

5.0 OPPORTUNITIES

5.8 A CREATION OF WELL CONNECTED SUSTAINABLE DEVELOPMENT

- There is an opportunity to create a walkable development with all the residents being within a 10 minute walk to the centre, providing a mix of uses and facilities for the local community. An introduction of a new bus route connected to a sustainable transport network will encourage all modes of transport and link to neighbouring developments complimenting the strategy already developed for the South Wokingham SDL.
- Interconnected active travel routes should be introduced across the site linking to existing transport connections and infrastructure. They can link to Waterloo Road and the SWDR to make the best use of this infrastructure to get residents safely and expediently to Wokingham and beyond, which can result in increased cycling uptake.

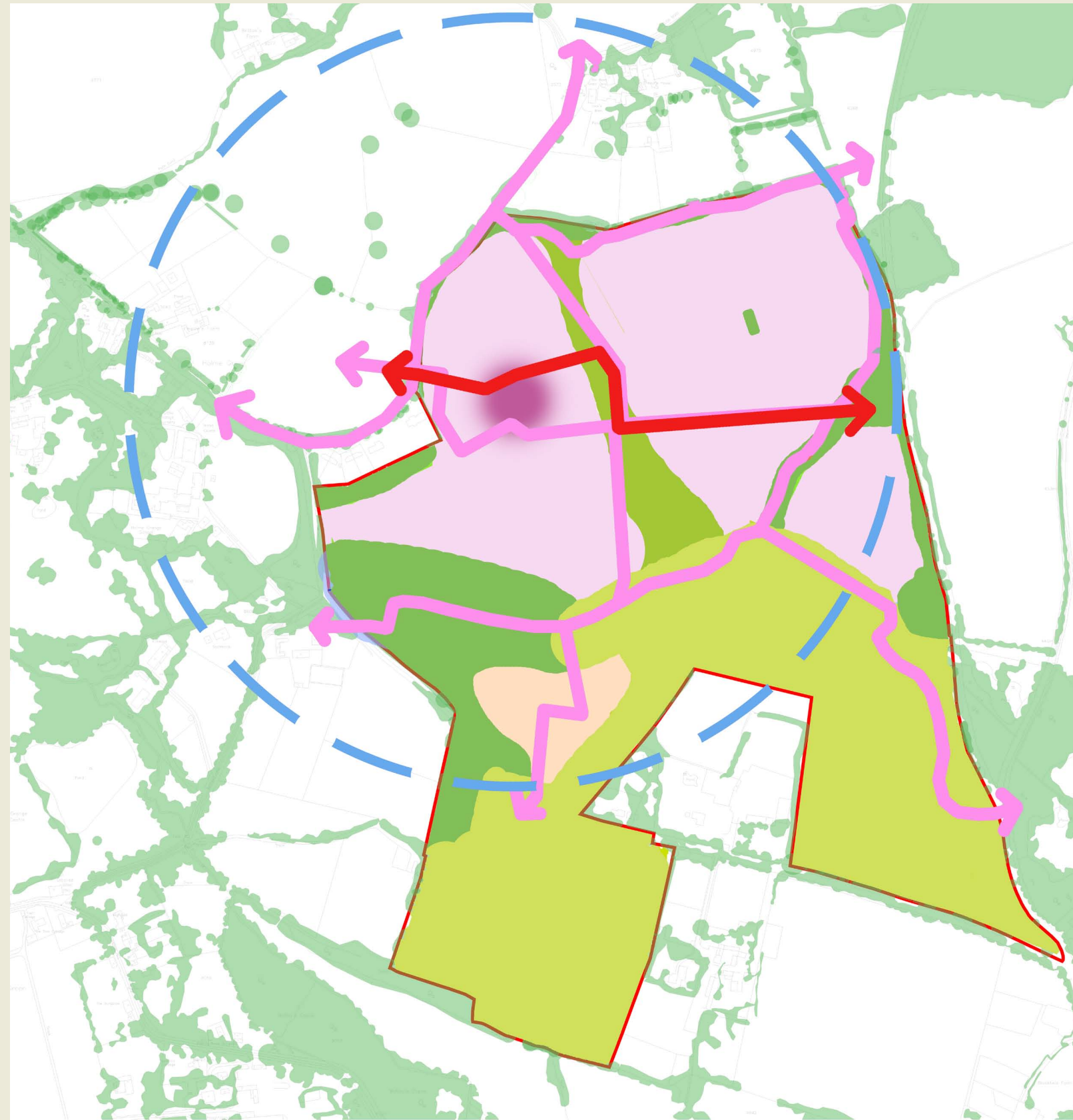


Figure 31: proposed site sustainable connections illustrated

6.0 URBAN DESIGN

6.1 ILLUSTRATIVE MASTERPLAN DEVELOPMENT WITH LANDMARKS AND LOCAL CENTRES

6.1.1 The evolution of the proposed masterplan has taken on board the Council’s Strategic Sites Report (2021) and the recommendations of David Lock Associates and the subsequent emerging 2022 Regulation 18 Local Plan which included for an extension to the South Wokingham SDL.

Key principles of the masterplan are that it:

- 6.1.2 Responds to the existing setting and provides a central linear green landscape which opens up in the middle of the site to the proposed area of SANG, this draws nature into the development. This provides for a green heart to the development which permeates throughout the residential elements while also responding to the site’s edge of settlement context and the existing watercourse by providing a co-ordinated approach to development and delivery across the site.
- 6.1.3 The development is subdivided into distinct walkable neighbourhoods, much more akin in size to a village, each with a local centre, very much in line with a traditional pattern of town development.
- 6.1.4 Where the neighbourhoods come together, we have created a square where the communal facilities are located so they can serve all the inhabitants. Commercial activity will be accommodated here creating opportunities for small local businesses like bakeries and

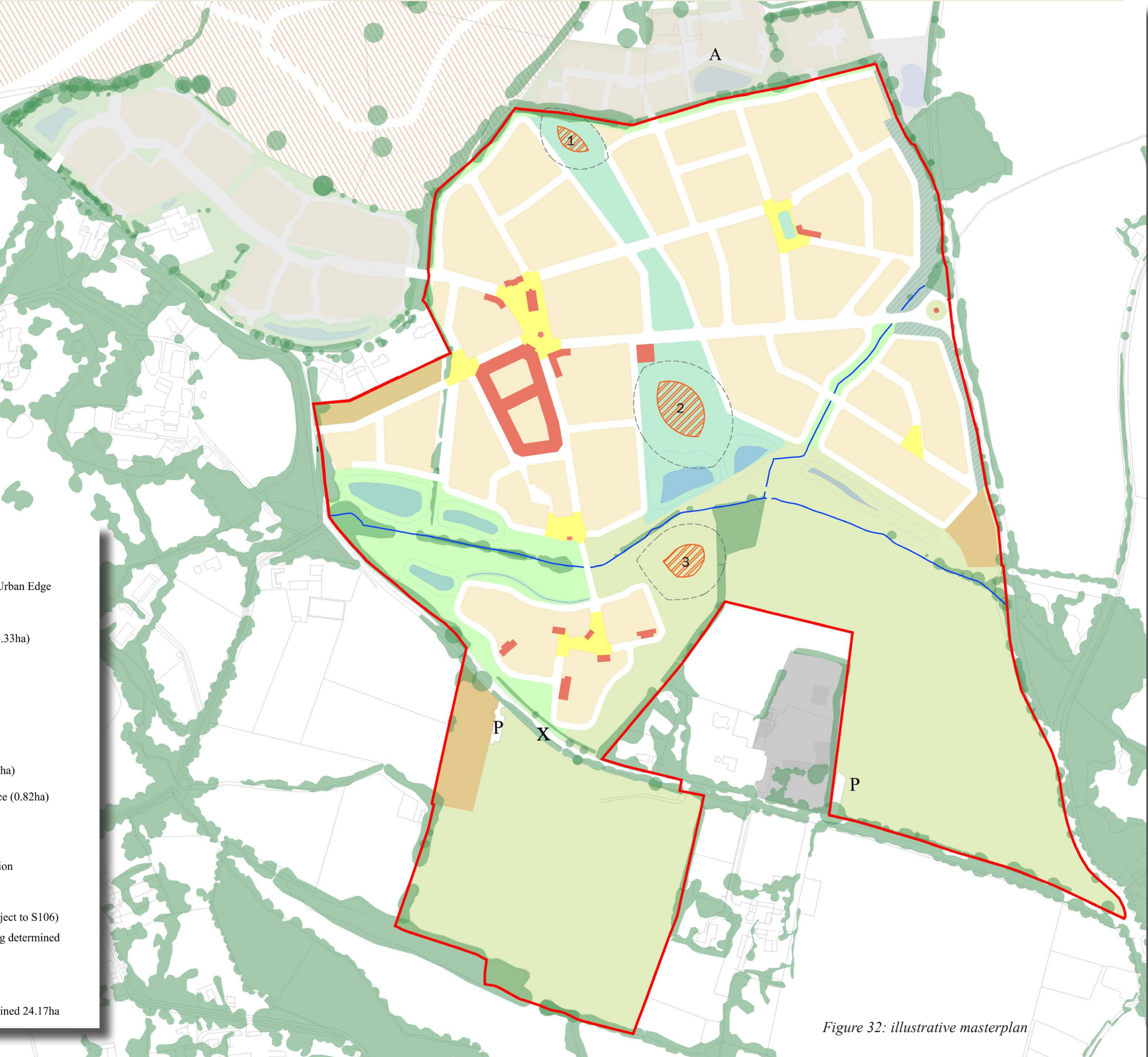
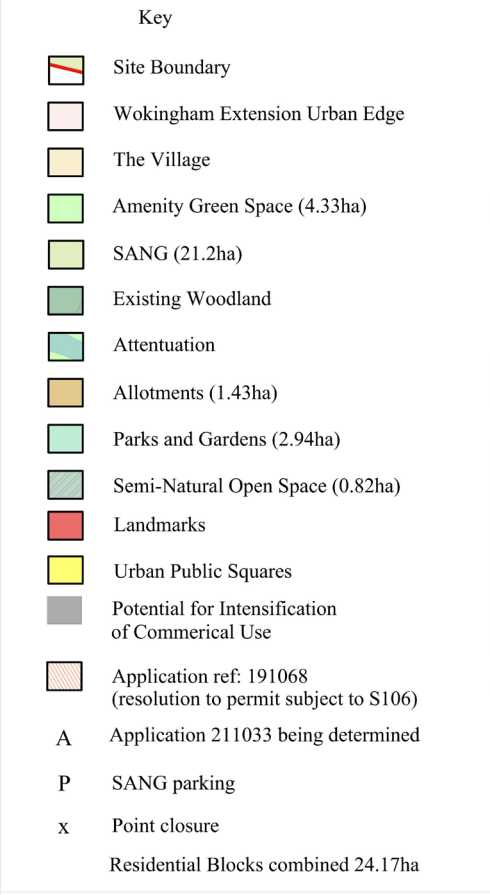


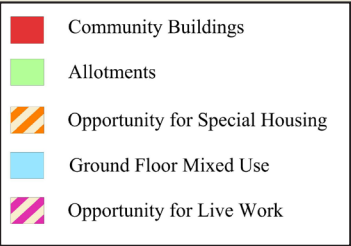
Figure 32: illustrative masterplan

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cafes to thrive and give focus to the community, this is demonstrated in the figure 33 below which shows where opportunities for houses with shop fronts at ground floor level could be located. The centre is within five minute walk of most of the development and nothing is more than 10 minutes walk away.



Figure 33: illustrative masterplan showing possible locations for building uses/types



6.1.5 The building heights range between two and three storeys and as figure 34 opposite demonstrates, the taller buildings are concentrated around the squares to reflect the importance of a role they in the masterplan, and at the edges of wider southern part of the park to provide definition and degree of enclosure to the space.

6.1.6 The northern parcels are to be more urban in character, while the area south of the watercourse is anticipated to have more of a more rural character.

The green infrastructure is fully incorporated into the masterplan and was designed so it:

- 6.1.7 Supports health and wellbeing through proximity to nature and direct active travel routes between homes in the other SDL approved sites and on to Wokingham.
- 6.1.8 Builds in resilience to climate change through Sustainable Drainage Systems (SuDS) to provide for wetter winters and prolonged periods of intense rainfall.
- 6.1.9 Provides a network of recreational footpaths which links people to Suitable Alternative and Natural Greenspace (SANG), and the countryside beyond which are integrated into the existing PROW network.
- 6.1.10 Creates the space for a range of play areas for all ages, from small play spaces near to homes, to adventure play destinations, and opportunities for informal sports such as boules.
- 6.1.11 Can accommodate opportunities for allotments and community gardens.
- 6.1.12 Considers the potential increased biodiversity around the existing watercourse and associated habitat creation.
- 6.1.13 Enhances biodiversity through a variety of different habitats capable of supporting the site's existing ecology and new species.
- 6.1.14 Promotes strategic and woodland planting schemes to promote carbon sequestration.
- 6.1.15 Carefully considers the role of street trees and how these relate to the street hierarchy.

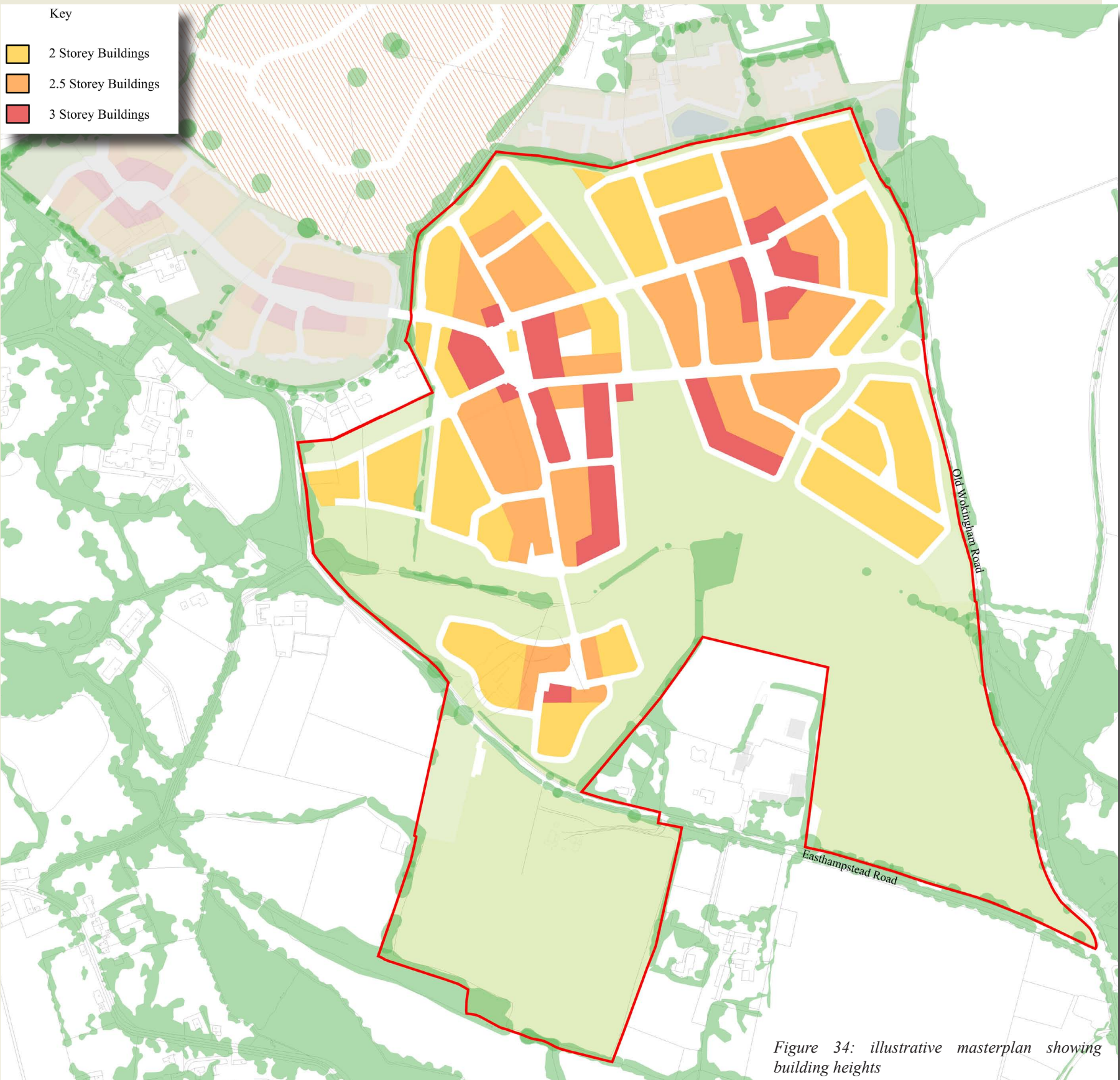


Figure 34: illustrative masterplan showing building heights

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6.2 PUBLIC SPACES HIERARCHY

6.2.0.1 A network of public spaces has been created to provide easily understandable hierarchy of spaces that are well contained and pedestrian friendly. This hierarchy begins with the Squares and contains the following:

- Avenues
- Streets
- Green Edges and
- Courtyards

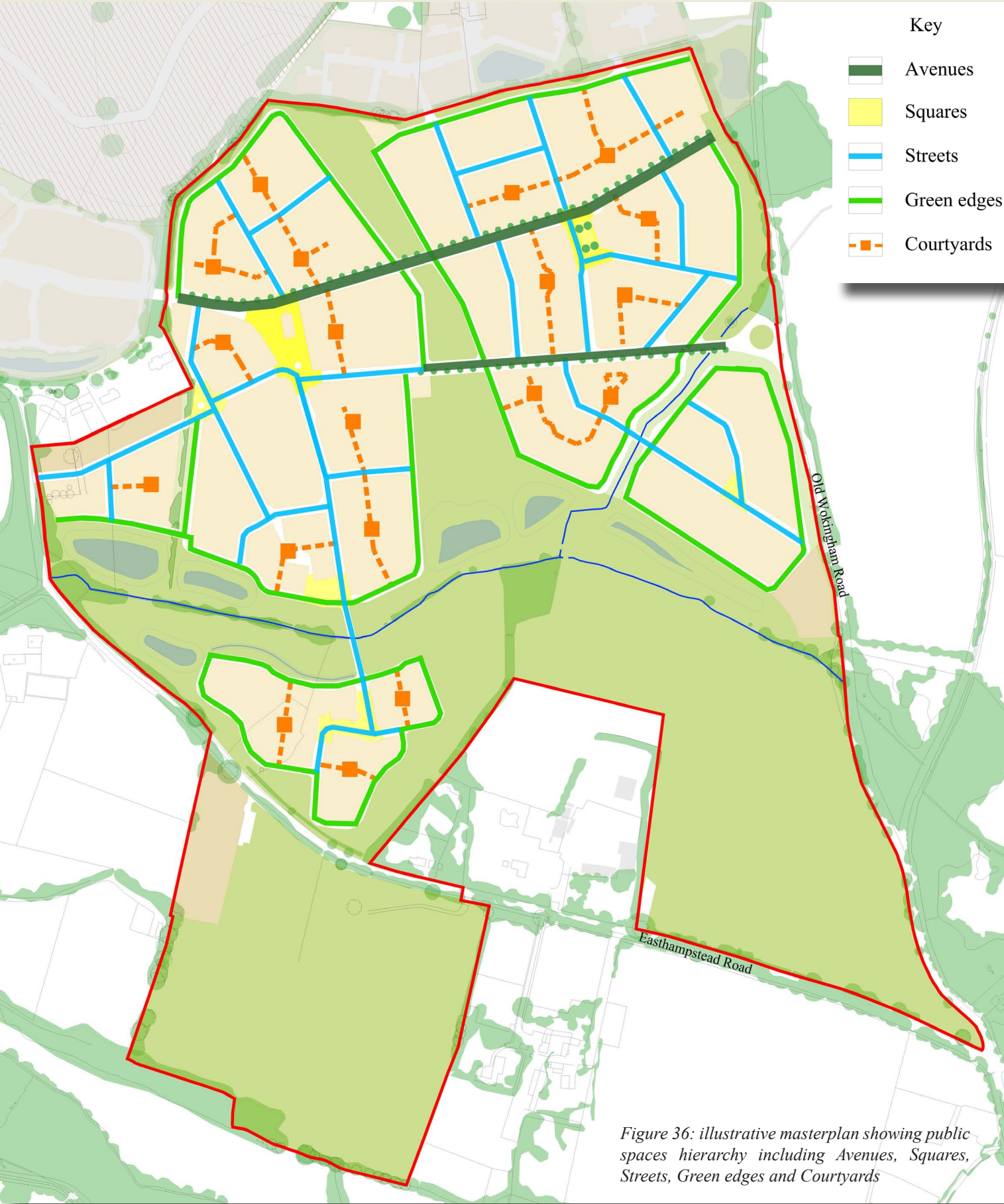
6.2.0.2 This chapter illustrates typical sections and configurations of the spaces showing the relationship between dwellings, parking for dwellings and visitors as well as boundary treatments and street widths which together with the architecture of the buildings will determine the character of the public realm. Squares will be defined separately further on in the document.

6.2.1 AVENUES

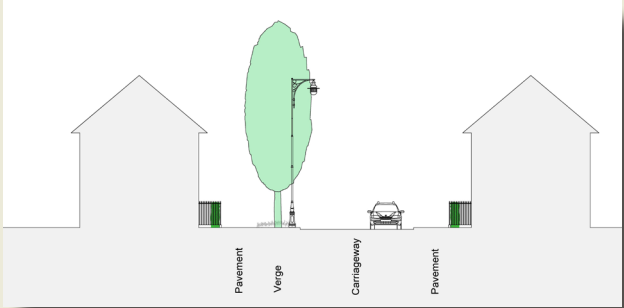
6.2.1.1 There are two Avenues proposed for the development, both run east-west and it is anticipated that car access to residential properties will be from either the side or the rear. The Avenues will have tall, fastigate trees on one side of the carriageway, for detailed tree information refer to the Landscape Architect's documentation. The use of trees will mark these routes as the most significant in the development: they connect the two main neighbourhoods and the majority of the bus route runs along an Avenue.



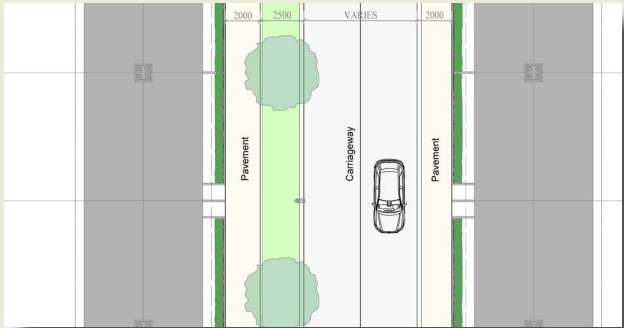
Figure 35: example of tree lined avenue



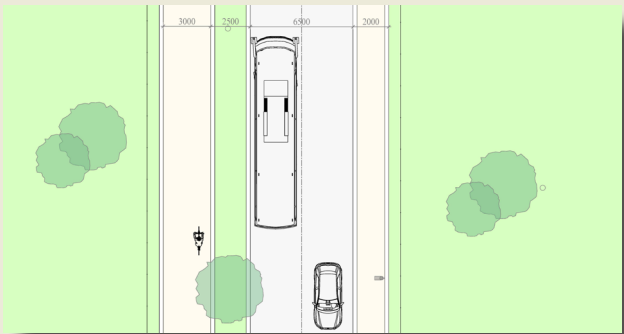
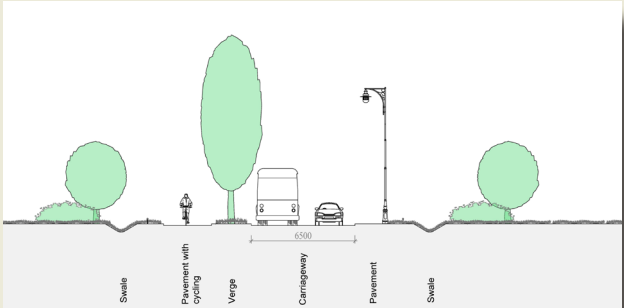
FIGURES 37 & 38 AVENUE A - TYPICAL ARRANGEMENT WITH HOUSING ON BOTH SIDES OF THE CARRIAGEWAY



Primary (Bus Route) - 6.5metres, Secondary Road - 5.5metres, Tertiary Road - 5metres



FIGURES 39 & 40 AVENUE B - TYPICAL ARRANGEMENT WITH GREEN OPEN SPACE ON BOTH SIDES OF THE CARRIAGEWAY



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6.2 PUBLIC SPACES HIERARCHY

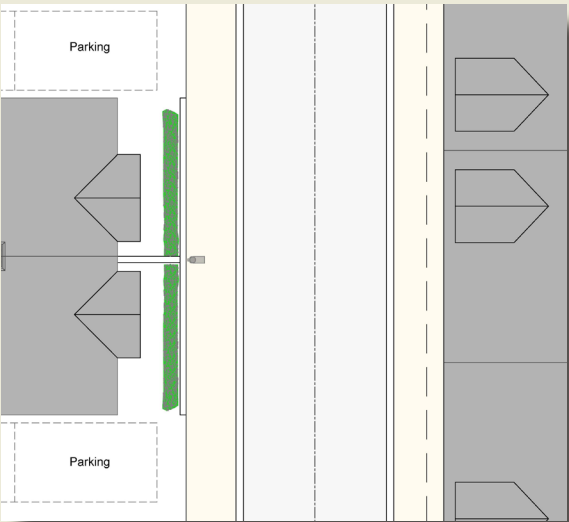
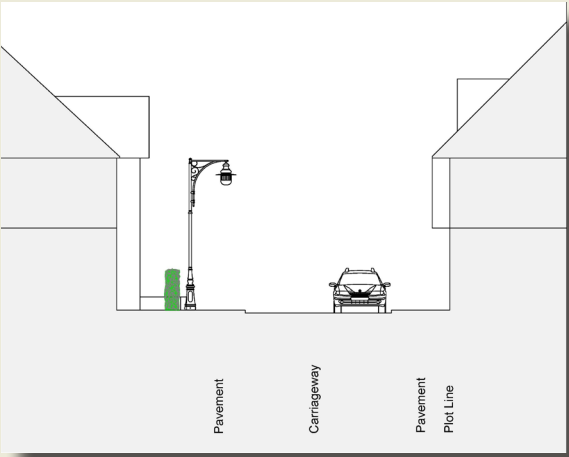
6.2.2 STREETS

6.2.2.1 The streets form the second tier of the public spaces hierarchy and provide a number of sub-tears leading to the green edge and the courtyards. The streets provide for different types of roads for vehicles within the development. They also provide access to the residential accommodation for pedestrians and cyclists as well as the space for visitor parking.

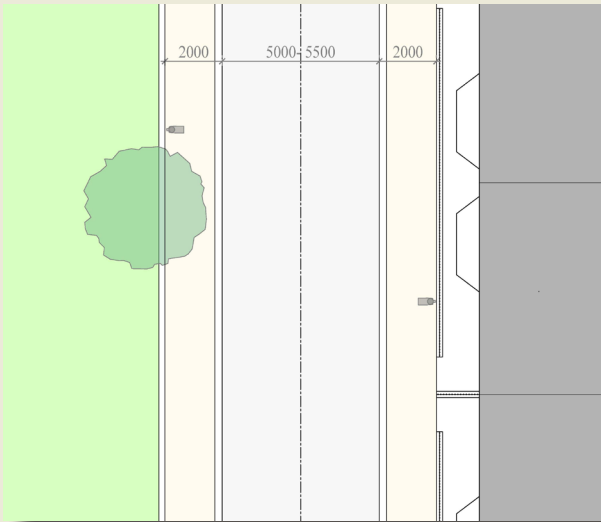
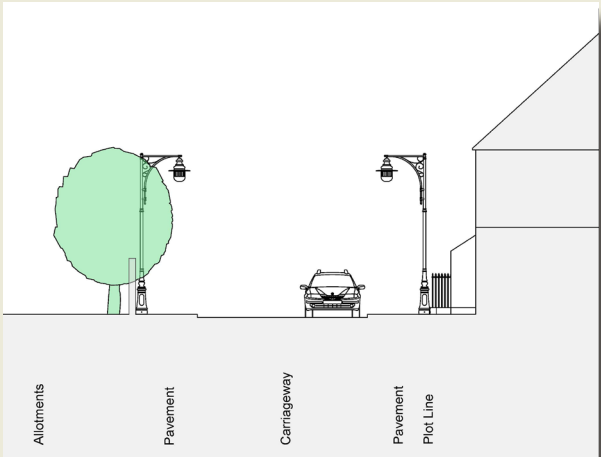


Figure 41: photograph of example street

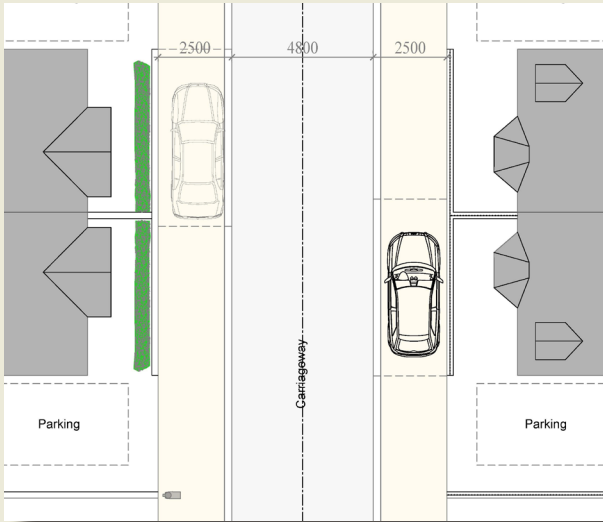
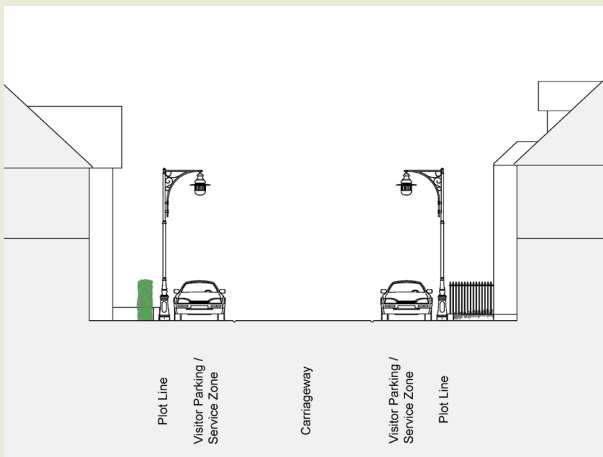
FIGURES 42 & 43 STREET A - TYPICAL ARRANGEMENT WITH HOUSING ON BOTH SIDES OF THE STREET



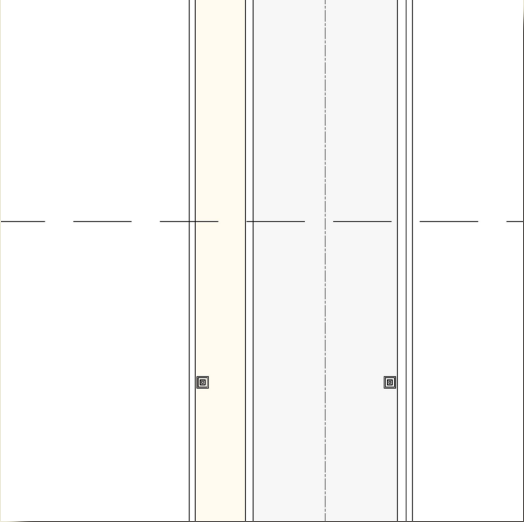
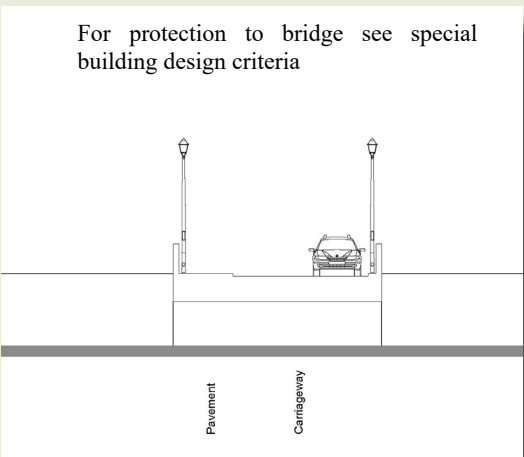
FIGURES 44 & 45 STREET B - ARRANGEMENT WITH HOUSING AND NORTHWEST ALLOTMENTS



FIGURES 56 & 47 STREET C - TYPICAL ROAD ARRANGEMENT FOR SHARED SURFACE



FIGURES 48 & 49 STREET D - TYPICAL ARRANGEMENT OF BRIDGE



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6.2 PUBLIC SPACES HIERARCHY

6.2.3 COURTYARDS

6.2.3.1 Interspersed throughout the development are Courtyards which would fulfil a function akin to historic mews providing access to the rear of the properties and creating space for parking and garages with flats above and some small courtyard houses. They would take a form of a visually enclosed area with a shared surface accessed off the streets. They are anticipated to have very low traffic except for access. Courtyards generally will have two access points so as to not form a dead end and ensure permeability.

FIGURES 51 & 52 COURTYARD A - TYPICAL ARRANGEMENT WITH ALLOCATED PARKING

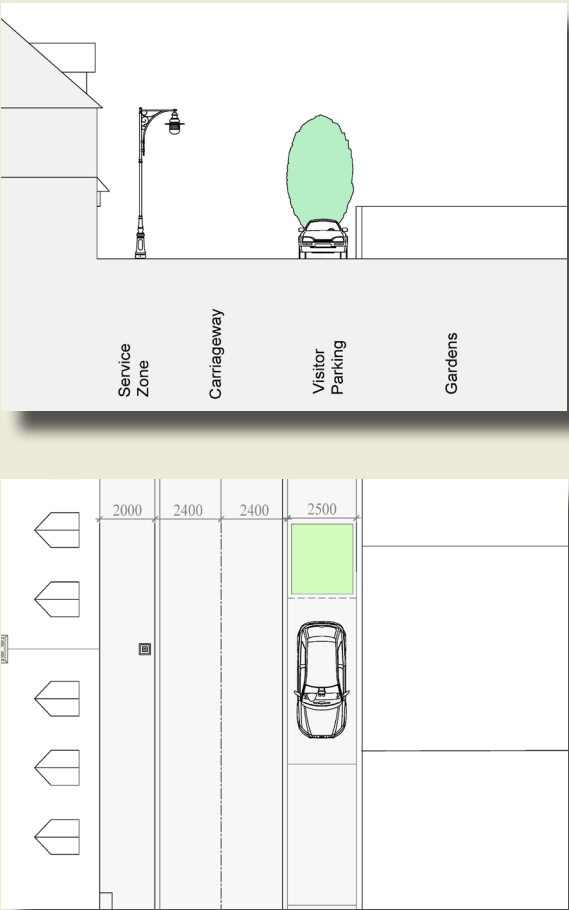


Figure 50: photograph of example courtyard

FIGURES 53 & 54 COURTYARD B - TYPICAL ARRANGEMENT WITH VISITOR PARKING

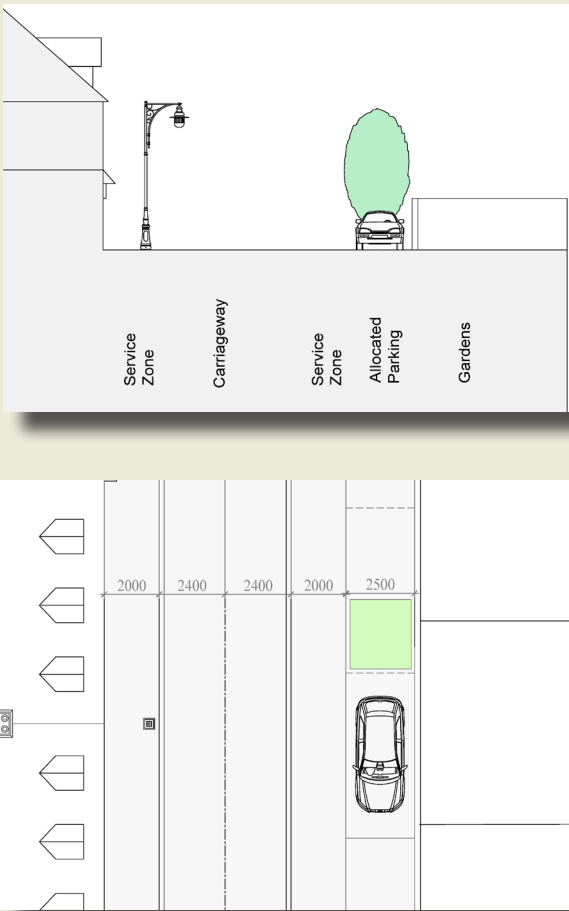
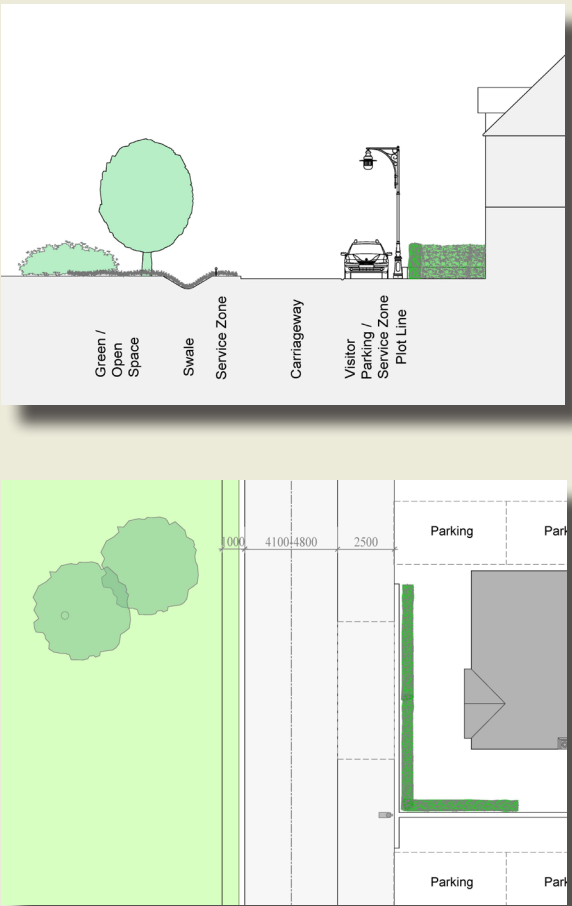


Figure 55: photograph of example Green Edge

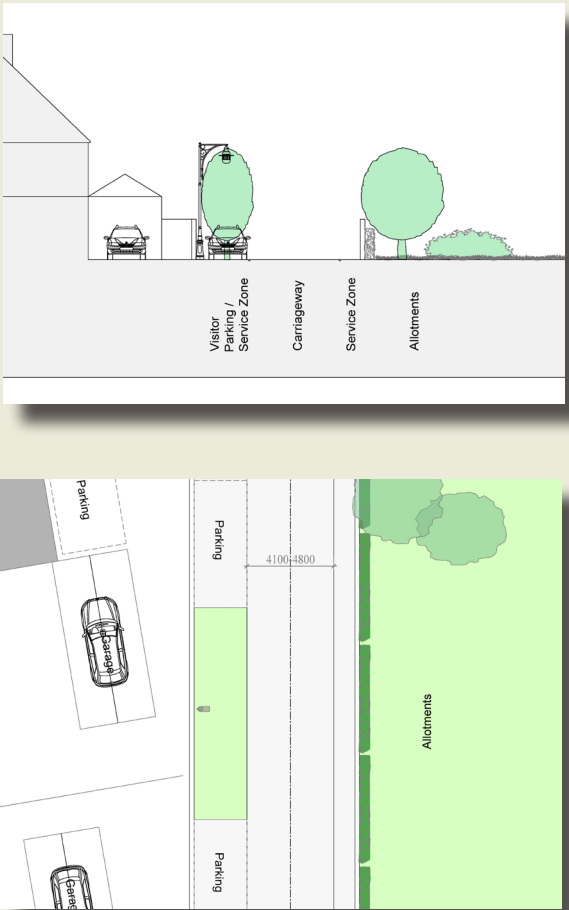
FIGURES 56 & 57 GREEN EDGES A - TYPICAL ARRANGEMENT



6.2.4 GREEN EDGES

6.2.4.1 On the perimeter of the development, at the junction to green open spaces, are Green Edges. With housing only on one side of the carriageway and narrow planted service zone on the other, they are designed to be an interface between the built up part of development and the green open space. The shared surface finish provides ideal opportunities for cycling in many locations.

FIGURES 58 & 59 GREEN EDGES B - ARRANGEMENT ALONG NORTHEAST ALLOTMENTS



6.0 URBAN DESIGN

6.2 PUBLIC SPACES HIERARCHY

FIGURES 60 & 61 GREEN EDGES C - RIVERINE CORRIDOR

6.2.4.2 The riverine corridor demonstrates the use of a double Green Edge around the existing watercourse with green verges bringing the feel of open space right up to the property line an maximising the benefit and the impact the natural environment can have on the character and feel of the development.

