33 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.
- 5.29 This average density allows for the formation of differing densities across the development; including higher densities towards the centre of the development, and lower densities towards the peripheries of the site.

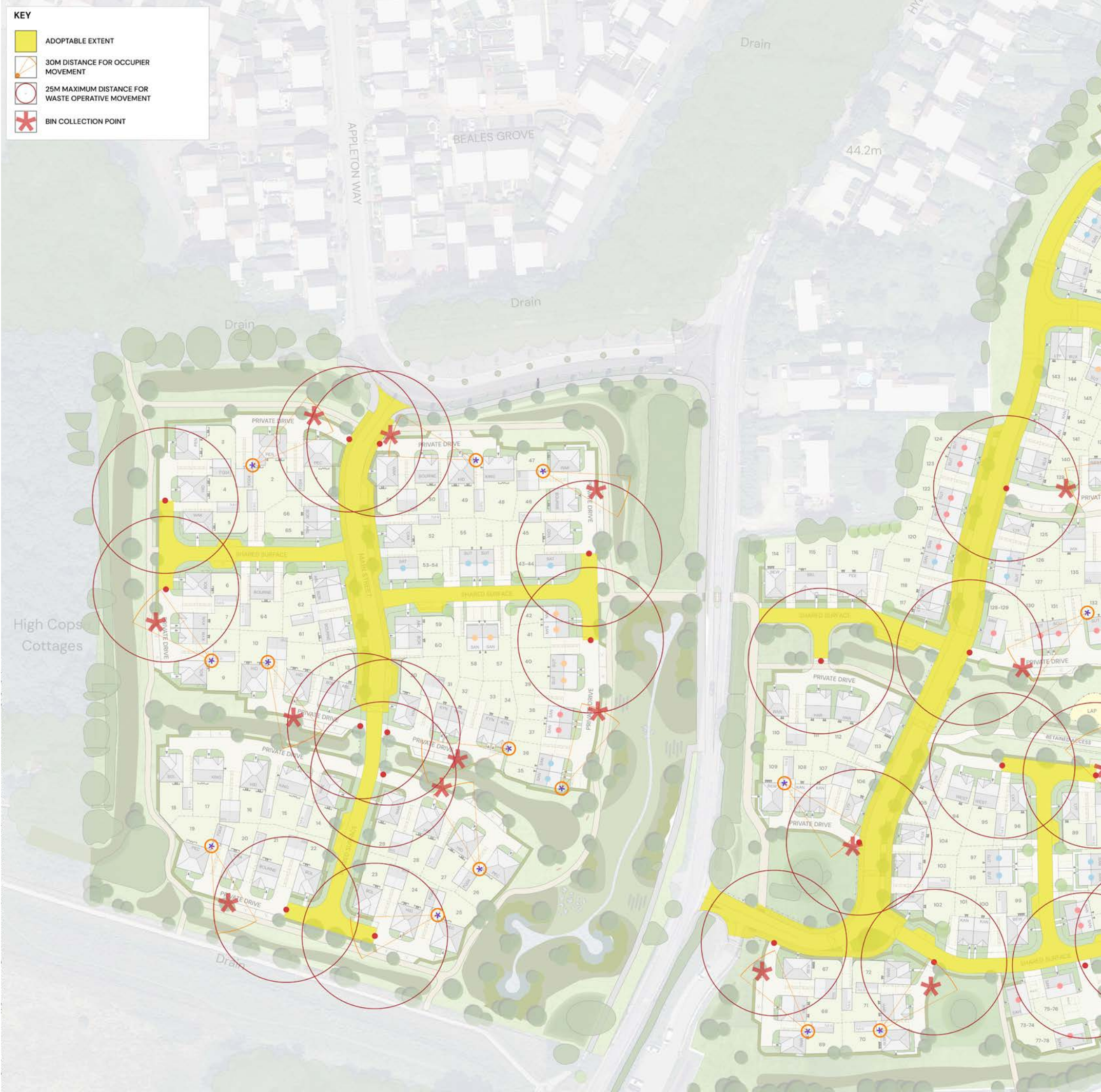
## BUILDING HEIGHTS (SCALE)

- 5.30 The height and massing of the proposed development is limited to two storey in height, to reflect the edge of town location.
- 5.31 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 2 bed terraces, through to larger 4 bedroom detached houses.

## CONTINUITY AND MASSING

- 5.32 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions.
- 5.33 However, as this is an edge of the town location, some streets could incorporate a more open aspect, with elevations set back behind deeper private planted frontages. This would reflect the suburban character of more recent post-war development surrounding the site, and the more traditional and rural characters of the villages near to the site.









REFUSE STRATEGY PLAN

## HOMES AND BUILDINGS. FUNCTIONAL, HEALTHY AND SUSTAINABLE

NPPF CHAPTERS: 8, 12

*“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”*

(Para. 120, NDG 2021)





- 5.34 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Shinfield.
- 5.35 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.
- 5.36 House frontages are carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.
- 5.37 Internal habitable rooms provide high levels of natural daylight and connect well to gardens and terraces.
- 5.38 Affordable housing is well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.
- 5.39 Refuse storage is provided with access to rear gardens with the requisite internal storage, whilst refuse collection is largely in line with guidance both for resident carry distances (of 30m) and within acceptable operative carry distances typically of (25m).





**KEY**

CHARACTER AREAS:

	CA1 : LANGLEY EDGE
	CA2: VILLAGE STREETS A
	CA3 : VILLAGE STREETS B
	CA4 : COPSE VIEW





BUILDING HEIGHTS PLAN

## IDENTITY. ATTRACTIVE AND DISTINCTIVE

NPPF CHAPTERS: 8, 12, 15, 16

*"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses."*

(Para. 50, NDG 2021)

- 5.40 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character include the built form elements and principles referred to earlier, and in addition consideration is given to changes in building height, building setbacks, landscape treatments, architectural detailing and materials.
- 5.41 The site has been divided into four proposed character areas, each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:
- CA1: Langley Edge
  - CA2: Village Streets A
  - CA3: Village Streets B
  - CA4 Copse View
- 5.42 A summary of the proposed residential character is set out on the following pages.



INDICATIVE CGI OF LANGLEY EGDE

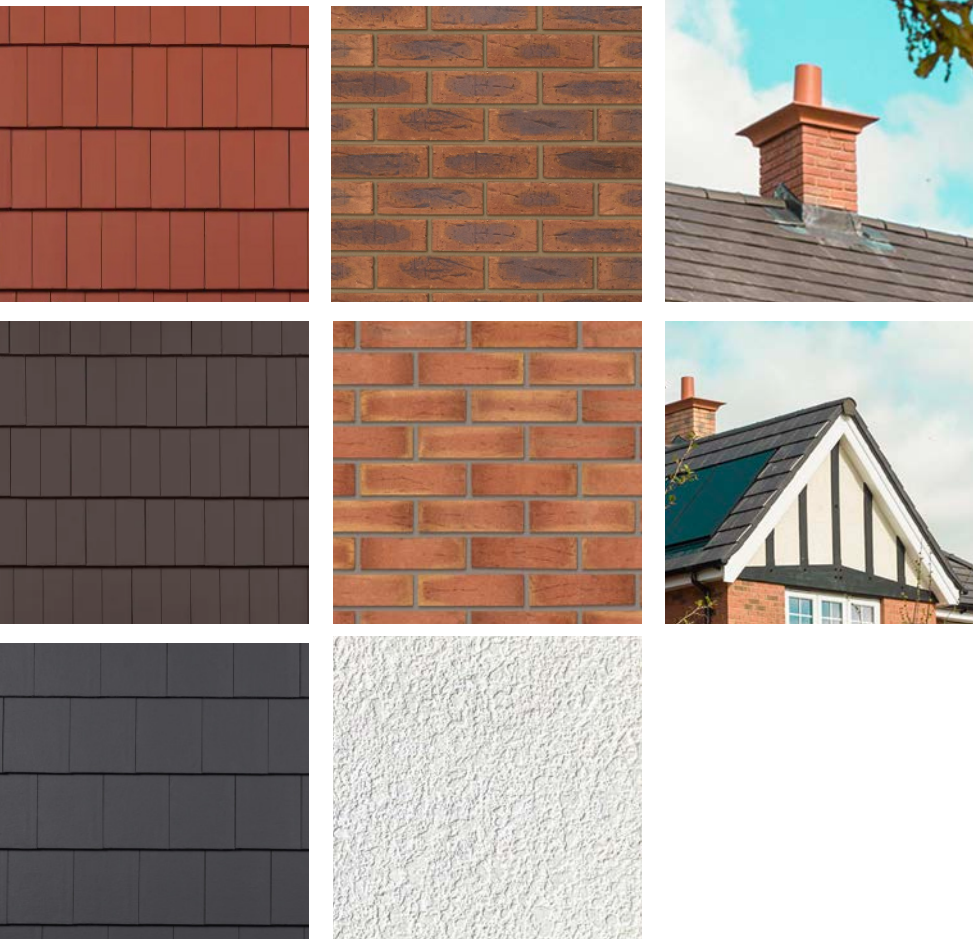


INDICATIVE STREET SCENE





KEY MATERIALS & DETAILING



CA1: LANGLEY EDGE

- 5.43 The Langley Edge character area contains development overlooking the proposed public open spaces and blue / green corridors situated on the eastern peripherals of the site, adjacent to Langley Mead.
- 5.44 Characterised by an informal and green appearance, the proposed dwellings located within the Langley Edge character area will predominantly be larger, detached and semi-detached family houses, and benefit from views across areas of open space, softening the transition between built form and open space.
- 5.45 Dwellings within the Langley Edge character area will tend to be served via shared surface streets and shared private drives, lending the area a quieter and informal appearance and safely accommodating pedestrians and cyclists due to the relatively low vehicular speed along these street types.
- 5.46 Dwellings within this area will be arranged along a relatively inconsistent building line, creating an irregular street pattern to aid in the creation of a more informal, rural appearance and a loose urban grain. Building setbacks will allow for opportunities for soft landscaping at the front of dwellings, contributing to softening the transition from the built-up area into the open space and the rural context beyond.
- 5.47 This character area will be typified by:
- Street types – Outward facing, less formal streets.
  - Building types – predominantly detached and semi-detached buildings.
  - Building heights – upto 2storey.
  - Building containment – larger gaps between buildings
  - Building line setback and parking – larger setbacks, with predominantly side parking.
  - Density – Generally lower density edge
  - Architectural style – Architectural style drawing inspiration from arts and crafts movement, with local examples feeding in to this.
  - Materials – Multi Brick Red/brown, Brown/Slate effect roof tile, and render.
  - Architectural detailing – including occasional chimneys, commonly balanced symmetrical elevations, gables fronting street and occasional bay windows to provide depth to the elevations. Well defined entrances typically with pitched roof/ flat front canopies, some inset entrances. Decorative contrasting brick courses. Tudor boarded gables are also featured.
  - Landscape and boundary treatments– including 1.2m post and rail fencing, hedgerows and informal low shrub planting.





INDICATIVE CGI OF VILLAGE STREETS (A)



INDICATIVE STREET SCENE





KEY MATERIALS & DETAILING



CA2: VILLAGE STREETS (A)

- 5.48 The Village Streets CA covers the Eastern parcel areas along the primary street, extending from the vehicular access point off Hyde End Road and is characterised by a more formal appearance.
- 5.49 Tree planting at regular intervals will lend the street an avenue appearance, reinforcing its prominent position as the key movement corridor within the development.
- 5.50 Areas within the Village Streets Character offer the opportunity for a full range of house-types, parking and plotting preferences to be used, predominantly semi-detached housing, through to detached dwellings. The tighter urban grain of parcels within this area, combined with the higher proportion of terraced and semi-detached housing, will result in a higher density levels compared with the other character area proposed within the development.
- 5.51 This character area will be typified by:
- Street types – Well enclosed streets with footway both sides or shared surface streets.
  - Building types – including predominantly semi-detached homes
  - Building heights – upto 2storey.
  - Building containment – including regular building separation.
  - Building line setback and parking – including limited setbacks, with side and frontage parking.
  - Density – including perceived broadly medium density built form.
  - Architectural style – Architectural style drawing inspiration from arts and crafts movement, with local examples feeding in to this.
  - Materials – including red brick/orange brick, brown roof tiles. Render utilised on key corners.
  - Architectural detailing – Commonly balanced symmetrical elevations. Mixture of hipped roofs / pitched roofs . Well defined simple entrances typically with flat canopies. Decorative contrasting brick courses & secondary materials such as render used to create interest.
  - Landscape and boundary treatments- including 1.2m estate railing, hedges and shrub planing.





INDICATIVE CGI OF VILLAGE STREETS (B)



INDICATIVE STREET SCENE





KEY MATERIALS & DETAILING



CA3: VILLAGE STREETS (B)

- 5.52 The Village Streets CA covers the Western parcel areas along the primary street, extending from the vehicular access point off Appleton Way and is characterised by a more formal appearance.
- 5.53 Tree planting at regular intervals will lend the street an avenue appearance, reinforcing its prominent position as the key movement corridor within the development.
- 5.54 Similar to the Village Streets (A) character area, this area is different through the use of materials, architectural style and details. Areas within the Internal Streets Character offer the opportunity for a full range of house-types, parking and plotting preferences to be used. The tighter urban grain of parcels within this area, combined with the higher proportion of semi-detached housing, will result in a higher density levels compared with the other character area proposed within the development.
- 5.55 This character area will be typified by:
- Street types – Well enclosed streets with footway both sides or shared surface streets.
  - Building types – including predominantly semi-detached dwellings
  - Building heights – Up to 2storey.
  - Building containment – including regular building separation.
  - Building line setback and parking – including limited setbacks, with side and frontage parking.
  - Density – including perceived broadly medium density built form.
  - Architectural style – Differing vernacular for west parcel, drawing inspiration from Georgian and Victorian influences, which are found locally.
  - Materials – including red brick/orange/buff brick, brown / Slate and orange roof tiles.
  - Architectural detailing – Commonly balanced symmetrical elevations, hipped roofs. Well defined simple entrances typically with pitched canopies. Decorative contrasting brick courses & secondary materials such as render or cladding used to create interest.
  - Landscape and boundary treatments– including 1.2m estate railing, hedges and shrub planing.





INDICATIVE CGI OF INTERNAL STREETS (A)



INDICATIVE STREET SCENE





KEY MATERIALS & DETAILING



CA4: COPSE VIEW

- 5.1 The Copse View character area contains development overlooking the proposed public open spaces and blue / green corridors situated on the eastern peripherals of the site, adjacent to high copse.
- 5.2 Characterised by an informal and green appearance, the proposed dwellings located within the Copse View character area will predominantly be larger, detached and semi-detached family houses, and benefit from views across areas of open space, softening the transition between built form and open space.
- 5.3 Dwellings within the Copse View character area will tend to be served via shared surface streets and shared private drives, lending the area a quieter and informal appearance and safely accommodating pedestrians and cyclists due to the relatively low vehicular speed along these street types.
- 5.4 Dwellings within this area will be arranged along a relatively inconsistent building line, creating an irregular street pattern to aid in the creation of a more informal, rural appearance. Building setbacks will allow for opportunities for soft landscaping at the front of dwellings, contributing to softening the transition from the built-up area into the rural context beyond.
- 5.5 This character area will be typified by:
- Street types – Outward facing, less formal streets.
  - Building types – predominantly detached and semi-detached buildings.
  - Building heights – upto 2storey.
  - Building containment – larger gaps between buildings
  - Building line setback and parking – larger setbacks, with predominantly side parking.
  - Density – Generally lower density edge
  - Architectural style – Architectural style drawing inspiration from Georgian and Victorian influences, which are found locally.
  - Materials – Multi Brick Red/brown, Brown/Slate effect roof tile, and render.
  - Architectural detailing – including occasional chimneys, commonly balanced symmetrical elevations, gables fronting street and occasional bay windows to provide depth to the elevations. Well defined entrances typically with pitched roof/ flat front canopies, some inset entrances. Decorative contrasting brick courses. Tudor boarded gables are also featured.
  - Landscape and boundary treatments- including 1.2m metal estate railing and feature brick and flint entrance wall. Additionally there will be hedgerows and informal low shrub planting.





INDICATIVE CGI OF GATEWAY OFF HYDE END ROAD











LANDSCAPE STRATEGY  
(PRODUCED BY FCPR)



PUBLIC SPACES. SAFE, SOCIAL AND INCLUSIVE

NATIONAL PLANNING POLICY FRAMEWORK CHAPTERS 8, 9, 12

*“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”*

*(Para. 99, NDG 2021)*

5.56 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices

LANDSCAPE STRATEGY

- 5.57 Landscape design is a key component for creating a successful development. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focused around the retention and enhancement of existing landscape assets wherever possible.
- 5.58 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.
- 5.59 Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better micro climates and enhancing biodiversity.
- 5.60 The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:
- Sustainability;
  - Character and distinctiveness;
  - Definition and enclosure;
  - Connectivity and accessibility;
  - Legibility;
  - Adaptability and robustness;
  - Inclusiveness; and
  - Biodiversity

SENSE OF PLACE

5.61 A variety of new open spaces are proposed to assist in creating community cohesion and wellbeing of the new residents. These open spaces will be well linked via new pedestrian routes, connecting to the wider network of public footpaths within the surrounding countryside. The open space will include two new orchards within the areas of open space surrounding the new houses, with a variety of fruit trees, as well as picnic benches and incidental timber play features, giving these spaces a sense of identity. The primary objective of these spaces will be encouraging community participation and promoting outdoor activity.

PLAY AND RECREATION

5.62 Play provision on Site will comprise of a centrally located combined LAP, providing play facilities for young children of varying abilities. The play space will focus on natural timber play equipment, reflecting the edge of settlement location, and will be set within hedge lined boundaries. The play space will be well overlooked, with multiple entrances and surrounding seating and picnic benches. In addition, ‘play on the way’ trim trail will be located along the path meandering through the eastern open space, again comprising natural timber elements which will complement the landscaped surroundings. Pedestrian links along the northern boundary will also provide access to the off-site play/recreation area.

SUDS

5.63 The SUDs strategy for the Site focuses on landscape swales through the areas of new public open space, which will be sown with an attractive Emorsgate Meadow Mix for Wetlands. Short sections of these will be culverted in order to provide pedestrian connections between the housing areas and wider open spaces. Attenuation basins are also proposed on site, and will include a permanently wet area for the benefit of biodiversity. The pond will be planted with a mix of aquatic and marginal planting, with the banks of the basin sown with a meadow grass tolerant of the seasonally wet conditions.



CREATING A SAFE PLACE TO LIVE

- 5.64 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:
- “...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience”*  
(Para. 135 (f), NPPF 2024)
- 5.65 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- 5.66 Well-designed public lighting increases the opportunity for surveillance at night and has been integrated into the development accordingly.
- 5.67 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 5.68 In forming the design proposals, the following key attributes have been included:
- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
  - Public open spaces, and in particular children’s play spaces are well overlooked by the surrounding built form;
  - All routes are necessary and serve a specific function or destination;
  - The primary movement route/internal street network forms a connected loop within the site, with lower category roads forming off the Avenue to serve smaller groups of dwellings, but with a clearly different street character to signal a semi-private environment;
  - The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
  - Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it ‘belongs’ to the dwellings;;
  - Natural surveillance is promoted wherever possible; and
  - Architectural details which promote natural surveillance, and the active overlooking of spaces have been included in the design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.

NATURE. ENHANCED AND OPTIMISED

NPPF CHAPTERS: 8, 12, 14, 15

*“Nature contributes to the quality of a place, and to people’s quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.”*  
(Para 90, NDG 2021)

- 5.69 Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.





RESOURCES. EFFICIENT AND RESILIENT

NATIONAL PLANNING POLICY FRAMEWORK CHAPTERS 12, 14

*“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”*  
  
(Para. 135 NDG, 2021)

- 5.70 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An **economic** objective – to build a strong, responsive and competitive economy;
  - A **social** objective – to support strong, vibrant and healthy communities; and
  - An **environmental** objective – protecting and enhancing the natural, built and historic environment
- 5.71 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.
- 5.72 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

SUSTAINABLE BUILDING TECHNIQUES

- 5.73 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:
- Improved energy efficiency through careful building siting, design and orientation;
  - Sustainable Drainage systems (SuDs);
  - Considering fabric efficiency in the design of buildings;
  - Use of building materials capable of being recycled; and
  - An element of construction waste reduction or recycling.

BUILDING REGULATIONS

- 5.74 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

MATERIALS AND WASTE RECYCLING

- 5.75 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

SITING AND BUILDING ORIENTATION

- 5.76 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- 5.77 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

LIFESPAN. MADE TO LAST

NATIONAL PLANNING POLICY FRAMEWORK CHAPTERS 8, 12, 14, 15, 16

*“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”*  
  
(Para. 151, NDG 2021)



# 06 Conclusion.

*“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”*

**(Para. 16, NDG 2021)**

- 6.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.
- 6.2 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for Hyde End Road can be delivered to meet the three key NPPF objectives of sustainable design
- A **social** objective;
  - An **economic** objective
  - An **environmental** objective.
- 6.3 The development at Shinfield provides a unique opportunity to create a new neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network.
- 6.4 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.
- 6.5 Hyde End Road will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

- 6.1 The development proposals will offer the following main benefits:
- The delivery of 184 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
  - The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
  - Delivery of new open spaces for the benefit of both new and existing residents in the area;
  - Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from Appleton Way and Hyde End Road ;
  - The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
  - The creation of a strong landscape structure which responds to the site's interface with the rural context and integrates existing landscape features, to provide an attractive setting to the development, as well as protect existing habitats and enhance biodiversity;
  - Consolidating the network of existing pedestrian and cycle routes within the site, to encourage pedestrian and cycle movement through the site and from the development to its surroundings, while promoting 'Active Travel' principles; and
  - Promoting the objectives of sustainable development through layout and design.





Pavilion

Recreation Ground

PROPOSALS FOR PLAYING FIELDS  
PLANNING REF: 242598

Drain

44.2m

Tanner's Copse

Drain

FB



## Office Location

Querns Business Centre,  
Whitworth Road,  
Cirencester  
GL7 1RT  
T 01285 641717  
cirencester@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

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Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT  
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