BRUNNINGHAMS FARM
Finchampstead,

DESIGN AND ACCESS STATEMENT

DECEMBER 2025

PHILIP WADGE
ARCHITECTURE

1. INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Philip Wadge Architecture to accompany a full planning application for the redevelopment of Brunninghams Farm, Finchampstead. The proposal seeks permission for the construction of seven detached family homes on the site of a former light industrial premises.

The proposal represents a landscape-led, sustainable redevelopment that will transform a derelict site into a low-density, high-quality residential environment that complements the established character of Heath Ride and contributes to the environmental and social fabric of the local area.

The DAS should be read in conjunction with the submitted plans, elevations, and supporting documentation, including:

- Arboricultural Impact Assessment – ArbTech
- Bat Emergence & Re-Entry Surveys – ArbTech
- Biodiversity Net Gain Assessment – ArbTech
- Flood Risk Assessment – LANMOR Consulting
- Lighting Strategy – Lightable
- Phase 1 Geo-Environmental Risk Assessment – ArbTech
- Phase 2 Botanical Survey – ArbTech
- Planning Statement – ET Planning
- Reptile Survey – Wenman Ecology
- Soil Investigation – Albury S.I. Ltd.
- Transport Assessment – Highway Planning Ltd.

2. THE SITE

The site operated as a light industrial premises since 2002. It is now vacant, derelict, and unsightly, offering a clear opportunity for regeneration.

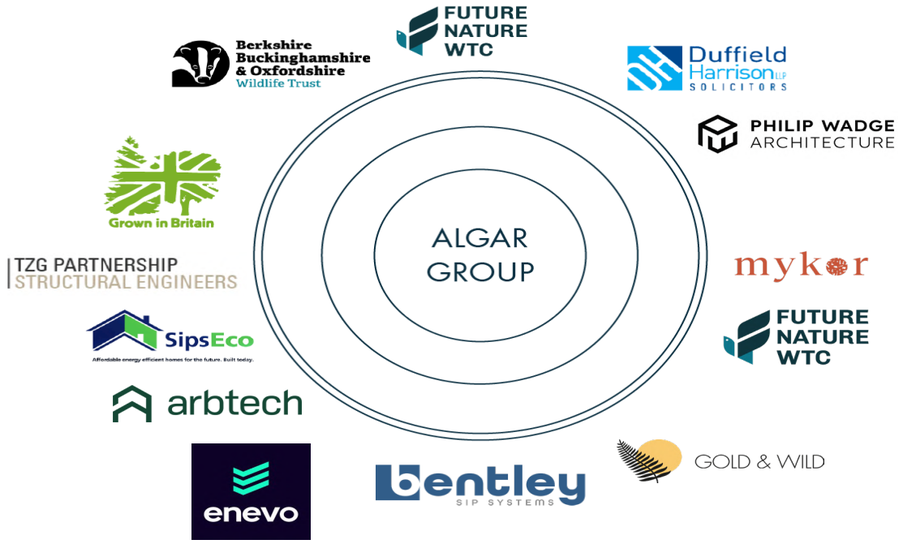
The total site area extends to approximately 4.2 acres (1.7 ha), forming part of a wider 14-acre ownership that includes privately owned woodland to the rear, which will be retained and managed under a long-term ecological management plan.

The surrounding context is semi-rural and verdant, defined by large detached homes set among mature trees. The site sits approximately 35 metres outside the Finchampstead Built-Up Area Boundary (BUAB) and forms part of “The Rides” area, characterised by tree-lined private roads and soft landscaping. Topographically, the land gently slopes from southwest to northeast,

Vehicular access is provided from two existing gates on Heath Ride, one of which will be upgraded to policy-compliant standards with improved visibility splays while retaining the lane’s rural character, the other reduced in size to a pedestrian access.

3. PROJECT TEAM

Arbtech	Land Surveys and Biodiversity Consultant
Enevo	Building Control and Energy Assessment
BBOWT	Wildlife Conservation
Bentley SIP Systems	SIPS Construction Specialists
Duffield Harrison	Conveyancing Solicitors
GEA	Ground & Contamination Surveys
Grown in Britain	UK timber supply chain specialist
G & Wild	Landscape gardeners
Mykor	Low-carbon mycelium insulation
Philip Wadge Architecture	Architects
TZG	Structural Engineers
Wenman Ecology	Ecologists



4. OSHI GROUP

Oshi Group is a family run, design, architecture and development organisation with over 60 years of combined experience in housebuilding. We set out to create communities with a strong focus on lifestyle. We deliver unique, design-centric schemes with a focus on sustainability and longevity.

Our ambition to adapt and innovate is one that is engrained in our DNA. Since our inception we have been on a journey to create a tangible and viable sustainable development framework. Our objective is to create a planet positive framework on the basis that over its lifetime the building will have a positive impact on the environment by sequestering more carbon than it creates over its lifecycle. We have ambitions to become a market leader in the industry for sustainable development.

Since our inception, we have been dedicated to our core demographic of owner occupiers, first-time buyers and families. We want to continue to promote home ownership and believe young people and families deserve to have the security of property ownership, whilst living in communities that offer far more than just the home itself.

Oshi Group endeavours to continue pushing the boundaries of design, sustainability and building efficiency on each subsequent housing project.

Oshi Group architecture is built on the principle of simple and strong ideas and a personable and collaborative way of working. We have collected a significant amount of experience in residential-led, commercial and light industrial regeneration schemes demonstrating exemplar architectural design through a selection of high-quality materials and a site-specific response to each project and place. A predominant use of brick, timber and metalwork is evident throughout our past and current work. We believe in a context led design response and an awareness of the importance of using familiar and traditional materials on the experience of the building's occupiers and users.

5. THE SITE CONTEXT

The site is located on Heath Ride, forming part of a peaceful area with little passing traffic. It lies in an area to the south of Wokingham, known colloquially as The Rides. Most road frontages are now generally developed and enhanced by the beauty of an extensive area of National Trust land all around, including Simons Wood, which also has extensive frontage to Wellingtonia Avenue, a wonderful road flanked with magnificent redwoods which runs into the famed Finchampstead Ridges.

Beyond the nearby country walks, the towns of Crowthorne and Wokingham are about 3 miles and 4 miles away respectively, with more local shops available around the railway station at Crowthorne. The area has highly regarded state and private schools including Wellington College, Ludgrove and Luckley Oakfield in the private sector. Access to the M3 is available to the south via the A327 (Junction 4a) or the A321 (Junction 4) at Camberley. The M4 with Junctions 10 & 11 to the north is equally accessible. Train services to Waterloo are available either from the south at for example Winchfield, or to the north at Wokingham. From Reading or Twyford there are services to London, Paddington and also the newly constructed Elizabeth Line.

The outlined site is a dilapidated farm shop and pig farm which have not been used as a farm for over 30 years. In recent years, the site has instead been used for light industrial purposes. The freehold site measures some 4.2 acres with a 200 foot road frontage and extends back some 900 feet.

<u>Key site information:</u>
Existing built area: 25,140 sq.ft.
Red outlined site area: 4.2 acres
Road frontage: 200 ft

Red line indicates approximate extent of application site

6. EXISTING SITE PHOTOS

The existing site photographs shows the extent of the building and surrounding vegetation. It shows that the property is in a state of disrepair that the outbuilding are not fit for purpose anymore. The site is overgrown and unmanaged and without intervention will get much worse.

Flooding towards the northeast of the plot

Existing Outbuilding Structure

Existing main farm building. Southern perspective

Existing main farm building . Northern Perspective

Existing outbuilding structures

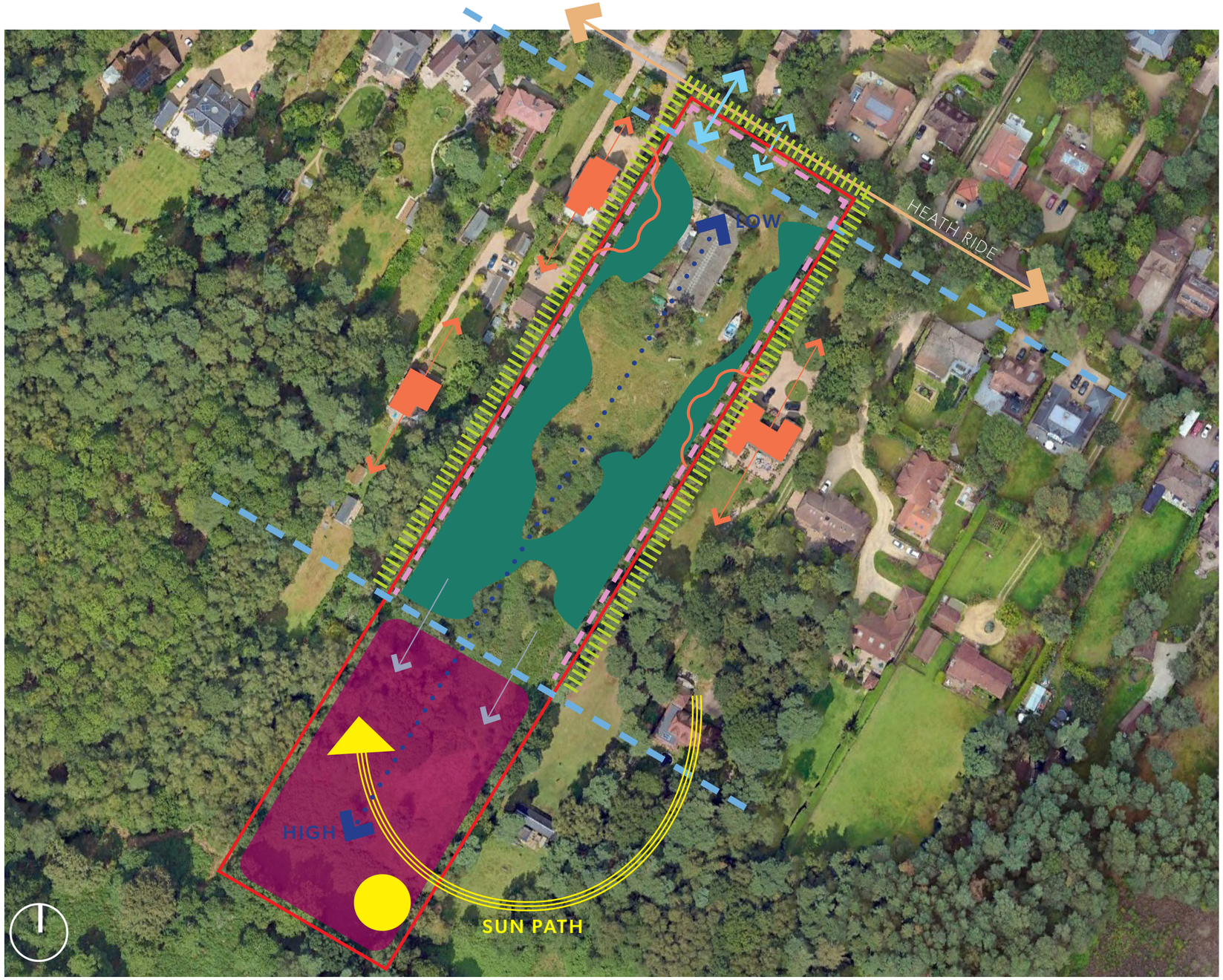
Existing outbuilding structures

Existing entrance from Heath Ride

Existing main farm building. Southern Perspective

Grassland to the south of the main farm building

7. OPPORTUNITIES & CONSTRAINTS



- Building Lines
- Heath Ride
- Existing Access / Egress
- Pedestrian Entrance
- Topography
- Possible overlooking/over bearing consideration
- Approximate Extent of Site Boundary
- Existing Vegetative Boundary Screening, to be retained where practicable
- Views
- Poor quality scrubland and trees to be reduced where necessary
- Neighbouring Properties
- Neighbouring Property Outlook
- Opportunity for on site BNG mitigation









8. LOCAL PRECEDENTS

The photographs to the left are local precedents along Heath Ride and Kiln Ride within ~575m of the application site. Firstly they clearly show an eclectic mix of materials used locally including timber cladding, brick, render and hung tiles. The timber cladding can be seen used in a contemporary and traditional ways, in horizontal, vertical and shingle formats. The range of roofing tiles include concrete, slate and clay. Glazing styles vary also from large expansive glass to Juliet balconies to smaller casements. The colours range from white to creams through to browns and blacks. So although timber claddingis a prevailing material, its application is varied and diverse.

9. PLANNING HISTORY

Several applications have been submitted for the site since 1992. Between 2005 and 2007, multiple applications for certificates of lawful existing use for light industrial use with office space were either refused, withdrawn, or dismissed on appeal. A retrospective application in 2005 for a porch and hard standing was also withdrawn.

Earlier, in 1992, planning permission was approved for the partial conversion of a barn to an aquatic centre, although full details are not recorded on the Council's Planning Register.

The applicant submitted a pre-application to the Council in 2024 (ref. 243172) for the erection of eight detached dwellings with associated parking and landscaping, which is broadly the same scale of development as the current proposal. The Council's response was issued in January 2025, and the matters raised are addressed later in the Statement. Previous site use and whether the land is considered previously developed land are not regarded as key factors in determining the current application.

10. TYPICAL PROPOSED PLOT ANALYSIS

11. AMOUNT, LAYOUT, AND SCALE

DESIGN INTENT

The overarching vision is to create a landscape-led, low-density residential community of eight architecturally distinct but cohesive homes, set within a mature woodland context. The design celebrates the site's natural setting while delivering sustainable, resilient homes that respond to contemporary living patterns.

ARCHITECTURAL LANGUAGE

The dwellings adopt a modern rural vernacular, referencing the site's agricultural past through the use of natural timber cladding and limited areas of masonry to ground each building within the landscape. The timber cladding species and finishes will vary subtly between dwellings to reflect the individuality found along Heath Ride, ensuring visual richness while maintaining unity of form and material palette.

LAYOUT CONCEPT

The arrangement of dwellings follows the natural grain of the site. A gently meandering private access road connects the houses, framed by existing trees and enhanced planting. From Heath Ride, only two dwellings are visible; the remaining six are discreetly set back and accessed via the internal lane, preserving the tranquil, semi-rural character of the street.

Each house is oriented to maximise solar exposure, with long, angular roof forms that allow one plane to serve as a roof space for PV panels

The front and rear building lines align with adjacent properties, ensuring the development integrates seamlessly into its setting.

SCALE AND MASSING

All dwellings are two storeys with a maximum ridge height of 8.5 metres. The angular roof lines break up the massing and provide an expressive silhouette against the sky. The form reflects modern methods of construction (MMC) while retaining the familiar proportions of traditional domestic architecture. This combination of innovation and local reference ensures the scheme sits comfortably within its landscape.

LANDSCAPE INTEGRATION

The design seeks to nestle the development within the existing tree framework, complemented by new native planting, wild flower meadows, and hedgerows. At the rear, new meadowland planting enhances visual screening and contributes to biodiversity.

At the southern end, a community lake and ecology area provides seating and a walking route for residents' enjoyment, without introducing a new public right of way. This area combines wet woodland, meadow, and wetland edge habitats, creating a tranquil amenity space and biodiversity hub.

The design language is contemporary yet sympathetic to the area's semi-rural identity. The houses are composed of a masonry ground floor with timber-clad upper storeys, a palette inspired by agricultural forms reinterpreted in a modern way. Roof lines are deliberately varied and undulating to reduce massing, animate the street-scape, and maximise opportunities for roof-integrated solar panels and gray water collection

Each home features a clear sense of arrival with defined entrances and covered porches, while large, well-proportioned windows provide balanced elevations and optimise daylight. The dwellings are modern in design yet grounded in the rural vernacular, achieving a high architectural quality consistent with the Wokingham Borough Design Guide (2019).

12. ACCESS AND PARKING

Vehicular access is taken from the existing gate on Heath Ride, upgraded to current highway standards. The internal road is surfaced with permeable materials, providing both drainage benefits and a natural aesthetic appropriate to its rural setting.

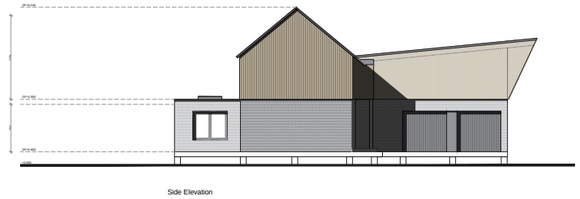
The design avoids formal pavements, in keeping with the surrounding character, but includes soft verges that allow safe movement for pedestrians and vehicles alike.

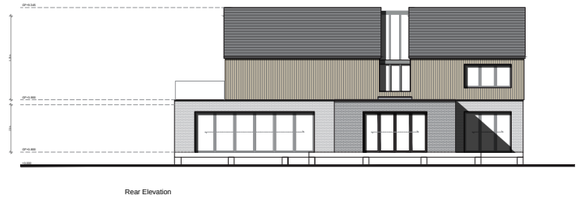
A short, level pedestrian cut-through is proposed to the north via an existing opening, providing an informal walking link eastward along the lane.

Each plot provides level access from the driveway to the raised threshold of the dwelling. Bin stores are located discreetly behind the dwellings and within the required dragging distance for waste collection, ensuring convenience without visual impact. This access strategy aligns with Core Strategy Policy CP6 (Accessibility) and MDD Policy CC07 (Parking), delivering safe, inclusive, and practical access for residents & visitors.

Left: Images indicating similar type of interior finish being proposed

13. PROPOSED HOUSE TYPE ELEVATIONS





HOUSE TYPE 01

HOUSE TYPE 02

HOUSE TYPE 03

14.PROPOSED MATERIALS

HOUSE TYPE 01

01. Slate Roof Tiles

02. Aluminium Rain Water Goods

03. Black Painted Larch

04. Hand Made Mid Brown Brick

05. Aluminium Colour: RAL 7016 Anthracite

HOUSE TYPE 02

01. Slate Roof Tiles

02. Aluminium Rain Water Goods

03. European Oak

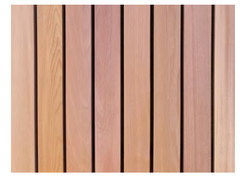
04. Hand Made Light Brick

05. Aluminium Colour: RAL 7016 Anthracite

HOUSE TYPE 03

01. Slate Roof Tiles

02. Aluminium Rain Water Goods



03. Western Red Cedar

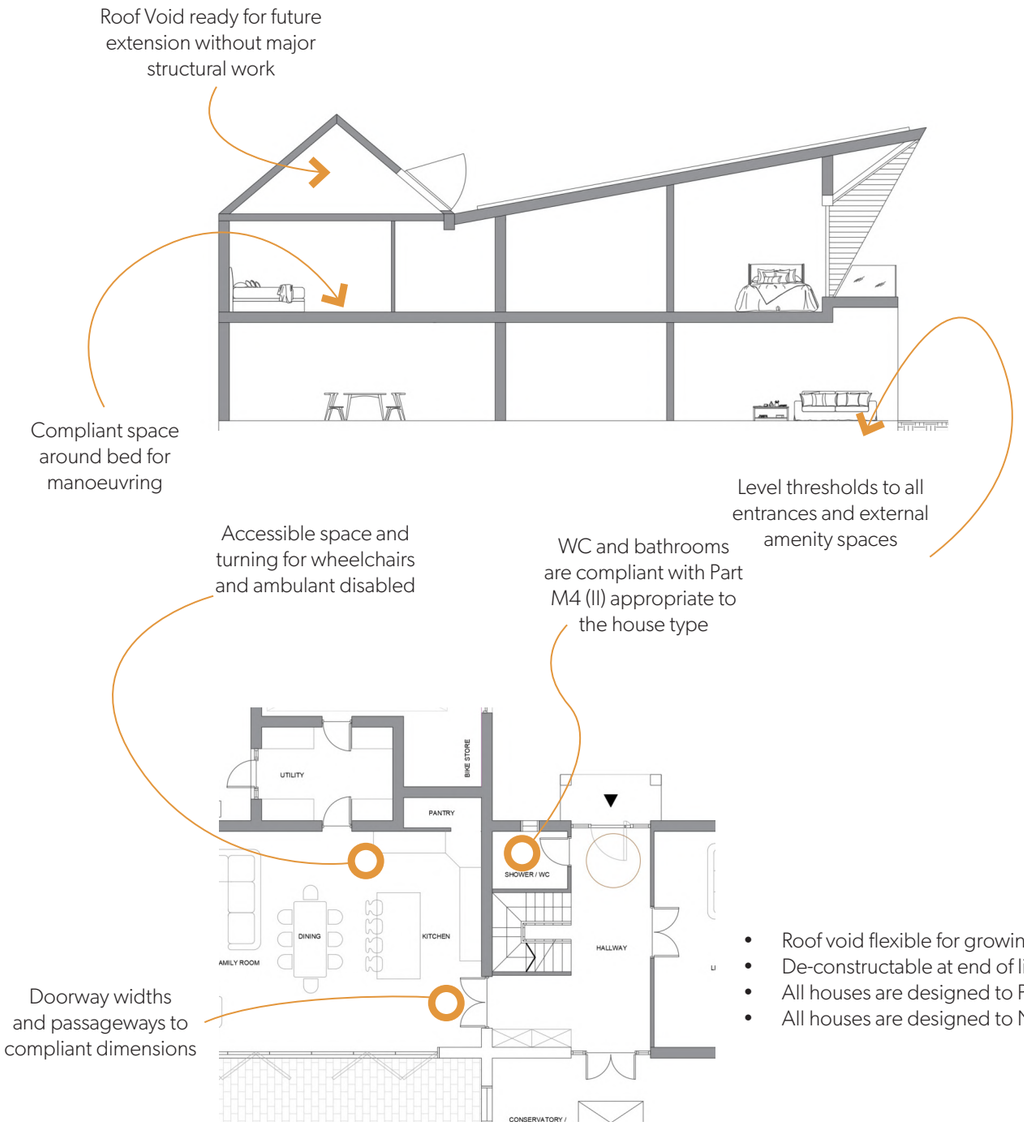
04. Hand Made White Brick

05. Aluminium Colour: RAL 7016 Anthracite

06. Pea Shingle Driveway

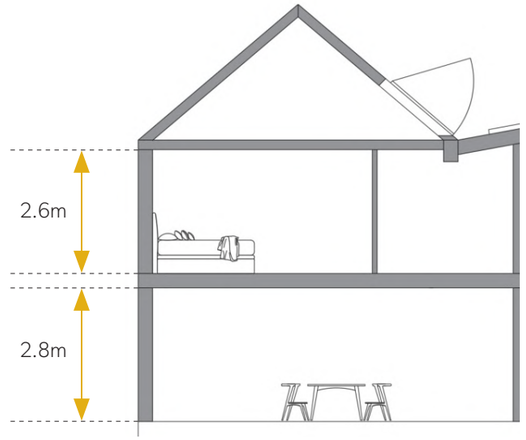
07. Granite Cobbles Driveway

15. ADAPTABILITY

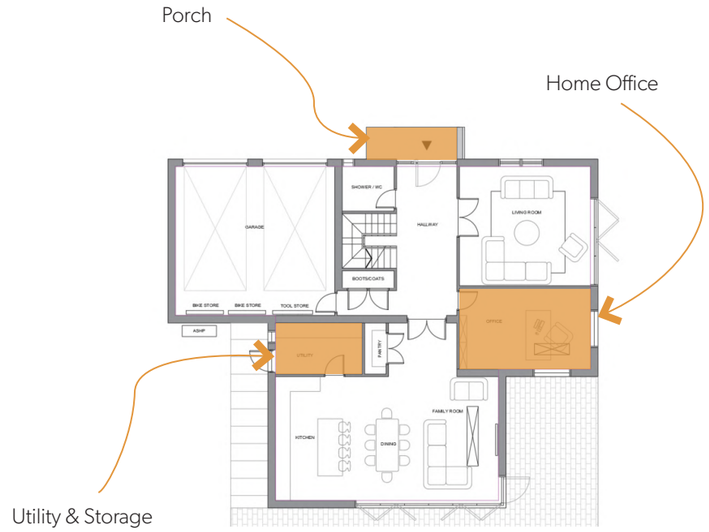


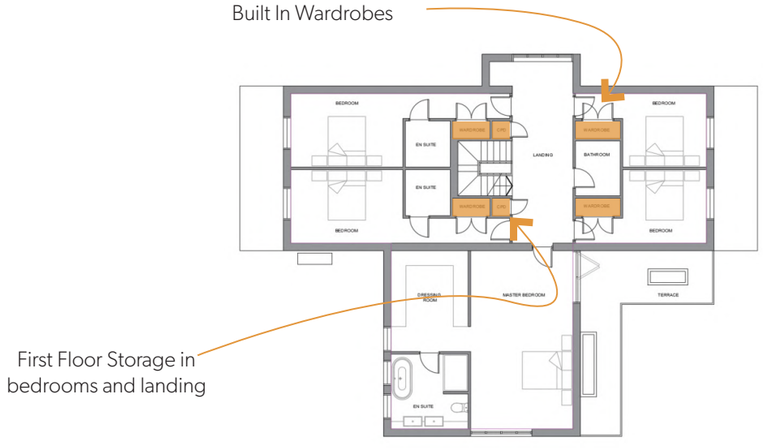
- Roof void flexible for growing families
- De-constructable at end of life
- All houses are designed to Part M4(II)
- All houses are designed to NDSS

16. INTERNAL QUALITY



SECTION THROUGH HOUSE SHOWING CEILING HEIGHTS





17. IMPACT ON NEIGHBOURING AMENITY

The proposed homes respect the established grain, height, and character of Heath Ride, maintaining wide plot spacing and generous gardens. Only two homes are visible from the road frontage, with the remainder screened by existing vegetation and new planting. The alignment of front and rear building lines mirrors neighbouring dwellings, preserving continuity and rhythm along the street.

The two upgraded entrances are discreet one existing and retained the other existing reduced to a pedestrian access, rural in appearance, and improve safety without urbanising the character of the lane

18. FLOOD RISK AND DRAINAGE STRATEGY

A Flood Risk Assessment (LANMOR Consulting) identifies surface water issues, particularly in the northeast corner. The scheme responds pro actively with a comprehensive SuDS-based water management system to protect both the site and neighbouring properties.

All buildings are raised approximately 300mm above existing ground levels and constructed on pile foundations, eliminating hard surfaces beneath and reducing damp risk. This also provides ecological permeability beneath the buildings for migrating species.

The flood strategy includes:

- A large attenuation pond and retention basin at the southern end of the site to capture runoff and provide ecological enhancement;
- Permeable paving and access roads throughout;
- Rain gardens for each plot to manage roof water at source;
- Reinstated and regraded boundary ditches along the northern, eastern, and western edges, reformed as swales to intercept runoff and alleviate flooding on Heath Ride.

This integrated approach aligns with NPPF Section 14 and Wokingham MDD Policy CC09 (Flooding), ensuring the development is flood-resilient and contributes positively to local drainage infrastructure.

A key community benefit of this scheme is that the enhanced drainage network will help mitigate existing surface water issues affecting neighbouring properties along Heath Ride, thus improving the wider community.

19. ECOLOGY AND TREES

The scheme delivers a 6.72% Biodiversity Net Gain with the remaining 0.45 Habitable Units being identified off site supported by a 30-year Habitat Management Plan. Measures include new native hedgerows, wild-flower meadows, bat and bird boxes, and the creation of wetland and woodland-edge habitats.

A Construction Ecological Management Plan (CEMP) will guide all site activities, ensuring protection of existing habitats and compliance with Policy NE1 (Biodiversity and Nature Conservation).

Japanese knotweed has been discovered to exist along the boundary with the neighbouring property Farthing's Lodge on the western side of the site. A Japanese Knotweed Management Plan (Ref. S022934) is in place and approved by Japanese Knotweed Ltd.

Tree protection follows the BS5837:2012 guidelines, with Root Protection Areas (RPAs) clearly defined. Most trees are to be retained; any removal of poor-quality specimens will be offset by replacement native planting to preserve screening and ecological connectivity.

External lighting, designed by Lightable, adheres to ILP Guidance Note 08, ensuring zero light spill into sensitive ecological areas. The resulting environment provides ecological enhancement, amenity value, and long-term habitat resilience well beyond the statutory minimums. This approach delivers a substantial ecological uplift while ensuring the longevity and health of existing vegetation.

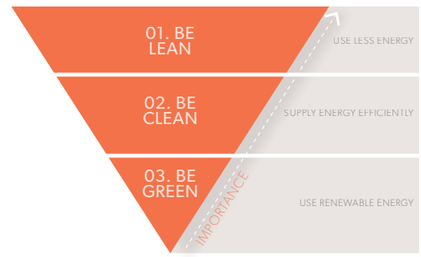
20. SUSTAINABILITY & ENERGY STRATEGY

The proposal embraces Wokingham Borough Council's commitment to a low-carbon future, following the "Be Lean, Be Clean, Be Green" hierarchy as set out in Policy CC04 (Sustainable Design and Construction) and the Wokingham Climate Emergency Action Plan.

Buildings are designed to exceed current Building Regulations through high levels of insulation, airtight detailing, and careful orientation to maximise solar gain and natural ventilation. Each dwelling will include an integrated approximately 7kWp photovoltaic (PV) array, providing renewable electricity for on-site use and contributing to energy export during peak generation periods.

Heating and hot water will be provided by Air Source Heat Pumps (ASHP), complemented by Mechanical Ventilation with Heat Recovery (MVHR) systems to maintain energy efficiency and indoor air quality. Battery storage will optimise self-consumption of generated electricity, while EV charging points encourage low-emission transport choices.

The landscaping strategy reinforces sustainability through native planting, rainwater gardens, and permeable paving, reducing water demand and enhancing site ecology. Collectively, these measures deliver a highly efficient, low-carbon development that is green in energy performance and environmental responsibility, though not fully carbon neutral.



Strong local support for site improvement: Residents welcomed the replacement of the derelict, deteriorating buildings with a high-quality, well-designed development that would enhance the character and visual quality of Heath Ride.

Flooding concerns addressed through SuDS: Attendees' primary concern was existing surface-water flooding. The project team explained that the scheme incorporates a full SuDS strategy – including permeable surfaces and an attenuation pond – designed to *reduce* current flood risk, which reassured many residents.

Drainage managed independently of mains sewer: Residents wished to avoid any reinstatement or use of a mains sewer. It was confirmed that each home will use a modern, fully compliant sewage treatment system contained within the site.

Positive contribution to Heath Ride maintenance: As the road is privately maintained, several residents saw the development as a beneficial opportunity for additional households to contribute to road upkeep and improve overall maintenance levels.

The public consultation event, held on 3rd May 2025, achieved an excellent turnout, with an estimated 50–60 local residents attending to learn more about the proposed development. This strong level of engagement demonstrated a genuine community interest in the future of the site.

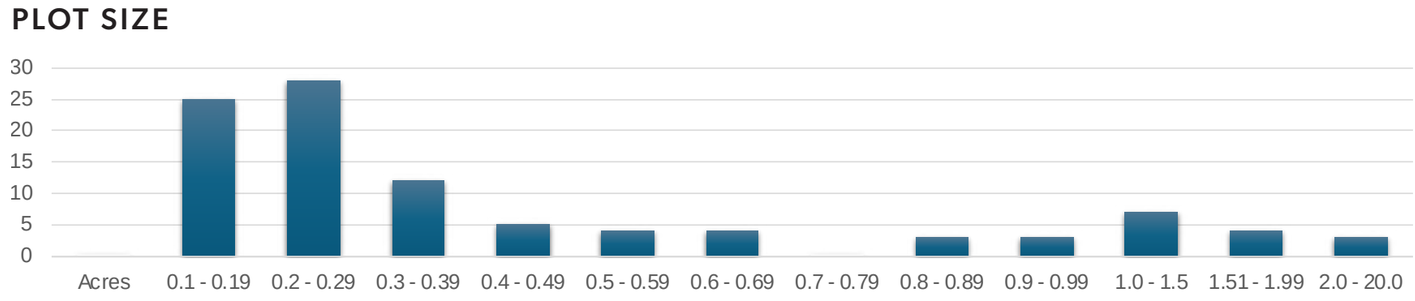
22. DENSITY ANALYSIS

The proposed plot sizes of **0.30 acres** represent a well-balanced response to the existing character of Heath Ride. As illustrated in Graph 1.1, the **median plot size on Heath Ride is 0.28 acres**, meaning that **60% of properties have smaller plots than those proposed.** This confirms that the development sits comfortably within the established context while offering slightly more generous proportions that contribute to a sense of spaciousness.

While a small number of unusually large plots – such as Willow Wick Farm – skew the upper end of the dataset, the analysis shows that **only 43 of the 98 plots along Heath Ride exceed 0.30 acres**, even when these outliers are included. This reinforces that the proposal remains well aligned with the prevailing pattern of development.

The scheme has also been carefully calibrated to balance plot size with environmental objectives. **Larger plots could not be accommodated without compromising the project's ability to deliver a positive Biodiversity Net Gain**, which requires areas of land to be retained outside of private freeholds for ecological enhancement. This approach ensures that the development not only respects local character but also maximises landscape and habitat benefits in accordance with emerging policy expectations.

Overall, the proposed plot sizes achieve an appropriate equilibrium between contextual fit, residential quality, and environmental stewardship, resulting in a layout that is both consistent with Heath Ride and demonstrably landscape-led.



23. CONCEPT PRECEDENTS

Reference examples of buildings in wooded setting that seek to complement the woodland with minimal impact through materiality and form. Our proposal house types are built from timber with minimal connection to the ground. This construction method allows buildings to be created in a minimally invasive way and can be placed between existing trees and vegetation. Being separated from the ground aims to reduce impact on natural movement of fauna, create additional habitats under the building and improve the sustainable drainage of the site with zero hard surfaces.

We've developed 9 guiding design principles:

1. Minimise excavation
2. Do not remove soil from the site
3. Remove all hard landscaping
4. Use development as tool for new habitats and improving quality of existing habitats
5. Do not remove mature trees unless completely necessary
6. Plant mature trees, across the site to produce more woodland
7. Maximise dry-offsite construction
8. Buildings to be factory built and site assembled
9. Minimise time and disruption on site

24. ACCOMMODATION SCHEDULE

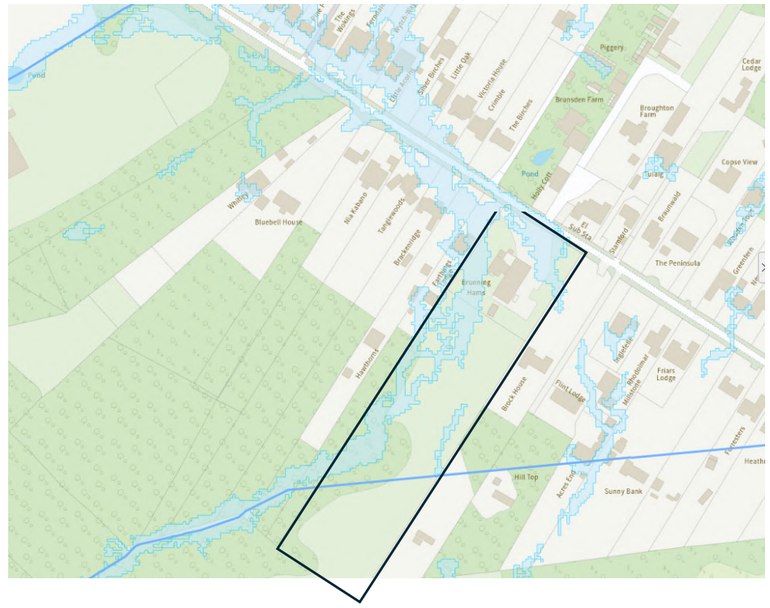
Proposal					
House type	Beds	sqm	Quantity	Total sqm	Total sq.ft.
Detached HT01	4	321.5	2	643	6,921
Detached HT02	5	329.6	4	1318	14,197
Detached HT033	5	359.8	2	720	7,750
Total Residential			8	2681	28,858

25. LOCAL SURFACE WATER FLOOD REDUCTION

Local surface water flooding is an issue for residents down Heath Ride with two main watercourses passing over the road. These water courses connect King's Mere Pond and Heath Pool. Due to the dilapidated state of Brunninghams farm, a lack of maintenance of the watercourse passing through the property has accentuated surface water flooding around the property.

Proposal as part of development works:

- Instate substantial Swales along the length of the site and front boundaries providing significant water storage and retention.
- Reinstate road adjacent drainage gully's down Heath Ride which have become blocked and connect both water courses. This will alleviate surface water impacts down the length of the road.
- Remove all existing fly tipping and dumped waste across the site, much of which is sitting in surface water to improve downstream water quality and hence improve habitats within the local wildlife sites.
- **On-site SuDS, provision of water efficient buildings raised up from the ground level enables us to provide no hard surfaces across the site allowing infiltration across the entirety of the development. The addition of managed rain gardens ensures that any water coming off the buildings roof, that isn't being reused, will be retained on site.**



26. COMMUNITY AND ECOLOGICAL LANDSCAPES

When managing a habitat, our priority is to assess the current state of the site. We will implement a set of management strategies aimed at enhancing biodiversity by making the habitat more attractive to wildlife. These strategies are then evaluated against the baseline to track improvements, allowing for further targeted efforts. Our goal is to maximize biodiversity while also increasing access and engagement with a previously unused piece of land.

Key actions include:

1. Retaining as many mature trees as possible, with replanting of native mature trees when tree loss is unavoidable.
2. Creating new, naturally-fed swales to introduce an improved habitat and alleviate local flooding, reducing water course pollution.
3. Create a protected nature area to the rear of the site to be enjoyed by residents.
4. Encouraging community participation in managing the site's ecology and biodiversity.
6. No hard borders on site to allow for unimpeded animal migration.

Community use is central to our plans. Every development begins with a focal point designed to reflect the unique character of the area. In this case, it will highlight the site's forest and waterways, offering locals and visitors a place to enjoy the regenerated an enriched environment.

27. SUMMARY RESPONSE TO PRE-APPLICATION ADVICE

We held a Pre-application meeting with officers at WBC. We have set out here some of the key moves made in response to comments.
A more detailed response to the pre-app has been prepared as part of this application.

The redevelopment of Brunninghams Farm delivers a wide-ranging suite of social, economic and environmental benefits, including:

- Brownfield remediation
- High-quality, sustainable architecture
- Significant biodiversity uplift
- Flood alleviation benefits for the wider area
- Enhanced woodland character
- Energy-efficient, low-carbon housing
- Meaningful contribution to housing supply
- Removal of dereliction and visual blight
- Ecological and landscape betterment
- Long-term stewardship of natural habitats

28. SUSTAINABLE TRANSPORT STRATEGY

The proposed development will incorporate and support a comprehensive sustainable transport strategy, designed to promote low-carbon and active travel options while reducing environmental impact. Given the absence of a footpath along Heath Ride, our strategy emphasises practical solutions such as the use of electric cars, cycling, and walking access to Simons Wood without the need for driving.

Key measures include:

- **Bi-directional car charging points** at every property, enabling residents to charge electric vehicles and return surplus energy to the grid.
- **Secure, weatherproof bike storage** at each property to encourage cycling as a primary mode of transport.
- **Well-connected pedestrian paths and walkways** throughout the site to facilitate safe and convenient movement on foot.

These initiatives are designed to promote sustainable, low-emission travel for all residents, significantly reducing the development's carbon footprint, whilst encouraging environmentally friendly and community-based lifestyles.

29.CONSTRUCTION MANAGEMENT PLAN

The site will be laid out as 9 freehold areas with the central access road/south pond together with 8 separate houses. The use of Modern Methods of Construction (MMC) would be focussed towards construction elements being fabricated off-site to minimise vehicular trips to site, noise, dust and disturbance. The separation of the site would allow the road to be built first and then to have full flexibility to phase the construction process, building the houses in groups or all together in element phases.

CONSTRUCTION PHASING

The construction of the scheme is conceived as a continuous flow of nine phases. The access road and pond will be constructed as the first phase of the project followed immediately by the sequential or overlapping build of the eight houses.

30. CONCLUSION

The redevelopment of Brunninghams Farm represents an exemplary opportunity to regenerate an underused site into a landscape-led, environmentally responsible residential community.

The scheme delivers:

- Eight distinct, high-quality homes designed with a modern rural vernacular;
- A comprehensive flood resilience and SuDS strategy, benefiting both the site and neighbouring properties;
- A 20% Biodiversity Net Gain with long-term habitat management;
- Homes constructed using SIPs and MMC, reducing embodied carbon and construction impact;
- Strong alignment with Wokingham's sustainability policies and the NPPF's design, biodiversity, and climate resilience objectives.

Through its sensitive design, ecological enhancement, and technical rigour, this proposal will create a distinctive and sustainable place that contributes positively to the fabric of Finchampstead and the wider Wokingham Borough.

- **CALL US**

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