



Parcels 4 & 5 Hogwood Farm

Finchampstead

Design & Access Statement

June 2024

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THE PROJECT TEAM



Applicant

Cala Homes (Thames) Ltd.
Cala House
54 The Causeway
Staines-Upon-Thames
Surrey
TW18 3AX

www.cala.co.uk



Landscape/Arboriculture

RPS
Lakesbury House,
Hiltingbury Road, Chandlers Ford,
Southampton, Hampshire,
SO53 5SS

www.rpsgroup.com



Ecology Consultant

Hankinson Duckett Associates
The Stables, Howbery Park,
Benson Lane, Wallingford,
Oxfordshire,
OX10 8BA

www.hda-enviro.co.uk



Architect

Omega Architects Ltd.
The Front Barn
124 Manor Road North
Thames Ditton, Surrey, KT7
0BH

www.omega-architects.co.uk



Highway Consultants

JNP Group
Meadowhall Business Park
Carbrook Hall Road
Sheffield
S9 2EQ

www.jnpgroup.co.uk



Planning Consultant

Boyer Planning
Crowthorne House, Nine Mile Ride,
Wokingham,
Berkshire.
RG40 3GZ

www.boyerplanning.co.uk



Landscape Architects

CSA Environmental
Dixies Barns,
High Street,
Ashwell, Hertfordshire
SG7 5NT

www.csaenvironmental.co.uk

1 - Introduction & Site Overview

1.1 Introduction

This document has been prepared by Omega Architects Ltd on behalf of Cala Homes Thames Ltd in support of a Reserved Matters Planning Application for Parcels 4 & 5. Parcels 4 & 5 are located on the south west edge of the development as shown on the adjacent image. These proposals would deliver 186 new dwellings.

The redline of this Reserved Matters application includes for:

Reserved Matters application pursuant to Outline Planning Consent O/2014/2179, as varied by application 181194. The Reserved Matters comprise details of 186 dwellings, together with associated internal access roads, parking, landscaping, footpaths, cycleways and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered.



Framework Masterplan - from Masterplan Framework Document



1 - Introduction & Site Overview

1.2 Constraints Plan

The key considerations for the development of Parcels 485 are illustrated on the adjacent constraints plan.

KEY:

PARCELS 4 & 5 APPLICATION BOUNDARY

PROPOSED SITE ACCESS

PROPOSED EMERGENCY ACCESS

INDICATIVE CROSSING POINT

PEDESTRIAN ACCESS LOCATIONS (TBC)

DEVELOPMENT PARCEL PHASES 4 & 5

OUTLINE PARAMETER PLAN PARCEL BOUNDARYS P4 & 5

EXISTING TREES & RPA ZONES

CAT A EXISTING TREES

CAT B EXISTING TREES

CAT C EXISTING TREES

5m BUFFER TO EXISTING HEDGES

15m ANCIENT WOODLAND BUFFER

ANCIENT WOODLAND

TREE PROTECTION ORDERS

PROPOSED UTILITIES

PROPOSED SEWER EASEMENT

EXISTING UTILITIES

EXISTING OVERHEAD CABLE ROUTE



Constraints Plan





2 - Design Process

2 - Design Process

2.1 Pre-Application Layout

The adjacent layout was submitted alongside the Pre App document to the Council in January 2024. The layout had the following design principles:

1. Main vehicle access into Parcel 4/5 taken from Parcel 2 to the north-east;
2. Emergency and pedestrian/cycle access into north-east corner of Parcel 5, linking with Sheerlands Road;
3. Pedestrian access with Parcel 3 through north boundary;
4. Development parcels designed to outwardly face to all edges of the parcel, overlooking landscape buffers and adjacent POS;
5. Internal street widths providing opportunities for street trees and areas of planting;
6. Key buildings located at prominent locations with views over internal street scene;
7. Development set back to respect buffer to additional Ancient Woodland between Parcels 5 & 6 – dwellings orientated to overlook this space;
8. Dwellings fronted to provide views over SANG to south;
9. Pumping station to south-east corner of P5 – dwellings side or back onto this whilst respecting required buffer to pumping station.



2 - Design Process

2.2 Response to Pre-Application Comments

Following the Pre App, the design team assessed how the key points could be developed within the layout – a summary is provided as follows:

COMMENT	DESIGN RESPONSE
The Masterplan Framework Document anticipates that the design of dwellings within these parcels will be such as to provide an eclectic rural feel.	The design team note this aspiration which has been implemented within the proposed character and appearance of the new buildings within P4 & P5.
The proposed design of terraced units, which are understood to be proposed as affordable housing, appears bland in comparison to other units within Parcels P4/ P5. To ensure the properties appear as tenure-blind, officers would expect the design of these units to reflect design principles for homes in this character area.	Additional detail has been added to these houses, with brick banding, coloured windows and fascias, and decorative porch roofs proposed to match the adjacent private units and ensure the design is tenure blind.
In terms of materials, officers would not be supportive of composite cladding in this location. Given the SANG interface and the rural character of these parcels, larch or timber cladding should be considered instead. Tiles should incorporate variety of shades. Consideration should be given to hipped roofs in some locations to help emphasize the rural character, in particular in parcel 5 in close proximity to SANG.	There is a very limited use of cladding proposed within P4 & P5, only on feature buildings in key locations on the edges of the site, around key access points, or at the end of vistas, to assist wayfinding. It was also considered important to include some cladding in order to tie in to the adjacent development parcels, particularly P2 and P3. Where these are proposed, larch or timber cladding will be considered.
In terms of wider place-making, the scheme could incorporate an area of incidental amenity space that would become the focal area within the parcel. Such space needs not be substantial – small areas of high quality open space can work well to provide opportunity for relaxation, socialising and gathering for future residents of all abilities. Below are a couple of examples – a successful space need not be formal to read as a focal area of the parcel.	An area of incidental amenity space has been added centrally to the development parcel adjacent to the road linking P4 to P5 – the road also narrows and alters alignment through this space to slow traffic, ensure east-west pedestrian movement is given priority, and heighten the sense of transition from one development parcel to the next.
The principle of three storey apartment blocks by the access into Parcel P4 could be supported, subject to an appropriate set-back from the road and from the tree line. Officers are concerned that the current layout does not incorporate sufficient set backs.	Proposed blocks in this area are set back from the adjacent trees to respect and safeguard the canopy and root protection areas.
Some areas have an over-dominance of hard surfacing and car parking with no opportunity for planting between parking for apartments and parking serving adjacent dwellings, meaning there would be no clear delineation/boundary between these two.	Proposals have been adjusted so that parking courts are set back behind walls or planting to make clear the public/private boundary.
Some areas have an over-dominance of hard surfacing/car parking. The layout will need to take into account footpaths to provide access to dwellings and that this (along with utilities) does not conflict with the location of proposed trees.	The revised proposals limit parallel parking bays to 4no. before the inclusion of a landscape bay for planting purposes. The amount of frontage parking has also been reduced throughout and is only proposed in a few locations.
Footpath link to be provided between Parcel P4 and Parcel P2, south of the LLAP. The existing agricultural access presents a good opportunity to provide access point to link the footpath with P2 south of the LLAP, which would help limit the number of access points through ancient woodland.	Noted and included in revised proposals.



2 - Design Process

2.2 Pre-Application Response continued...

Following the Pre App, the design team assessed how the key points could be developed within the layout – a summary is provided as follows:

COMMENT	DESIGN RESPONSE
Triple parking spaces and instances of contrived parking arrangement should be avoided.	Noted and this has been reviewed to ensure it is avoided in revised proposals.
Parking distribution to be reviewed to ensure visitor parking is evenly distributed across the site and avoiding sensitive areas.	Visitor parking has been relocated away from the edges of the development so it is integrated better throughout the development areas.
Avoid long stretches straight road. Consider design solutions that would restrict speed, e.g. build outs and/or realignment of the road.	The revised proposals seek to introduce movement and road narrowing between the two development parcels to reduce lengths of road.
Garden sizes should meet WBC standards.	The revised proposals have been audited to ensure compliance with WBC standards along with a submission of a plan highlighting this compliance.
The spine road will need to incorporate structural tree planting within adoptable highway areas. The planting scheme should not be reliant exclusively on planting within private gardens, in particular along the spine road.	A landscape verge has been included within the revised proposals along the main central street, linking P4 with P5 and extending south to the SANG, which will allow for street tree planting.
Dwellings along eastern edge to be re-orientated to positively addressing open space and to improve outlook (currently onto the driveway).	Noted and addressed in revised proposals.
Clear route hierarchy is required, with the main route continuing as a spine road throughout the site, to provide a clearly legible route serving tertiary streets and the rest of the development. See design principles for road network as per the Masterplan Framework Document.	Noted and addressed in revised proposals – and diagrams outlining this approach are provided within this DAS.



3 - Proposals for Parcels 4 & 5

3 - Proposals for Parcels 4 & 5

3.1 Proposed Layout

The submission layout builds on the pre app discussions with the Council with the following key points being considered:

- Ensure the streets provide sufficient space for landscaping;
- Minimise areas of significant hard standing;
- Ensure garden lengths (11m) and back to back distances (22m) are achieved;
- Create a positive relationship with the existing pumping station;
- Enhance pedestrian links between existing adjacent parcels including the SANG to the south;
- Key green vehicular routes to be considered through the layout;
- Emergency access to be upgraded to permanent secondary access.

In this submission layout we have looked to provide these elements through various amendments including

- Re-structuring of parcels and street alignments to help minimise awkward dwelling relationships;
- Providing clear street hierarchies with key green routes through the main spine road which now contains a continuous green verge through its length to provide regular tree pit locations, as well as the main east to west road which aligns with existing the pedestrian route through to P6 which we have looked to widen the street and provide additional landscape opportunities;
- Providing a mix of private driveway and plot frontage parking. Where plot frontage parking has been provided landscape bays have been incorporated and runs of parking have been minimised where possible;
- Key pedestrian routes have been provided both through the site as well as key landscape led pedestrian routes through the existing east to west tree line that bisects the two parcels, and within the landscape buffer to the 'Aged Woodland' on the eastern side of the site which provides both north to south connectivity through the site and links to the east to west routes and existing pedestrian connection through to P6;
- The layout surrounding the pump station has been completely re-worked to provide dwelling frontage aspect to help minimise any secure by design concerns.



3 - Proposals for Parcels 4 & 5

3.2 Compliance with Parameter Plans

The proposed layout for Parcels 4 & 5 has been appraised against the parameter plans to ensure compliance with the Outline permission.

Land Use



Land Use - Parcels 4 & 5 are proposed for residential use only in line with the Outline Parameter Plan. The Ancient Woodland buffer along the western edge, and woodland buffer along the eastern edge, are being respected.

SITE BOUNDARY	
RESIDENTIAL AREA	
PRIMARY SCHOOL	
NEIGHBOURHOOD CENTRE (500SQM OF RETAIL FLOOR SPACE)	
OPEN SPACE (INCLUDING AMENITY GREEN SPACE & PARKS)	
EMPLOYMENT	
INFRASTRUCTURE	
SANGS	
OUTDOOR SPORTS	
COMMUNITY ALLOTMENTS	
PLAYSPACES	
GRAND TOTAL	

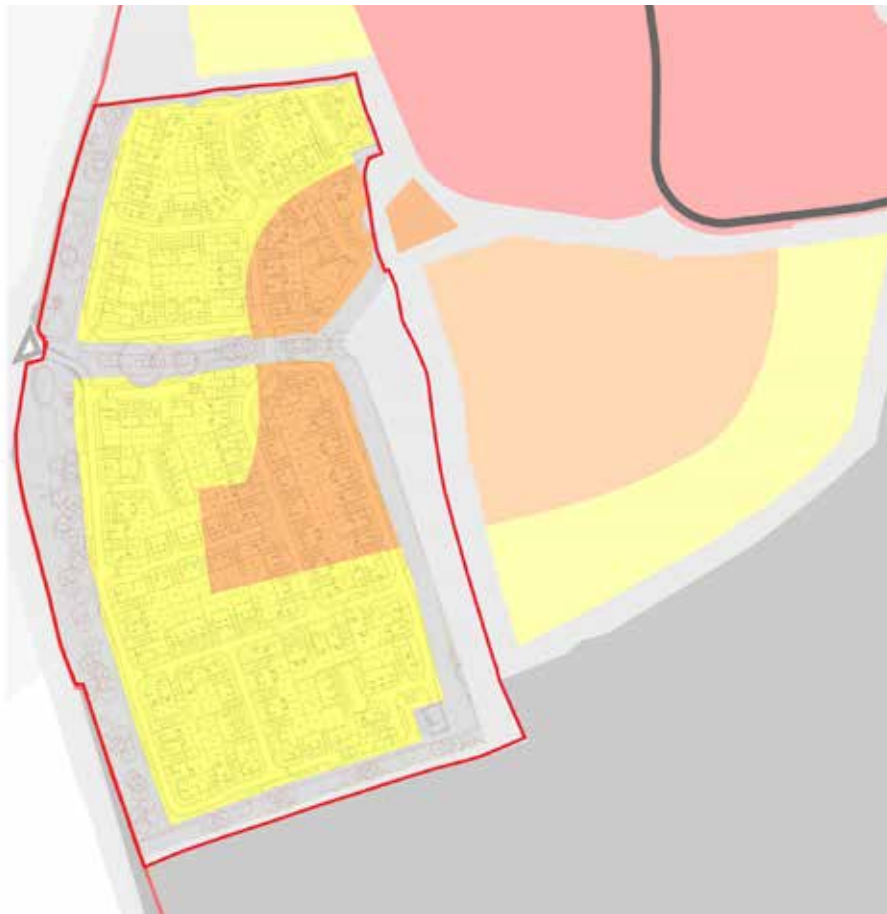
Access and Movement



Access and Movement – As per council request the emergency access location has been upgrade to a permanent secondary access, the location of which has been upgraded with the original parameter plan siting

■ Nine Mile Ride Extension South (NMRES)	▲ Temporary Emergency Access	■ SANG
■ Proposed Bus Loop	▲ Bridleway Access	■ Playspaces
--- Proposed Bridleway	▲ Pedestrian only Access	
▲ Principal Vehicular Access	● Indicative Bus Stop Location	
▲ Secondary Access	✳ Sports Pitch Parking	
▲ Emergency Access	○ Bus Link and Emergency Access Only	

Building Heights



Building Heights – All dwellings except for an apartment block to the north eastern edge of P4 are set at 2 storey, whilst the apartment block does fall outside of the 2.5 storey zone on the parameter plan, the location has been considered due to significant screening from P2/3 with existing trees to both the north and east.

□ Site Boundary	■ Upto 2.5 Storeys (11.5m) *	■ SANG
■ Employment (9m)	■ Upto 2 Storeys (10m) **	■ Playspaces
■ Upto 3 Storeys (13m)	□ Primary School Area	

3 - Proposals for Parcels 4 & 5

Landscape and Open Space



Landscape and Open Space – the landscape buffers around the edges of the development parcels are being respected in the proposed plans, with outward facing development around the whole of the development parcels to provide frontage onto these spaces.

Site Boundary	Area equivalent to Ancient Woodland with a 15m Offset
Public Open Space	P Phasing Reference
Sports Pitches	NC Neighbourhood Centre
Allotments	E Employment Land
SANG	PRS Primary School
Built Development	OS Outdoor Sports
Playspaces	AGS Amenity Green Space
Ancient Woodland with a 15m Offset	CA Community Allotments
	PG Parks and Gardens

Density



Density – a medium density is being proposed across the site according with the 30-40-dph required by the parameter plans. The western and southern edges propose a density of 28dph to meet the slightly lower density here as per the Parameter Plan.

Site Boundary	Employment
Highest Density 40-50 dph	School
Medium Density 30-40dph	Neighbourhood Centre
Lowest Density 15-30 dph	SANG
Playspaces	

3 - Proposals for Parcels 4 & 5

3.3 Route Hierarchy

The Masterplan Framework sets out the principles for the street typologies across the outline scheme. Through discussions with the Council these routes have been designed to ensure clear delineation of vehicular and pedestrian priority routes.

Spine Road:

P4 & 5 is designed with a central spine road providing key routes both vehicular to the scheme and secondary access to the west, as well as pedestrian routes leading to the SANG to the South of P5. It was important to provide softness to this main vehicular route with enhanced landscaping, this was incorporated with a dedicated green verge to one side separating the carriageway to the pedestrian footway. This allowed opportunities for both significant tree planting along this route as well as visitor parking bays to help with distribution and screening of these bays.

East to West Green Route:

Within P5 there was a clear rationale to ease priority routes and create continuity between adjacent Parcel 6 and the extended routes throughout P5. Between P5 & 6 there is an existing break within the Eastern tree belt which provides pedestrian links between the two parcels. The East to West Green Route has been aligned with this link to help provide clear linear routes into P5 as well as access to the extended pedestrian routes throughout the parcels. The width of this street has been increased in order to provide more focus on landscaping within the plot frontages of the dwellings.

Tertiary Streets:

Outside of the above routes we have looked to introduce a variety of tertiary streets, with the use of shared surface, private drives and Cul-de-sac's to help balance the preference of routes and encourage slower driving speeds with an emphasis on pedestrian priority.

-  Spine Road
-  East to West Green Route
-  Tertiary Streets



3 - Proposals for Parcels 4 & 5

3.4 Character & Appearance

3.4.1 Local Vernacular

A character study of the local residential vernacular has been carried out, looking at building types in Arborfield and Barkham. From this the following characteristics were noted;

- Mixture of building heights, single, two and three storey apparent;
- Roofscapes broken up with gables, attached side buildings with low roofs, use of dormer windows;
- Strong use of light red / orange brick with feature detailing by varying colours, buff and grey;
- Clay tiles and slate apparent;
- Secondary materials such as render, timber boarding;
- Features to entrance such as projecting porches.

Local use of materials and details has been recorded and will be used to inform the design of the buildings.

Key features include:

- Red brick
- Grey brick used for detail and banding
- White render used on elements of a facade
- The use of blind windows to add interest to elevation
- Ornate central porches
- Dark timber cladding
- Red clay tile or grey slate roofs
- Catslide roofs and dropped eaves
- Brick window heads
- An overall colour palette dominant in red tones
- Dormer windows and projecting bays
- Dominant chimneys



Red brick with darker brick banding/detailing



Blind window detail and central porch



Projecting porch



White rendered central gable, red clay tile roof



Dark timber cladding



Cat-slide roof, chimney

3 - Proposals for Parcels 4 & 5

3.4.2 Hogwood Farm Parcels 1, 2, 14 & 15

The evaluation of architectural styles in the local area has also considered the new housing delivered in Parcels 1, 2, 14 and 15 of the Hogwood Farm development.



Phase 14 & 15 Streetscene



Phase 14 & 15 Streetscene



Phase 1



Phase 1



Phase 1

3 - Proposals for Parcels 4 & 5

3.4.3 Character Areas

The Hogwood Farm Masterplan Framework Document Rev G is an approved document as set out in the planning permission.

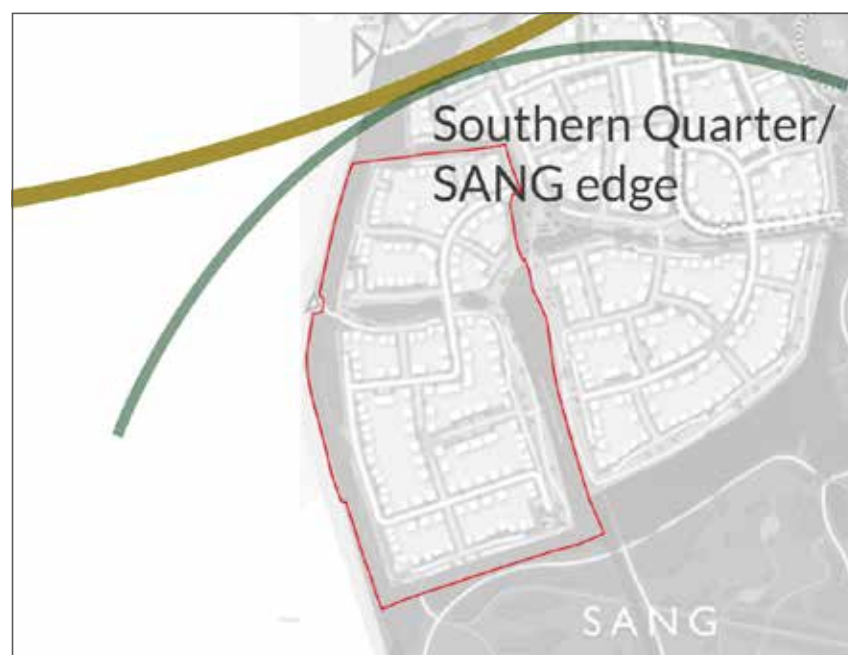
It provides amongst other things the detailed design principles such as architectural design, and sets out a series of proposed character areas across the Hogwood Farm development.

Parcels 4 & 5 fall within the Southern Quarter / SANG Edge Character Area

The Masterplan Framework has been used as a starting point for Parcel's P4 & 5 with consideration also being given towards the previously approved adjoining parcels, particularly, P2 & 3 which provides the access into the North of P4.

P4
P4 sits to the North of the two parcels, with its North and Eastern boundaries abutting previous parcels 2 & 3. Access through to P5 bisects the existing East to West tree line that separates the two parcels.

P5
P5 being the southern of the two parcels provides pedestrian routes through to the SANG to the South and P6 to the East. 'Aged' Woodland abuts the Eastern boundary of P5 with 'Ancient' Woodland to the West providing strong woodland edges to the site. P5 also provides a secondary access location in the North West of the parcel.



Character Area Principles

Character Area Plan



3 - Proposals for Parcels 4 & 5

3.4.4 Proposals for Character Area P4

P4 seeks to be a transitional parcel between P2-3 and P5 to the south, with materiality and colour similarities present throughout.

P4 however, looks to switch the dominance of the feature materiality from one of cladding to introduce more tile hanging, keeping cladding to key corner plots and vista stops.

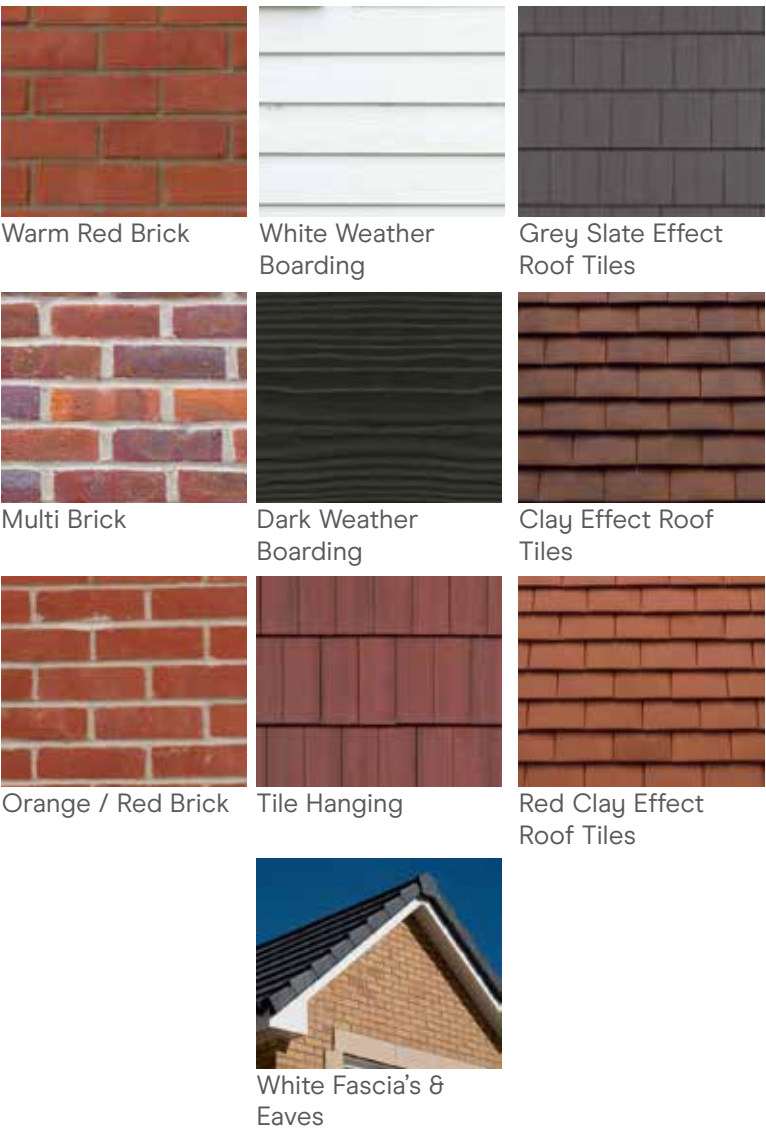
Cladding, porches and eaves details will be predominantly finished in white with key buildings finished in darker tones.

See example elevations of dwellings from this character area adjacent.

ELEVATION



PALETTE OF MATERIALS:



KEY PLAN



STREET SCENE





3 - Proposals for Parcels 4 & 5

3.4.5 Proposals for Character Area P5

P5 looks to build upon the principles set out in the parcel to the north whilst looking to create its own identity.

Whilst materiality between P4 & 5 looks to maintain continuity the colours of material and detailing has been altered to provide more rural tones with black eaves/fascias, coloured windows and darker/muted colours for cladding

Similarly to P4 cladding kept to key corner plots and vista stops with the inner streets varying in brick tone, roof colour with tile hanging spread throughout the scheme.

Cladding, porches and eaves details will be finished in darker tones.

See example elevation from this character area adjacent.

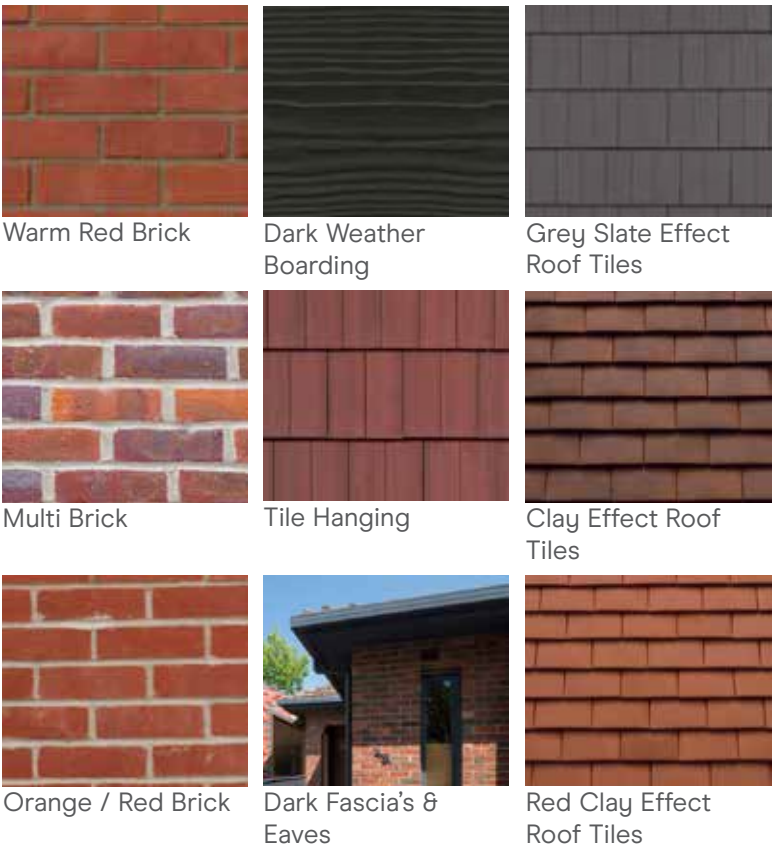
KEY PLAN



ELEVATION



PALETTE OF MATERIALS:



STREET SCENE





3 - Proposals for Parcels 4 & 5

3.5 Material Distribution

The proposed material palettes for Parcels 4 & 5 are outlined in the character area pages, and are set out below and on the Materials Distribution Plan.

A key point to note is that the materials are consistent with the design principles in the Hogwood Farm Masterplan Framework.

Brick is the dominant feature across both parcels with three variant red tones spread throughout, with the variety of materiality then enhanced by three complimentary roof tones. Amongst the scheme there are additional feature materials with a focus on tile hanging and less often cladding.

Lighter tone detailing is predominantly utilised within P4 whilst darker tones are present in P5

KEY

FACING MATERIAL:

- MULTI BRICK
- WARM RED BRICK
- ORANGE/RED BRICK
- TILE HANGING
- WHITE WEATHERBOARDING
- DARK WEATHERBOARDING

ROOF MATERIAL:

- CLAY EFFECT ROOF TILE
- RED CLAY EFFECT ROOF TILE
- SLATE EFFECT ROOF TILE

Materials Distribution Plan



3 - Proposals for Parcels 4 & 5

3.6 Landscape Proposals

The landscape masterplan (left) shows the combined hard and soft landscape proposals. The existing vegetation gives the parcels a strongly enclosed, sylvan character and a well defined vegetated gap between Parcels P4 & 5.

The proposed development creates internally-facing streetscapes, which are more suburban and residential in character and external-facing streetscapes which are more rural and sylvan in character.

The landscape proposals articulate this duality of character and take further cues from the existing vegetation and drainage structure to create pockets of varying but connected landscape characters throughout the development site.

A tree-lined central avenue runs north - south, from the main vehicular entrance connecting into the Phase 2 development, and leading all the way to the south of parcel P5, to the pedestrian and cycle connection to the already delivered Suitable Alternative Natural Greenspace (SANG).

Along the eastern boundary of the development runs an area of public open space within the proposals, set against the existing woodland blocks to the boundary. The main recreational foot and cycle path runs through this space and Play On The Way stations are also incorporated to connect local play facilities and the SANG to the south. SuDS features cut through the POS but have been designed to be sympathetic to the design and intended uses for these spaces and are integrated with two of the Play On The Way stations.

On the western boundary the established and ancient woodland blocks that form the western boundary of Finchwood Park onto Reading Road are retained and safeguarded. Access to these woodlands is discouraged through the use of fences and hedging to maximise ecological value and minimise potential harm to the woodlands.



3 - Proposals for Parcels 4 & 5

3.6.1 Hard Landscape Strategy

The approach to hard landscaping on Parcels P4 & 5 will be to provide a clear and legible hierarchy of streetscapes through the careful selection of a range of materials that emphasis the scale and typology of the various streets.

The key principles of the design of the hard landscaping are:

- > Use of enhanced quality materials in focal spaces around key junctions
- > Predominantly macadam / asphalt finish to main connecting roads
- > Use of block paving to shared surfaces to emphasise the shared priority between vehicles and pedestrians and to soften the streetscape
- > Block paving to private drives
- > Use of porous block paving in some parking courts and private to assist site-wide SuDS strategy



3 - Proposals for Parcels 4 & 5



Hard Landscape Strategy Plan

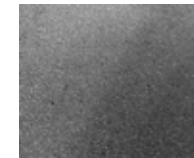
A clear hierarchy of routes and spaces are created through the application of a refined palette of materials. These materials are described in more detail on the following pages.

KEY

Hard landscape Surface Materials



Bituminous macadam surface - to vehicular areas to engineers details.



Bituminous macadam surface - to footpaths to engineers specification.



Concrete block paving - to 'Keyblok' block paving by Marshalls Ltd, concrete block, 200 x 100 x 80mm, with smooth finish, chamfered, colour, laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Porous concrete block paving - to parking courts: 'Priora' porous block paving by Marshalls Ltd, concrete block, 200 x 100 x 80mm, nibbed block, with smooth finish, chamfered, natural colour, laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Concrete block paving - to 'Keyblok' block paving by Marshalls Ltd, concrete block, 200 x 100 x 80mm, with smooth finish, chamfered, brindle colour, laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Concrete paving slabs - to dwelling access paths concrete paving slabs, 450 x 450 x 32mm thick, natural colour, riven finish, laid stack bond.



Self-binding gravel footpath - to recreational footpaths/open space areas. Golden Amber Gravel by Breedon, compacted to create resilient porous surface.



3 - Proposals for Parcels 4 & 5

Highways & Pedestrian Footpaths

Main carriageways are proposed to be surfaced in asphalt with predominantly asphalt footways to both sides.



Bituminous macadam surface - to vehicular areas to engineers details.



Bituminous macadam surface - to footpaths to engineers specification.



Opportunities for street tree planting a-nd roadside rain gardens in verges.



Asphalt

Focal Spaces & Key Junctions

Feature blockwork is proposed for key focal spaces at primary internal junctions, providing emphasis in the layout and transition to shared surface streets.



Concrete block paving - to 'keyblok' block paving by Marshalls Ltd, concrete block, 200 x 100 x 80mm, with smooth finish, chamfered, brindle colour , laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Use of quality block paving at focal spaces to reduce highways dominance and elevate place making.



Marshalls Keyblock, brindle colour

Private Drives & Shared Surfaces

Block paved parking courts are proposed in weathered grey tones to soften spaces and facilitate SuDS.



Concrete block paving - to 'keyblok' block paving by marshalls ltd, concrete block, 200 x 100 x 80mm, with smooth finish, chamfered, naural colour , laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Porous concrete block paving - to parking courts: 'Piora' porous block paving by Marshalls Ltd, concrete block, 200 x 100 x 80mm, nibbed block, with smooth finish, chamfered, natural colour, laid herringbone pattern, 200mm soldier course to peripheral edge (where required)



Block paved parking courts in weathered grey tones.



Marshalls Keyblock, natural colour



Marshalls Piora, natural colour

3 - Proposals for Parcels 4 & 5

Front Footpaths

Front footpaths are proposed in a simple, neutral paving slab, connecting front doors to driveways and footpaths.



Riven concrete slabs - natural grey colour



Natural coloured paving slabs to front doors.



Pendle riven paving slabs, natural colour

Recreational Footpaths

Self-binding gravel is proposed for shared footpaths, connecting front doors to driveways.



Self binding gravel- Golden Amber



Breedon Golden Amber self-binding gravel to shared footpaths.



Self binding gravel, golden amber colour

3 - Proposals for Parcels 4 & 5

Brick Walls

Facing areas of public realm

1800mm high, 215mm wide brick wall, brick on edge coping, incorporating creasing tiles, brick type to match adjacent dwellings.



Brick walls to match buildings.

Timber Close-board Fencing

To all garden boundaries where brick facing wall is not proposed.

1800mm high close-boarded timber fence, treated softwood



Close-board fencing provides robust finish against public facing edges where walls are not required.

Rustic Timber Kneerail

Limited use along open space edges to provide protection to existing vegetation.

400mm high timber feature kneerail, cleft chestnut beams, tongue and groove construction.



Timber kneerail to define discourage access and vehicular parking.

Rustic Timber 3-Rail Fence

To restrict access to ageing and ancient woodlands on site boundaries.

1200mm high timber feature kneerail, cleft chestnut beams, tongue and groove construction.



Cleft chestnut pale fencing.

Hardwood Timber Bollard

Root-fixed to restrict vehicular movement.

1200mm high PEFC and FSC solid oak bollard with pyramidal top and single rebate. 200 x 1200mm finished height.



Hardwood timber bollards to be used at junctions facing onto public open space.

3 - Proposals for Parcels 4 & 5

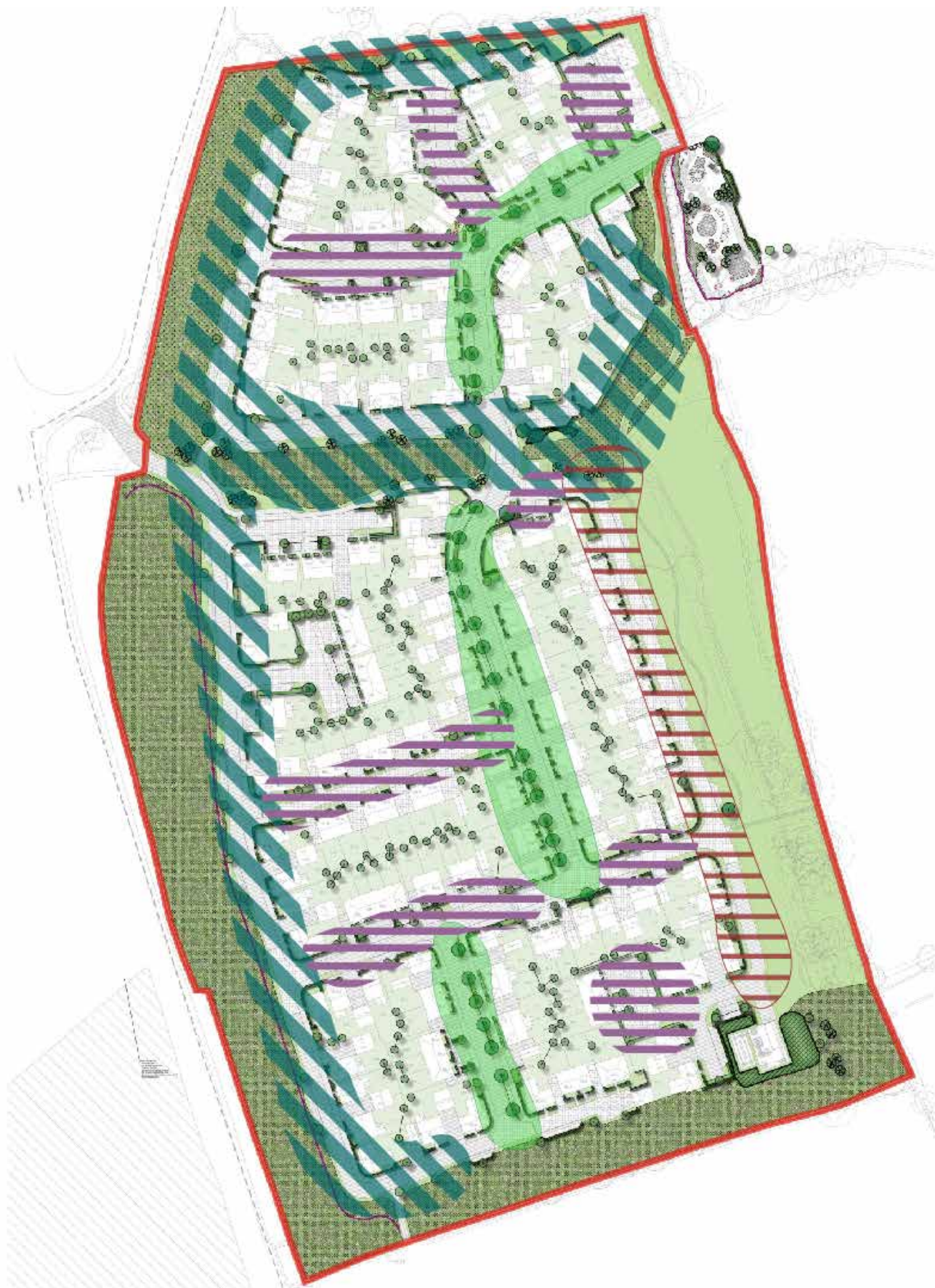
3.6.2 Soft Landscape Strategy

The approach to soft landscaping on Parcels P4 & 5 will be to provide a clear and legible hierarchy of streetscapes through the careful selection of a range of planting that emphasises the scale and typology of the various streets.

- > Use of two avenue street tree species to set a strong green spine to the development
- > Use of specific hedge species in targeted areas of the site to reflect character and typology
- > Planting becomes more naturalistic towards the perimeter and established woodlands and more ornamental in residential-focused spaces



3 - Proposals for Parcels 4 & 5



Soft Landscape Character Strategy

Defining the singular and recurring character areas across the site to inform the distribution of planting structure and species to develop and enhance those characters.

The landscape character areas across the site respond to the adjacent landscape forms and immediate vegetation as well as drawing inspiration from landscape characters found across the wider Beaulieu district.

KEY



Green Edge - The green edge uses the existing tree and hedge planting to emphasize the plot's countryside-edge location and build on that character.



Woodland Corridor Frontage - This frontage relates to the green edge character areas and maintains traits of native species but also introduces more formal elements suited to its function as the main public open space.



Spine Road Avenue - A selection of two tree species which are used in blocks creates a formal avenue character. Under-plantings of seasonal bulbs or rain gardens adds interest to the street scene.



Community Street Planting - These areas are the urban heart of the development and the planting has been chosen to compliment the urban character, be suited to the conditions whilst softening street scapes and providing seasonal interest.

3 - Proposals for Parcels 4 & 5

Woodland Corridor Frontage



Soft Landscape Approach

- Shrub planting will comprise a mix of native and ornamental species, predominantly evergreen with a variety of colour creating interest, with limited herbaceous plants creating highlights within the palette.
- Limited tree planting of medium-sized native cultivars to compliment the native clipped hedgerows.
- Amenity lawn with bulb planting will provide domestic sense to the development edge.



Spine Road Avenues



Soft Landscape Approach

- Larger plot frontages defined with clipped hedge planting of single native or evergreen species.
- Landscaping to plot frontages to utilise predominately evergreen shrub species, with a more varied colour palette, used to connect spaces along the corridor.
- Tree and shrub planting to be developed around a core structure of native or near-native species, sourced from local provenance wherever feasible.
- Use of ornamental planting against the native shrub and hedge structure suggests areas for incidental recreational use.



3 - Proposals for Parcels 4 & 5

Residential Street Planting



Soft Landscape Approach

- Larger plot frontages defined with clipped hedge planting of single native or evergreen species.
- Landscaping to plot frontages to utilise predominately evergreen shrub species, with a more varied colour palette, used to connect spaces along the corridor.
- Tree and shrub planting to be developed around a core structure of native or near-native species, sourced from local provenance wherever feasible.
- Use of ornamental planting against the native shrub and hedge structure suggests areas for incidental recreational use.



3 - Proposals for Parcels 4 & 5

3.6.3 Play On The Way Stations

As part of the play strategy for Finchwood Park, a series of 'Play On The Way' (POTW) stations are proposed to link together the main play areas and strategic public open spaces as well as increasing play provision across the development.



3 - Proposals for Parcels 4 & 5

Play On The Way stations 1,2 & 3

Three POTW stations are proposed in parcels P4 & P5 along the eastern boundary of these parcels. Each station uses the natural elements within its setting to create a characterful nature-inspired area which will stimulate spontaneous play.

The POTW stations are located along the proposed self-binding gravel pedestrian and cycle path through the public open space, connecting from parcels P2 and P6 through P4 & P5 respectively and along the route to the SANG, south of parcel P6.

The play provision and overall design of the POTW stations are described on the following pages:



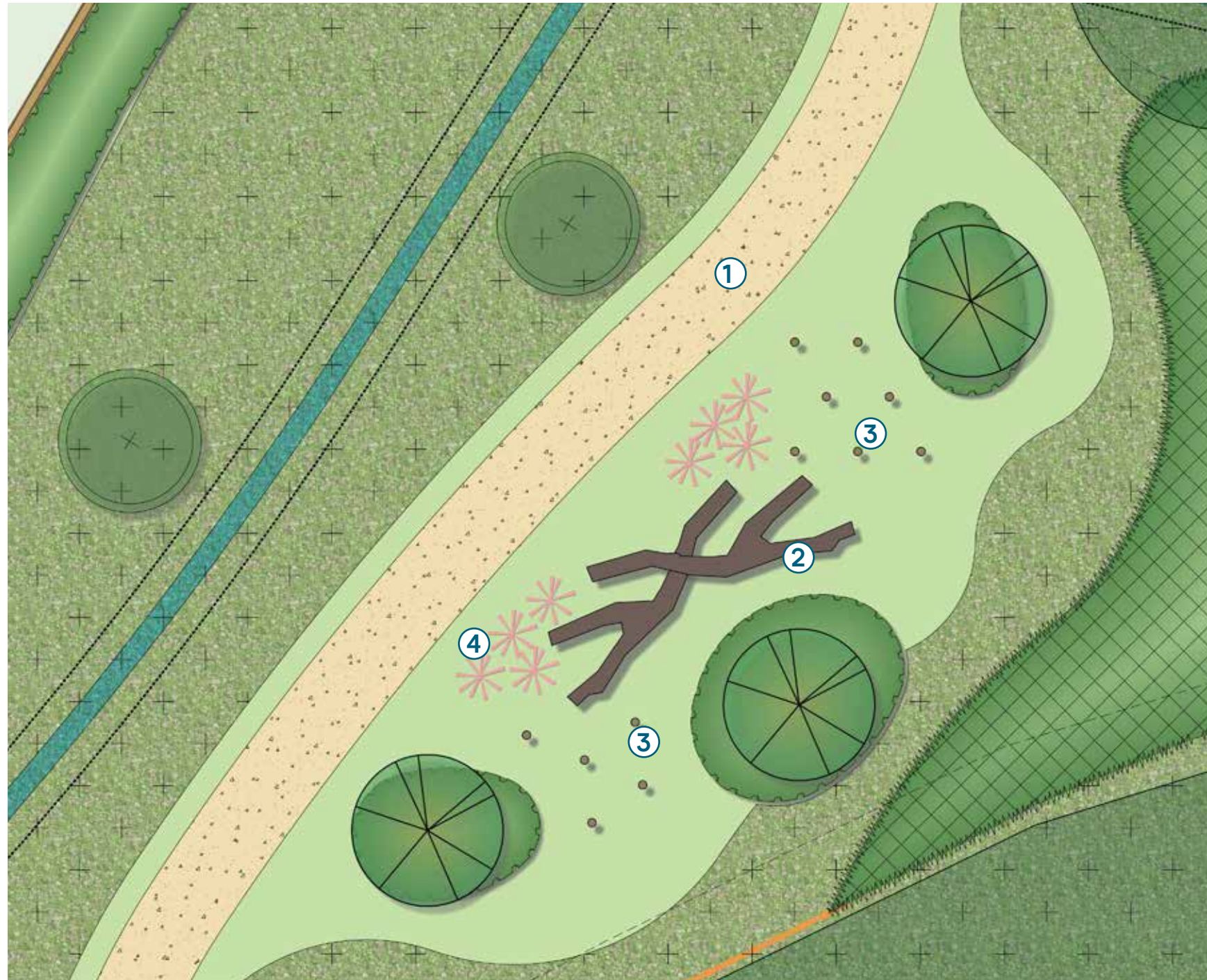
KEY

-  Play On The Way Station 1 Location
-  Play On The Way Station 2 Location
-  Play On The Way Station 3 Location

Play On The Way station locations for stations 1, 2 & 3.

3 - Proposals for Parcels 4 & 5

Play On The Way Station 1



Coloured detail plan of the landscape proposal for Play On The Way Station 1.

The image shown to the right is an example of the intended effect for Play On The Way Station 1. Showing a tree trunk stack with a combination of existing and planted trees, set amongst wildflower and mown grassland.

- ① Located adjacent to the main pedestrian and cycle link through the public open space in the east of parcel P4, located near to the Local Landscaped Area of Play (LLAP) in the south west corner of parcel P2.
- ② The key feature is proposed to be a stack of felled tree trunks, arranged to create an informal climbing apparatus for spontaneous nature play.
- ③ On the approaches to the tree trunk stack are a number of upright natural timber posts, a feature which is repeated from the LLAP, linking the play area to the trail.
- ④ A mixture of ornamental grass and shrub planting set amongst multi-stem trees and the wider backdrop of the existing woodland belt create a woodland clearing character.



3 - Proposals for Parcels 4 & 5

Play On The Way Station 2



Coloured detail plan of the landscape proposal for Play On The Way Station 2.

- ① The alternative play route diverts from the hoggins surfaced path and is announced by a willow tunnel at each end of the mown path through the wildflower meadow.
- ② Robinia-style fixed timber balance logs will cross the 'dry river bed' created by the mixed-size gravel lined channel of the SuDS feature.
- ③ The path is raised locally at a gentle gradient to allow the swale to be culverted below. Headwalls will be integrated into the landscape and made to appear as soft as possible.



Example of a willow tunnel shortly after installation.



Example of timber stepping logs crossing a semi-dry SuDS feature.

3 - Proposals for Parcels 4 & 5

Play On The Way Station 3

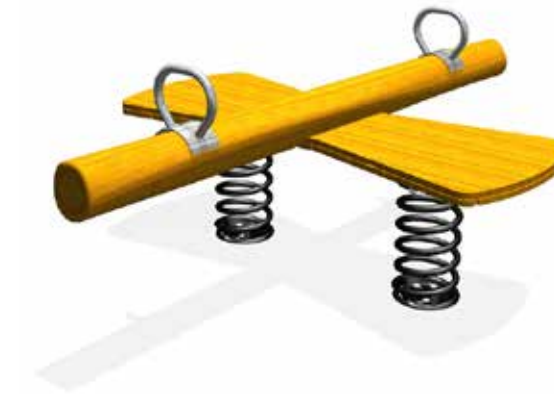


Coloured detail plan of the landscape proposal for Play On The Way Station 3.

- ① The main foot and cycle path crosses the swale via a timber bridge which brings a playful element to the main route and adds to the setting of the play features at this Play On The Way Station.
- ② The swale can be crossed along the informal play route via play boulders set amongst the 'dry river bed' of mixed-size gravel, which mimics the setting of the swale further north.
- ③ A timber springer adds another dimension to the play provision of the Play On The Way trail.



Example of a timber bridge over a ditch swale.



Proposed springer for an additional play experience in the POTW station.

3 - Proposals for Parcels 4 & 5

3.7 Transport Statement

The primary access to Parcels 4 and 5 will be via the internal road layout of Parcel 2 of Hogwood Farm, in the north-east corner of the site. The carriageway is 5.5m wide and a narrowing to 4.5m will be provided in the centre of the carriageway where Parcels 4 and 5 meet Parcel 2.

The existing construction access onto Sheerlands Road is proposed to become a secondary access, however the proposals will be subject to a separate, full planning application and do not form part of the Reserved Matters application for Parcels 4 and 5.

Access for pedestrians will be facilitated through 2m footways along both sides the secondary road and a footway on at least one side of each tertiary road. Footpath connections to Parcel 2 to the north and the SANG to the south will also be provided.

Swept path analysis has confirmed that layout accords with WBC's standard for refuse access and carry distances, while access for fire tenders and hose lengths to dwellings has also been assessed. Junction visibility splays and forward visibility splays comply with the requirements in WBC's Design Guide and Manual for Streets.

A total of 62 unallocated/visitor spaces will be provided throughout Parcels 4 and 5. 94% of plots are within a 50m walking distance of at least 2 spaces. The proposed quantity and distribution of spaces is therefore considered suitable for ensuring that all dwellings are within a reasonable distance of a visitor or unallocated bay.



Refuse Vehicle and Large Car Swept Path Analysis





4 - Technical Analysis

4 - Technical Analysis

4.1 Scale & Massing

Building heights

As mentioned in section 4.2 under the Building Heights Parameter Plan sub-heading, it is proposed that buildings are generally 2 storeys in height, with 2.5 storeys proposed at the entrance to the parcel 4.



Building Heights Plan



4 - Technical Analysis

4.2 Dwelling Mix

The proposed layout for P4 & 5 provides 186 dwellings. These are split between affordable and private dwellings, as per the schedule below:

Dwelling Type	Private	Affordable
1 Bed Apartment	0	6
2 Bed Apartment	0	6
2 Bed Maisonette	4	
2 Bed Houses	48	21
3 Bed Houses	16	11
4 Bed Houses	63	11
TOTAL	131	55

- 1 & 2 Bedroom Apartments
- 2 Bedroom Maisonette
- 2 Bedroom House
- 3 Bedroom House
- 4 Bedroom House

Dwelling Distribution Plan



4 - Technical Analysis

4.3 Tenure

The affordable housing provision has been distributed across the site to ensure good integration within the development. The clusters of affordable housing in any one area have been limited in order to achieve this approach.

Parcels P4-5 represent a portion of the policy required affordable allocation, with the remainder of the allocation being accommodated within the separate Neighbourhood Centre application. Combined both applications will provide 73 affordable dwellings, 55 of which are within the P4-5 application and 18 will be within the neighbourhood centre application.

KEY



AFFORDABLE HOUSING LOCATION

Tenure Allocation Plan



3 - Proposals for Parcels 4 & 5

4.4 Parking Strategy

Parking across Parcels 4 & 5 has been considered in conjunction with the WBC Parking Calculator to provide a balanced mix of allocated and visitor parking spaces.

Allocated parking has been provided though a mix of on plot parking via driveways or plot frontage parking, where a garage has been provided this is an additional space which could be utilised as either further parking or storage by the resident. The size of garage has been drawn to accommodate the minimum required width and depth to allow this to be used for cycle storage where relevant to particular plots. Visitor parking has been distributed throughout the scheme via either parallel bays or plot frontage locations where these could be incorporated without impact on allocations and landscaping.

KEY		
P1	ALLOCATED PARKING SPACES	- 356
G1	GARAGE PARKING SPACES	- 80
V	VISITOR PARKING SPACES	- 62
	TOTAL PARKING SPACES	- 498
	TOTAL PARKING SPACES - LESS 50% GARAGES	- 458
	EXTENDED GARAGE WITH CYCLE STORAGE	
	GARDEN CYCLE STORAGE LOCATION	

Parking Distribution Plan



4 - Technical Analysis

4.5 Refuse Strategy

A refuse and recycling strategy plan has been provided with the planning application as illustrated adjacent. This plan shows all refuse storage areas along with drag routes for residents between the storage point and the collection point on refuse collection day. These routes all comply with Approved Document Part H of the Building Regulations being a maximum of 30m, although wherever possible resident drag distances have been kept to below 25m as referenced by Wokingham Borough Council.

Locations and tracking for refuse collection vehicles has been provided by JNP Group, with maximum drag distances for waste operatives indicated up to a maximum of 25m. Refuse collection areas have been included and designed into the street scene where necessary to comply with the maximum drag distances for resident and waste operatives.

Refuse storage for houses will be located within each dwelling as currently Wokingham Borough Council provide waste and recycling bags only to residents. Apartment blocks are provided with communal stores located within accessible locations for apartment blocks are provided with a communal store which is location within 10m of highways for the reduced refuse operative drag distances associated with larger communal bins.

KEY

HOUSES:

REFUSE STORAGE AREAS ARE WITHIN HOUSES

* REFUSE COLLECTION POINT (KERBSIDE)

— TYPICAL RESIDENT DRAG DISTANCE (max 25m)

— EXTENDED RESIDENT DRAG DISTANCE (max 30m)

— OPERATIVE DRAG DISTANCE (max 25m)

APARTMENTS:

● REFUSE STORAGE AND COLLECTION AREA (COMMUNAL)

— OPERATIVE DRAG DISTANCE FOR APARTMENTS (max 10m)

SEE ENGINEER'S DRAWINGS FOR FULL DETAILS OF TRACKING LAYOUTS

NOTE:
WHERE EXTENDED RESIDENT DRAG DISTANCE IS SHOWN,
THE COMBINED RESIDENT AND OPERATIVE DISTANCE
REMAINS BELOW 50m TOTAL

Refuse Strategy Plan



4 - Technical Analysis

4.6 Garden Sizes

All gardens across P4 & 5 comply with WBC policy of providing 11m garden lengths. The adjacent plan shows dimensions from the rear elevation of all dwellings to key lengths within private gardens.-

Compliant Garden Size

Garden Sizes Plan







The Front Barn
124 Manor Road North
Thames Ditton
Surrey, KT7 0BH

Tel: 01372 470 313
www.omega-architects.co.uk

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REGISTERED COMPANY DETAILS

Omega Architects, UK registered Company Number 2972784
Registered Address: Aissela, 46 High Street, Esher, Surrey, KT10 9QY