



PARCEL 13, FINCHWOOD PARK

DESIGN & ACCESS STATEMENT

7527-DO-1001
MARCH 2025

Vistry
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March 2025

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Revisions

Revision	Notes	Issue Date	By	Checked By
-	Draft Issue for Comment	12.02.25	KP	DP
A	General Amendments	04.03.25	KP	DP

PREFACE

FOREWARD

This Design and Access Statement is submitted in support of a Reserved Matters planning application for Parcel 13 at Finchwood Park, Finchampstead, submitted on behalf of Vistry Group. The parcel forms part of the Hogwood Farm Masterplan which will provide up to 1,500 homes, a new primary school, neighbourhood centre and a wide range of open space. The Reserved Matters planning application is submitted pursuant to the Wokingham Borough Council Local Plan and Borough Wide Design Guide.

A Hybrid Planning Application (reference: O/2014/2179) for the site was granted in 2017 for: up to 1,500 new homes, new industrial floorspace, a neighbourhood centre, a primary school, new sports pitches, highways improvements and public open space including SANG to be delivered at Hogwood Farm.

This Reserved Matters planning application is submitted for a new sustainable and design-led housing development of 56 dwellings, which includes 35% affordable housing.

This application seeks approval for 56 new residential dwellings, informal and formal open space, footpaths, cycleways and internal roads; associated parking, landscaping, planting, utilities and drainage infrastructure including connection to the strategic foul network; and associated infrastructure and groundworks.

THIS DOCUMENT

This Design and Access Statement has been prepared in line with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013, the National Planning Practice Guidance (Section 14: Making an Application).

This Design and Access Statement sets out the following details on the proposed development:

- The vision and background to the site and the development of the proposals;
- The key design principles, approach and development philosophy;
- An appraisal of the settlement character, landscape, environmental, transport, service and infrastructure characteristics of the site and surrounds;
- A set of design principles, approaches and an analysis of the overall site layout;
- An accessibility and movement network, including transport connections, access and permeability;
- An appraisal of street and character areas;
- A set of landscape, environmental and sustainability objectives.

CONTENTS

1.0	Introduction	05	
1.01	Project Team		
1.02	National Design Guide Principles		
1.03	Executive Summary		
1.04	Development Principles		
2.0	Site Context	09	
2.01	Wider Context		
2.02	Amenities		
2.03	Historic Context		
2.04	Local Character		
2.05	Site Photographs		
2.06	Opportunities and Constraints		
2.07	Design Concept		
3.0	Planning Context & Consultation	20	
3.01	Planning Background		
3.02	Design Policy & Guidance		
3.03	Parameter Plans		
3.04	Consulation Process		
3.05	Consultation Feedback		
4.0	Proposal	26	
4.01	Proposed Site Layout		
4.02	Character Areas		
4.03	Material Palette		
4.04	Materials Plan		
4.05	Nine Mile Ride Character Area		
4.06	Apartment Building		
4.07	Proposed Scale		
4.08	Height Parameter Plan Overlay		
4.09	Density		
4.10	Movement Hierarchy		
4.11	Access Strategy		
4.12	Flood Risk and Drainage		
4.13	Landscape Strategy and Design		
4.14	Affordable Housing		
4.15	Use and Amount		
4.16	Accessibility		
4.17	Private Amenity		
4.18	Renewable Energy Resources		
4.19	Waste and Recycling		
4.20	Lifespan		
4.21	Sustainability		
4.22	Crime Prevention		
5.0	Project Summary	48	
5.01	Project Summary		

1.0 INTRODUCTION

1.01 PROJECT TEAM

1.02 NATIONAL DESIGN GUIDE PRINCIPLES

1.03 EXECUTIVE SUMMARY

1.04 DEVELOPMENT PRINCIPLES

1.0 INTRODUCTION

1.01 PROJECT TEAM



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1.0 INTRODUCTION

1.02 NATIONAL DESIGN GUIDE PRINCIPLES

The National Design Guide sets out principles of how schemes should be developed to create good design. The different sections are listed below and this Design and Access Statement submitted as part of this application demonstrates how these principles have been met.

Context – enhances the surroundings.

Identity – attractive and distinctive.

Built form – a coherent pattern of development.

Movement – accessible and easy to move around.

Nature – enhanced and optimised.

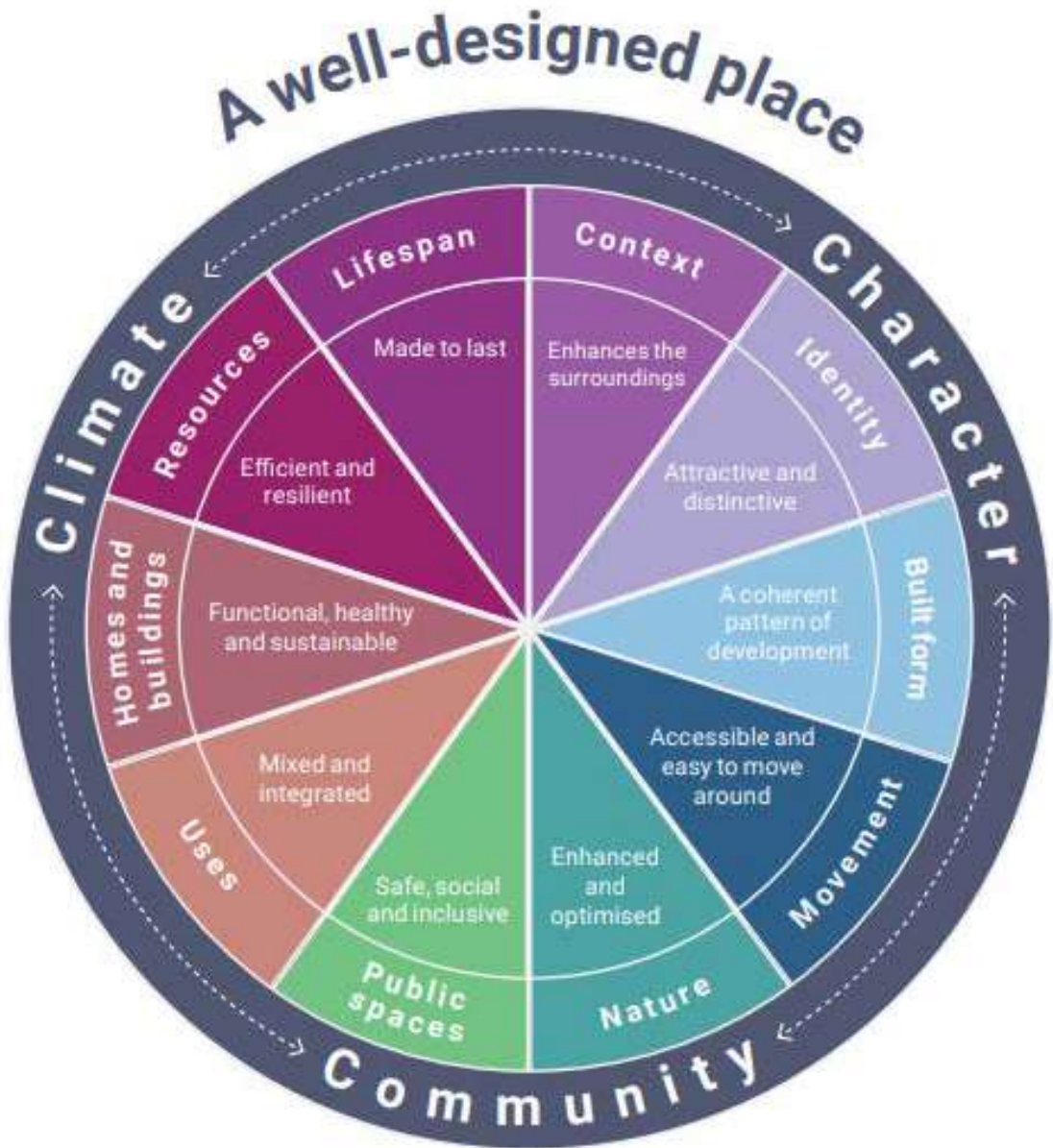
Public spaces – safe, social and inclusive.

Uses – mixed and integrated.

Homes and buildings – functional, healthy and sustainable.

Resources – efficient and resilient.

Lifespan – made to last.



NDG - Ten characteristics of well-designed places

The outline planning application has been informed by the National Design Guide - Ten characteristics of well designed places.

1.0 INTRODUCTION

1.03 EXECUTIVE SUMMARY

The design and development standards set out by National policy and Wokingham Borough Council’s local policy and guidance have shaped our application proposals.

The scheme has also been developed and shaped through engagement with Wokingham Borough Council’s pre-application process, following the approval of the hybrid planning application. This approach is in line with the recommendations of national planning policy and recognises the increasing necessity for high-quality design in new dwellings. This application embodies a high standard of design to make a positive contribution to the local character and for the new and existing community.

A project design team has been assembled to help inform the scheme design objectives and proposed site layout design in order to create an appropriate and respectful development that makes good use of the land whilst responding to all key site constraints. The proposals have also been informed by a detailed appraisal of the local context and surrounding development patterns and character, as well as the extensive technical work undertaken to inform the planning application and more recent studies.

The intention is to deliver a development that will enhance the local area and make significant contribution to the character of both Finchampstead and the wider communities within Wokingham Borough.

The site layout comprises a range of open market and affordable houses and apartments. A proportion of the site will be given over to new landscaping and formal and informal public open space to encourage community interaction and areas for ecological enhancements.

The proposed scheme comprises:

- A total of 56 new homes, 35% of which would be affordable;
- The affordable housing would be a range of apartments and housing with social rent, affordable rent and shared ownership;
- A comprehensive landscaping scheme that will significantly soften the proposed development area and retain the majority of existing hedges and trees;
- The main approved vehicular access for the site will be from the Nine Mile Ride Extension, with a secondary access from Park Lane;
- A focus on sustainability - the scheme will be a high-quality and sustainable development, designed to achieve a significant saving in CO2 reduction over traditional construction and to encompass renewable energy generation;
- A design approach that both creates variety and promotes individuality within the various streets utilising a varied palette of local materials in a contemporary way.

The informal open space will feature trees and planting around its edges, enhancing the site’s overall green network and drawing the landscape into the site.

The site’s ecological enhancements, including attenuation basins, new tree planting, and shrubs, will support enhancing both the natural landscape and environmental sustainability.

1.04 DEVELOPMENT PRINCIPLES

The design of the proposed development has been heavily informed by the guidance set out within the Hogwood Farm Masterplan Framework Document and Parameter Plans that comprised the Hybrid Planning Approval for the Hogwood Farm Masterplan.

The site layout incorporates a number of location specific urban design principles to inform the structure of the built form. These principles, as set out below, have shaped the development proposals, as follows:

- Making a Legible Place; creating a development that is a destination, is easy to understand, is simple to navigate around and functions as a linked collection of experiences. A legible street network and hierarchy is vital to this, providing a clear point of arrival and departure, linked to routes between character areas.
- Creating a Development of Character; establishing a place with an individual, distinct identity that functions within the existing character of Finchampstead. A high quality of public realm will provide pedestrian oriented movement routes to calm vehicular traffic.
- Focusing on the Detail; creating clearly defined building and boundary edges, using active building frontages to create enclosure and sense of place punctuated by key building details and features on important vistas. Entrances should face the public realm, creating activity on the street-scene and to open spaces within the development.
- Creating Variety and Quality in the Street; built form should vary in height and footprint within an overarching design style to create an active, vibrant and stimulating public realm. Open spaces should

be attractive and furnished, used to encourage outdoor activity and community interaction.

- Ensuring Permeability in the Public Realm; providing an urban environment that offers a choice of different movement routes by vehicular, cycle or pedestrian means.
- Establishing the Sustainable Community Ideal; creating a well designed and built urban environment, with access to surrounding community resources. A sustainable community will have effective opportunities for community interaction and will be environmentally responsible.
- Creating a Safe and Secure Development and encouraging shared responsibility for public areas. Activity in the street-scene is vital for security, overlooking the public realm, car parking areas, open space and pedestrian routes.
- Ensuring Long Term Viability; establishing a long term management plan for the maintenance of open spaces, movement routes & landscaped areas.

2.0 SITE CONTEXT

2.01 WIDER CONTEXT

2.02 AMENITIES

2.03 HISTORIC CONTEXT

2.04 LOCAL CHARACTER

2.05 SITE PHOTOGRAPHS

2.06 OPPORTUNITIES AND CONSTRAINTS

2.07 DESIGN CONCEPT

2.0 SITE CONTEXT

2.01 WIDER CONTEXT

The application site is located at the western end of the existing Nine Mile Ride in Finchampstead, within the Hogwood Masterplan comprising 271.38 acres / 109.82 hectares.

The Nine Mile Ride Extension connects the site with the wider Hogwood Farm masterplan. The west the masterplan site is bound by Sheerlands Road and the A327, with the southern area of the masterplan bisected by the land associated with the West Court Grade II listed building and Park Lane, beyond; the latter also defining the eastern extent of the masterplan area.

Parcel 13 includes a number of hedgerows, shrubs and trees lining the northern site boundary. The site constitutes an open field and is therefore undeveloped. Construction of key infrastructure including the Nine Mile Ride Extension and the diverted underground electrical cable has been partially completed.

To the west of the site is the Hogwood Industrial Estate.



Site context aerial image



2.0 SITE CONTEXT

2.02 AMENITIES

The site is surrounded by several local amenities, ecological sites and public transport links demonstrating the sites sustainable credentials.

In respect of strategic highway connections, the site is well located to connect to the A327, which leads to Reading. The B3430 also connects locally to the site and eventually leads to London.

With regard to sustainable travel opportunities, the site is serviced by a number of bus routes, including bus route 2 which goes close to the site, into Wokingham and also Reading.

The closest railway station to the site is Crowthorne which is located approximately 3.75 miles away and takes under ten minutes to drive.

LOCATION	DISTANCE
 Crowthorne Train Station	73 minutes
1. Longmoor Lake	17 minutes
2. Arborfield Green Community Centre	27 minutes
3. Sand Martins Golf Club	55 minutes
4. Bohunt School Wokingham	13 minutes
5. Taylor Wimpey The Rowcrofts	23 minutes
6. The Cavalry, Arborfield	16 minutes
7. Wokingham Family Golf Course	64 minutes
8. Finchampstead Surgery	33 minutes
9. California Country Park	28 minutes
10. Arborfield Green Leisure Centre	17 minutes
11. Nine Mile Veterinary Hospital	29 minutes
12. Arborfield Green	34 minutes



KEY

Site

Approved Outline Planning Scheme

Public Footpath

Bus Stops

Site amenities diagram



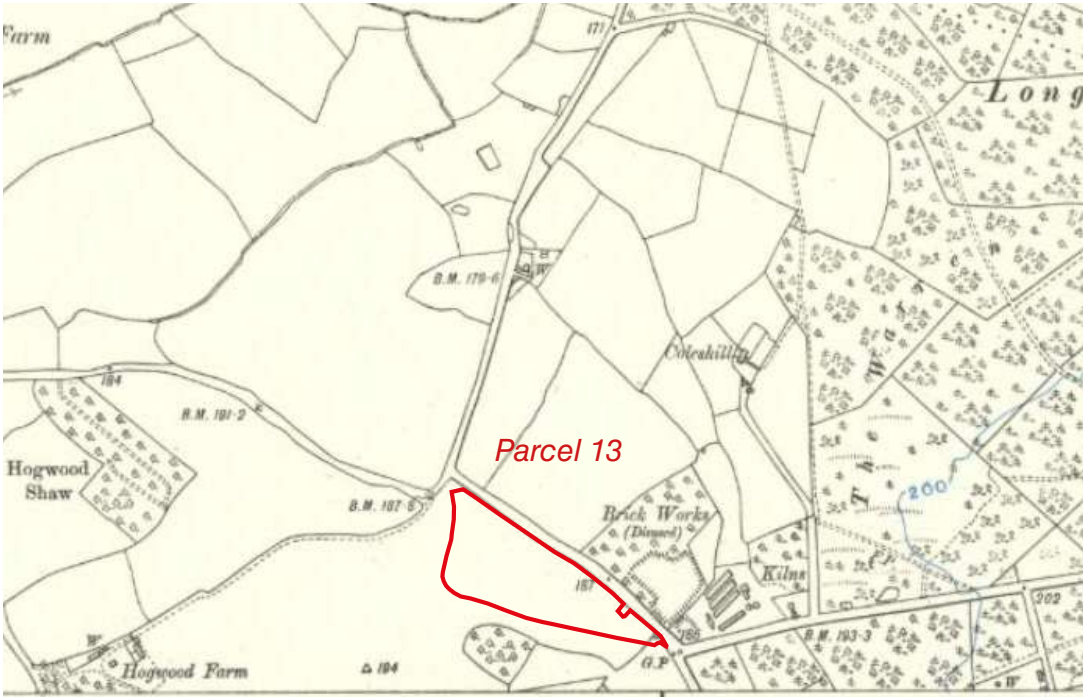
2.0 SITE CONTEXT

2.03 HISTORIC CONTEXT

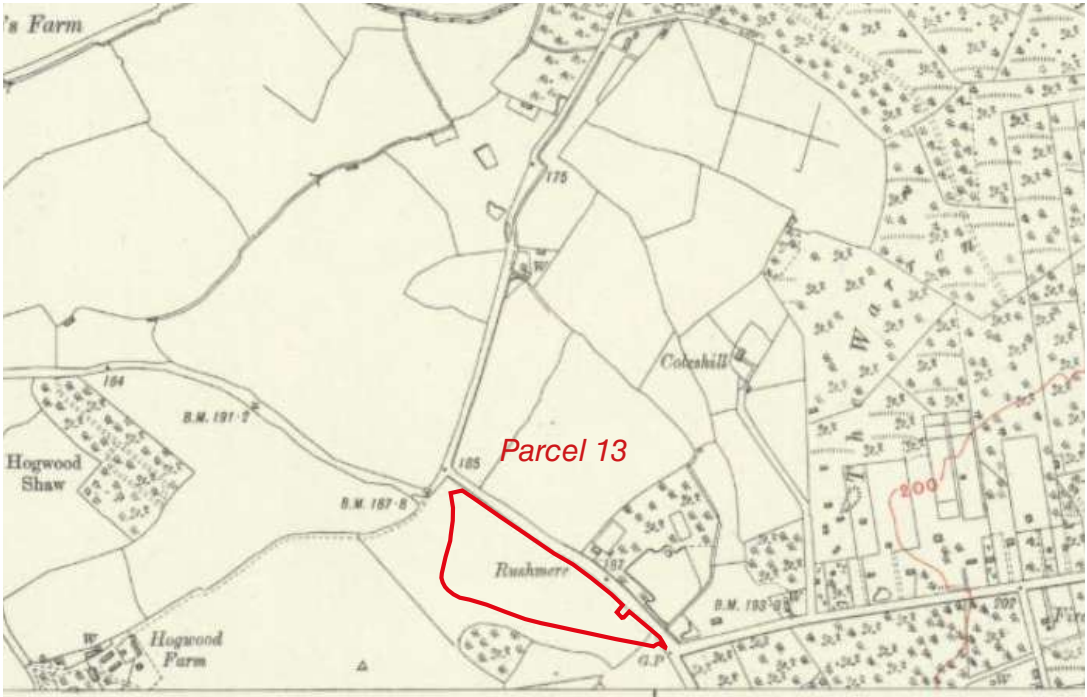
Historically the site was set within a rural area, sparsely populated with areas of woodland, agricultural land and farmstead clusters in the immediate surrounds. OS maps as early as 1900 show the distinctive straight Nine Mile Ride road which meets the eastern corner of Parcel 13.

To the north of Parcel 13 a brick works with associated lake is visible. The lake is present in the current map, with a mobile home park (Robinson Crusoe Park) now located on this site.

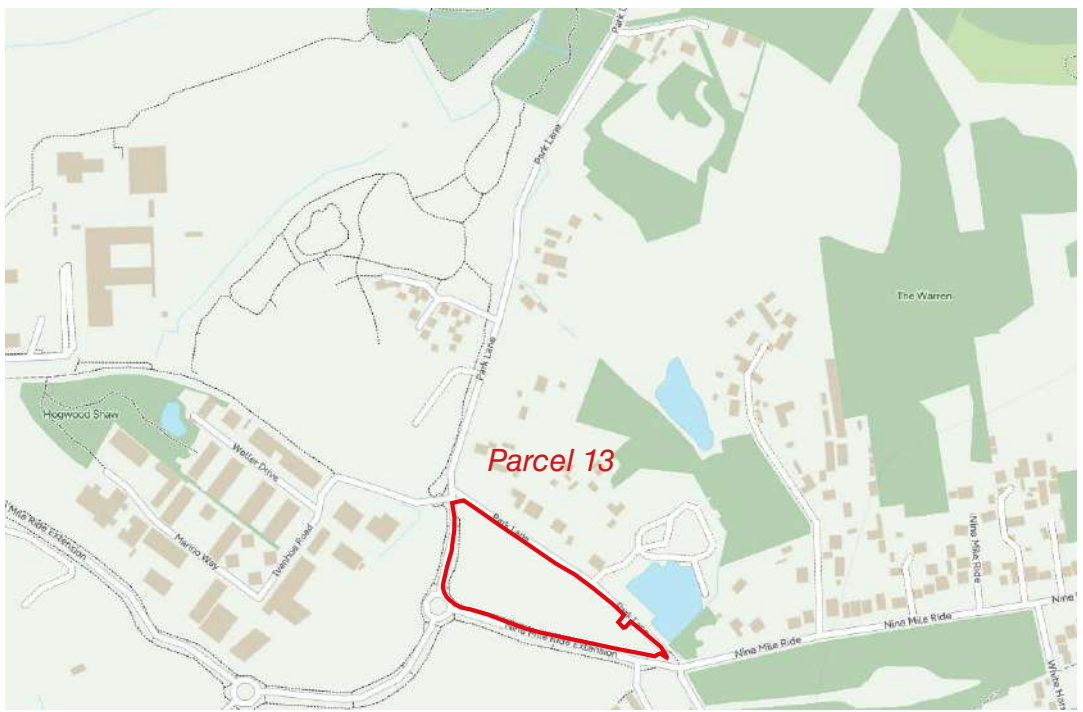
Later maps from 1932 and the present day show residential development that has occurred along the Nine Mile Ride in a linear fashion. The current OS map also shows further residential development around the site, as well as the Hogwood Industrial Estate to the west.



Historic OS Map - 1910



Historic OS Map - 1932



Current OS Map

2.0 SITE CONTEXT

2.04 LOCAL CHARACTER

The Masterplan Framework Document sets out analysis of the local context and defines a series of distinct character areas A-J as indicated on the adjacent diagram. Further areas have been added where development has been built or approved since. There is a wide range of development in the area, but the key findings can be summarised below:

Building Types

- A wide range of development, predominantly 2-storey with some more recent 2.5-3 storey as part of the Arborfield Garrison Masterplan SDL

Materials

- **Primary:** red or buff multi-brick
- **Secondary:** Tile hanging, painted brick and larch lap cladding
- Feature render and cladding materials

Detailing

- Emphasis on simple building features across the existing and emerging developments regardless of modern or traditional architectural tones

Roofline

- Varied rooflines with no real pattern

Fenestration

- Largely white uPVC casement forms, with some grey frames evident in the Arborfield Garrison area

Boundary Treatments

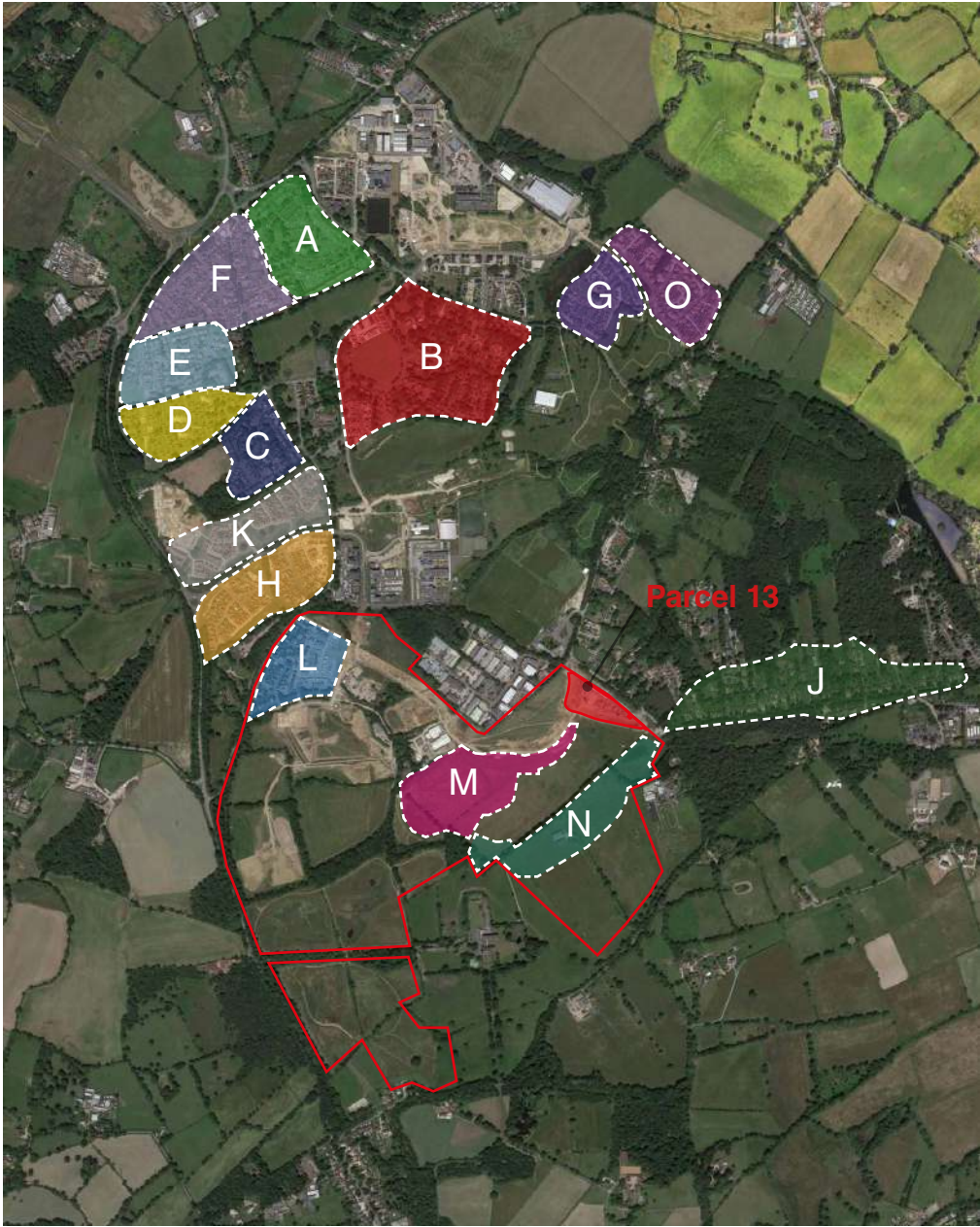
- A mix of grassed front lawns, planting, walls and fencing are evident

Landscape and Open Space

- Substantial vegetation and green space, the landscape setting is one of the defining features of the site

Tones and Colours

- A mix of muted and ‘earthy’ tones reflecting the rural tones within the area



Map with Existing Character Areas from Masterplan Framework Document highlighted, including additional recently built areas for consideration

AREA A

Building general comprise of red brick with occasional rendered extensions. The architectural design is simple, with repetition of features.



AREA B

Standard housing forms are apparent with variation in materials and/or feature materials. Gables are notable features.



2.0 SITE CONTEXT

AREA C

The development comprises a diverse range of houses, with a consistent theme of render as a focal element and two tones of brick.



AREA D

The area comprises of a-symmetrical roof typologies providing distinctive roof type in comparison to elsewhere in the location.



AREA E

Projecting chamfered hanging bay and ornate lead roofing have been used, provide additional depth to the overall appearance of the buildings.



AREA F

House have a mix of feature with red brick prevalent and contrasting brick features. Reconstituted stone has also been used in small areas.



AREA G

The gable roof features are common architectural trait, as to is the use of natural wood panelling.



2.0 SITE CONTEXT

AREA H

Contemporary tones to traditional housing forms have been used with window surrounds and brick banding detail.



AREA J

This area is located to the east of the site and comprises a sequence of adhoc development which is highly eclectic and lacks cohesion.



AREA K

Building general comprise of red brick with render to focal buildings. Gables are notable features.



AREA L

Traditional brick detail features have been used throughout. Weatherboarding and tile hanging are prominent, especially on gables.



AREA M

Approved parcel 10. The scheme uses both a traditional and contemporary approach. A mix of brick, boarding and tile has been used.



2.0 SITE CONTEXT

AREA N

Approved parcel 14 and 15. Tile hanging and boarding are used frequently on gables.



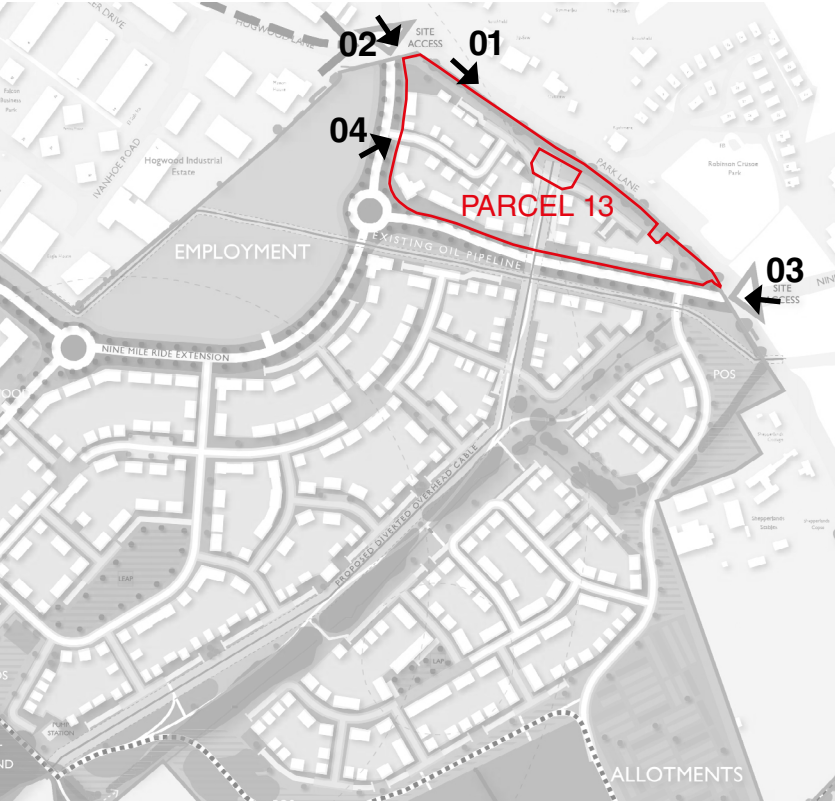
AREA O

Building general comprise of red brick with gable features boarded or rendered.



2.0 SITE CONTEXT

2.05 SITE PHOTOGRAPHS



Location Key



01 View along Park Lane looking east showing the tree-lined boundary of Parcel 13



02 View from the junction with Park Lane in the north-west corner of Parcel 13, looking south-east



03 View from Nine Mile Ride Extension looking west showing the approach to the sites with Parcel 13 on the right



04 View from Nine Mile Ride Extension looking north-east at the newly created site access to Parcel 13

2.0 SITE CONTEXT

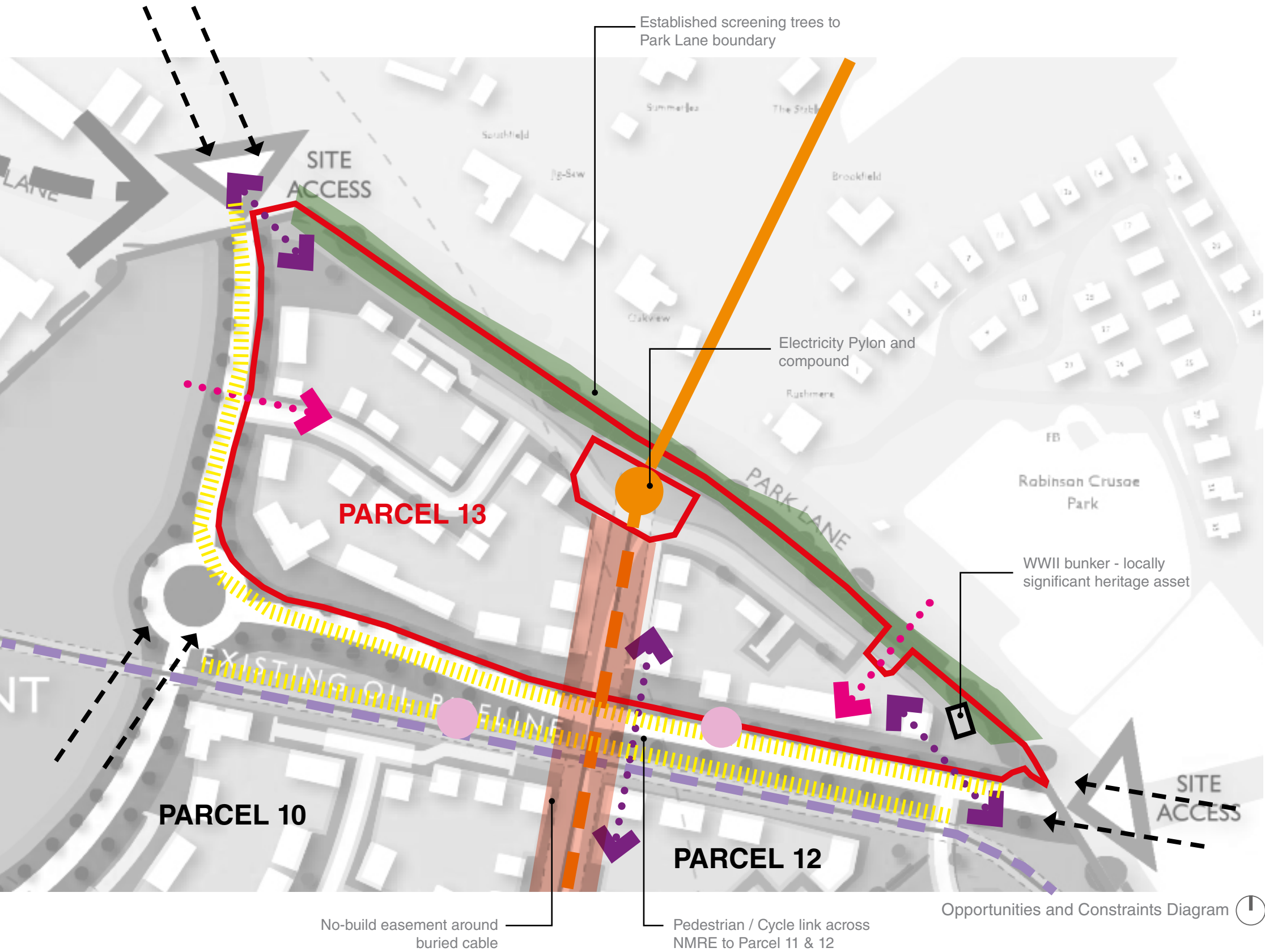
2.06 OPPORTUNITIES AND CONSTRAINTS

Parcel 13 is subject to a number of constraints, most notably from a diverted overhead electricity cable which travels underground from north to south through the site. The buried cable features a no-build easement around it with additional limitations on planting and street furniture. The sealing end compound features a large pylon which has a visual impact that must be considered and screened from view where possible.

The principal Masterplan access route, the Nine Mile Ride Extension, runs to the south of Parcel 13. This highly visible route is the gateway into the surrounding development and proposed built form must address it appropriately.

The established tree line along the edge of Park Lane creates a visual screen to the north of the site and an ecological corridor to be retained.

- Key
- Underground oil pipeline (and easement)
 - Underground Electrical Cable (and easement)
 - Sealing End Compound
 - Site Access (Vehicle)
 - Site Access (Pedestrian/cycle)
 - Bus Stop
 - Nine Mile Ride Extension Frontage
 - Existing Trees and Hedgerows
 - Key approach views



2.0 SITE CONTEXT

2.07 DESIGN CONCEPT

A series of development considerations have been acknowledged for Parcel 13 and these are illustrated on the Concept Plan. These include:

- Comprehensively redevelop the site and deliver new homes in a landscape-led design approach;
- Residential parcels of differing densities and scales appropriate to their location on the site with outward facing perimeter blocks;
- Retain and enhance existing trees and hedgerows to the northern boundary to create green edges to screen the development whilst offering additional privacy;
- Soften the threshold between streets and buildings with both hard and soft landscaping whilst offering high quality private amenity for all residents;
- Pedestrian links will be established through adjacent parcels to ensure a seamless and considerate flow within the Hogwood Farm masterplan.

Key

Site Boundary

Existing Trees

Primary Road

Secondary Road

Pedestrian Link

Development Zone

Indicative Built Form



Concept Plan 1

3.0 PLANNING CONTEXT & CONSULTATION

3.01 PLANNING BACKGROUND

3.02 DESIGN POLICY & GUIDANCE

3.03 PARAMETER PLANS

3.04 CONSULTATION PROCESS

3.05 CONSULTATION FEEDBACK

3.0 PLANNING CONTEXT & CONSULTATION

3.01 PLANNING BACKGROUND

The site is located within the administrative boundary of Wokingham Borough Council. Wokingham Borough Council identified four major locations for growth (Strategic Development Locations (SDL's)) in their adopted Core Strategy (2010); one of these is Arborfield Garrison.

This location was identified for the phased development of approximately 3,500 new homes, local amenities and supporting infrastructure. Hogwood Farm forms the southern portion of this SDL.

In 2017 planning permission (reference: O/2014/2179) was granted for up to 1,500 new homes, new industrial floorspace, a neighbourhood centre, a primary school, new sports pitches, highways improvements and public open space including SANG to be delivered at Hogwood Farm. In 2018 a subsequent Section 73 Application (181194) varied the Outline Masterplan, amending the parameter plans set out in Condition 1 of the 2017 planning permission.

3.02 DESIGN POLICY & GUIDANCE

The relevant local and national design policies have been considered by the project team. These documents have acted as essential tools to the design process providing a framework for the development proposal. The documentation referenced is as follows:

- National Design Guide
- Wokingham Borough Development Plan
- Hogwood Farm Masterplan Framework Document

In addition, the Hybrid Application was supported by technical reports, including a Design and Access Statement, along with a set of parameter plans, and a Design Code to guide the detailed design of new development at the Site.



Illustrative Masterplan

National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,
Communities &
Local Government

Wokingham Borough Development Plan

Adopted Managing Development Delivery
Local Plan

Enhancing the Borough's environment and
character through exceptional development

February 2014

www.wokingham.gov.uk



HOGWOOD FARM
FINCHAMPSTEAD
MASTERPLAN FRAMEWORK
DOCUMENT

3.0 PLANNING CONTEXT & CONSULTATION

3.03 PARAMETER PLANS

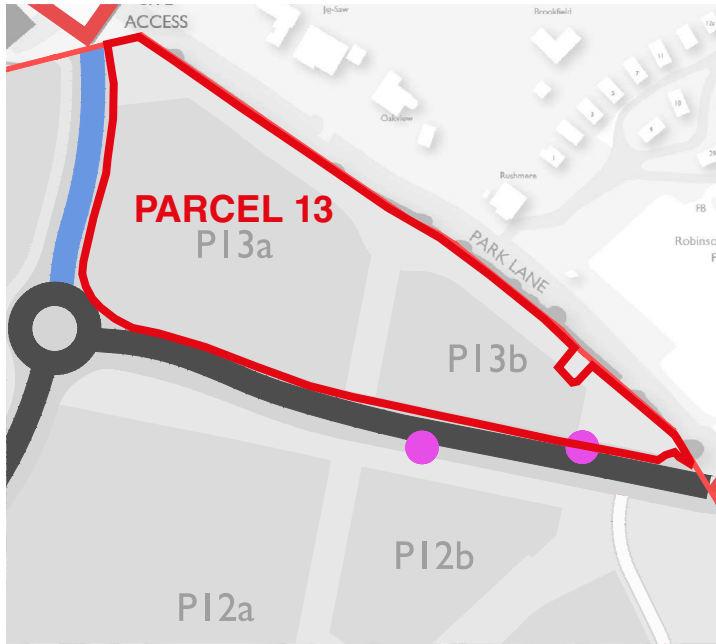
6no. Parameter Plans are contained within the approved Hybrid Planning Application for the Hogwood Farm Masterplan, setting out parameters for design issues such as land use, scale and movement. Relevant extracts of these plans are summarised for Parcel 13 on this page. The Parameter Plans have been varied through a Non MaterialAmendment application (230923) in order to reflect the Phasing Strategy and updated Parcel boundaries. The updated set of Parameter Plans are as follows:

- CB_12_103_Parameter Plan_001 Land Use - Rev K
- CB_12_103_Parameter Plan_002 Access And Movement - Rev L
- CB_12_103_Parameter Plan_003 Building Heights - Rev I
- CB_12_103_Parameter Plan_004 Landscape And Open Space - Rev M
- CB_12_103_Parameter Plan_005 Density - Rev I
- CB_12_103_Parameter Plan_006 Development Parcel Naming - Rev J

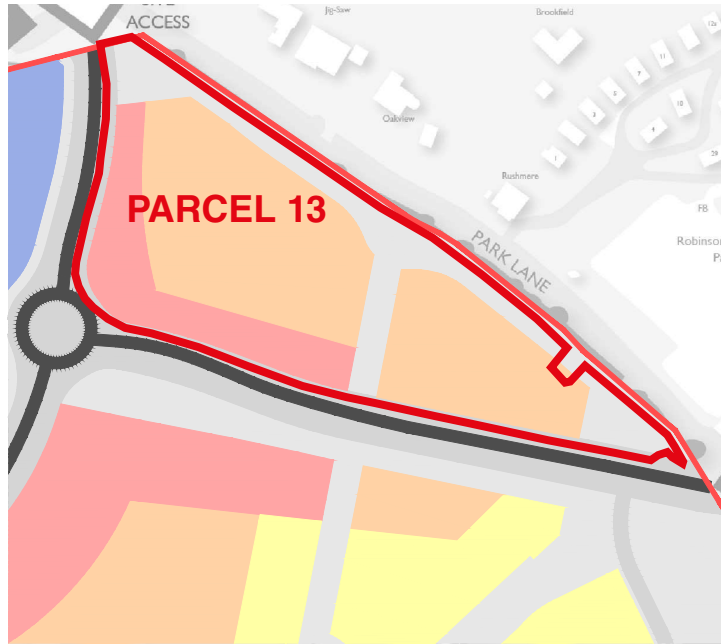
As well as establishing the development boundaries of the parcels, of key interest are the principle masterplan access road of the Nine Mile Ride Extension (which bisects Parcels 13 from surrounding parcels), and the proposed building heights and densities which responds to this movement corridor with increased scale. Key green corridors and open space are also established.



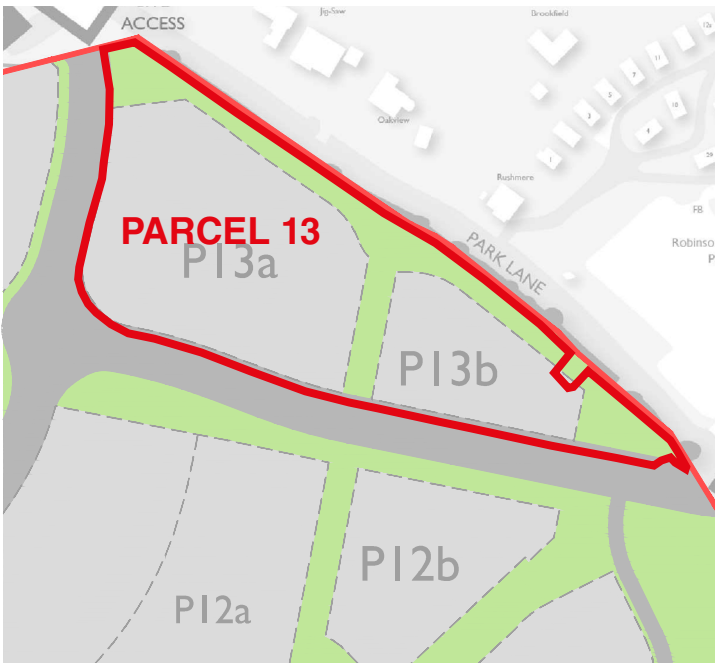
Parameter Plan 001 - Land Use



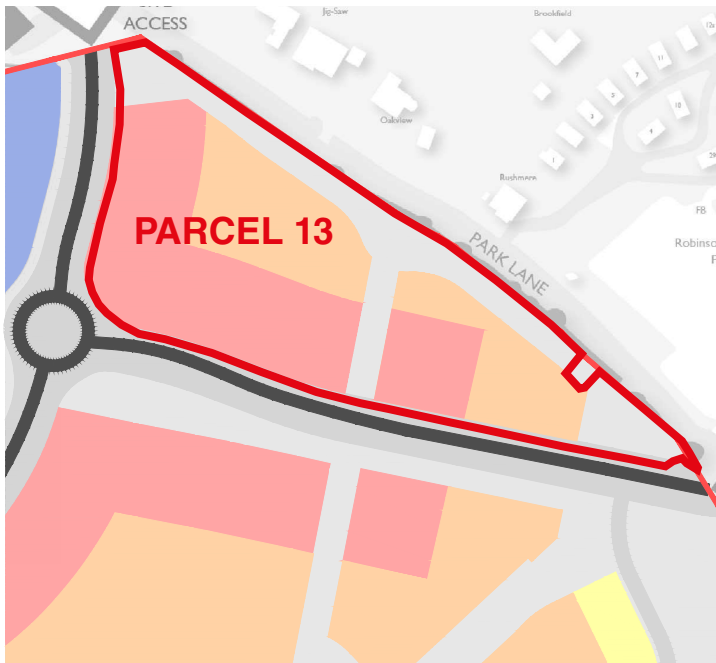
Parameter Plan 002 - Access & Movement



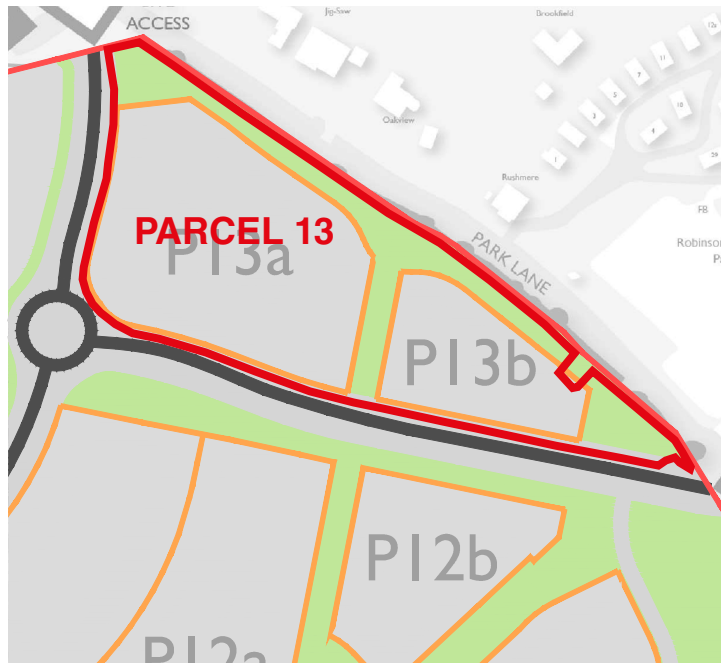
Parameter Plan 003 - Building Heights



Parameter Plan 004 - Landscape and Open Space



Parameter Plan 005 - Density



Parameter Plan 006 - Development Parcel Naming

3.0 PLANNING CONTEXT & CONSULTATION

3.04 CONSULTATION PROCESS

This section of the Design and Access Statement outlines the scheme’s evolution since the initial Pre-application meeting held in October 2024.

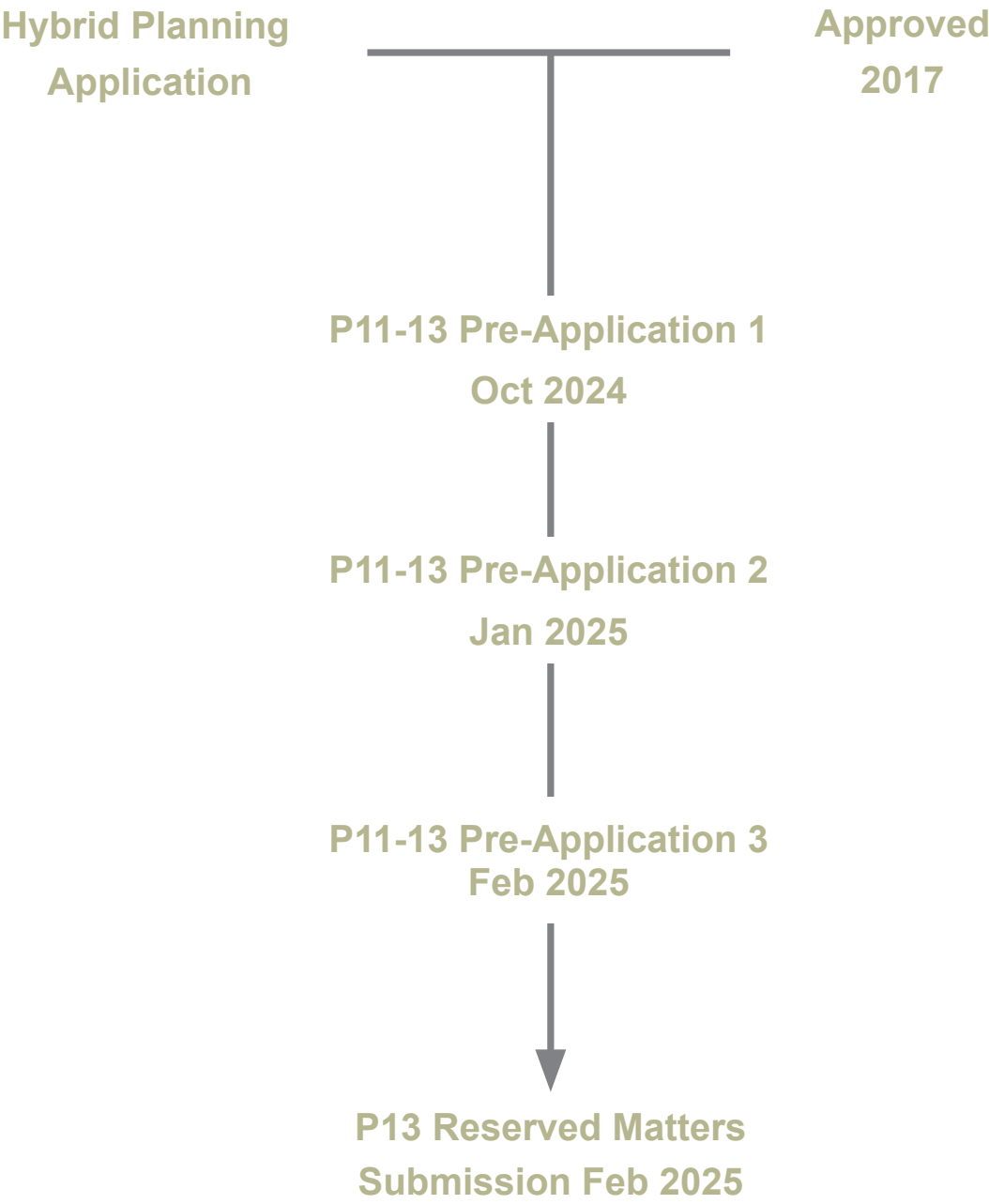
The Applicant has engaged in pre-application discussions with WBC as local planning authority. These discussions have informed key parameters for the development including the site layout, dwelling mix, parking standards for the new housing, and the proposed role and function of the green spaces within the site, highways, and drainage. The discussions have included proposals for both Parcels 11 and 12 and Parcel 13.

The stages in the scheme evolution were as follows:

Pre-application Meeting 1 - Emerging design proposals were discussed and key design points were established with a focus on the character of open space, treatment of the various easement zones within the Parcel and access, parking strategy and road layout. In addition the relationships between materials, character and building heights as discussed.

Pre-application Meeting 2 - Focused on the development from pre-app 1 on the site layout establishing agreed layout design principles to progress toward an application. This meeting included full consultee feedback on the proposals.

Pre-application Meeting 3 - This discussion included a review of detailed designs which have incorporate officer feedback received to date. Finer landscape, drainage and highways details were reviewed, ahead of the Reserved Matters submission.

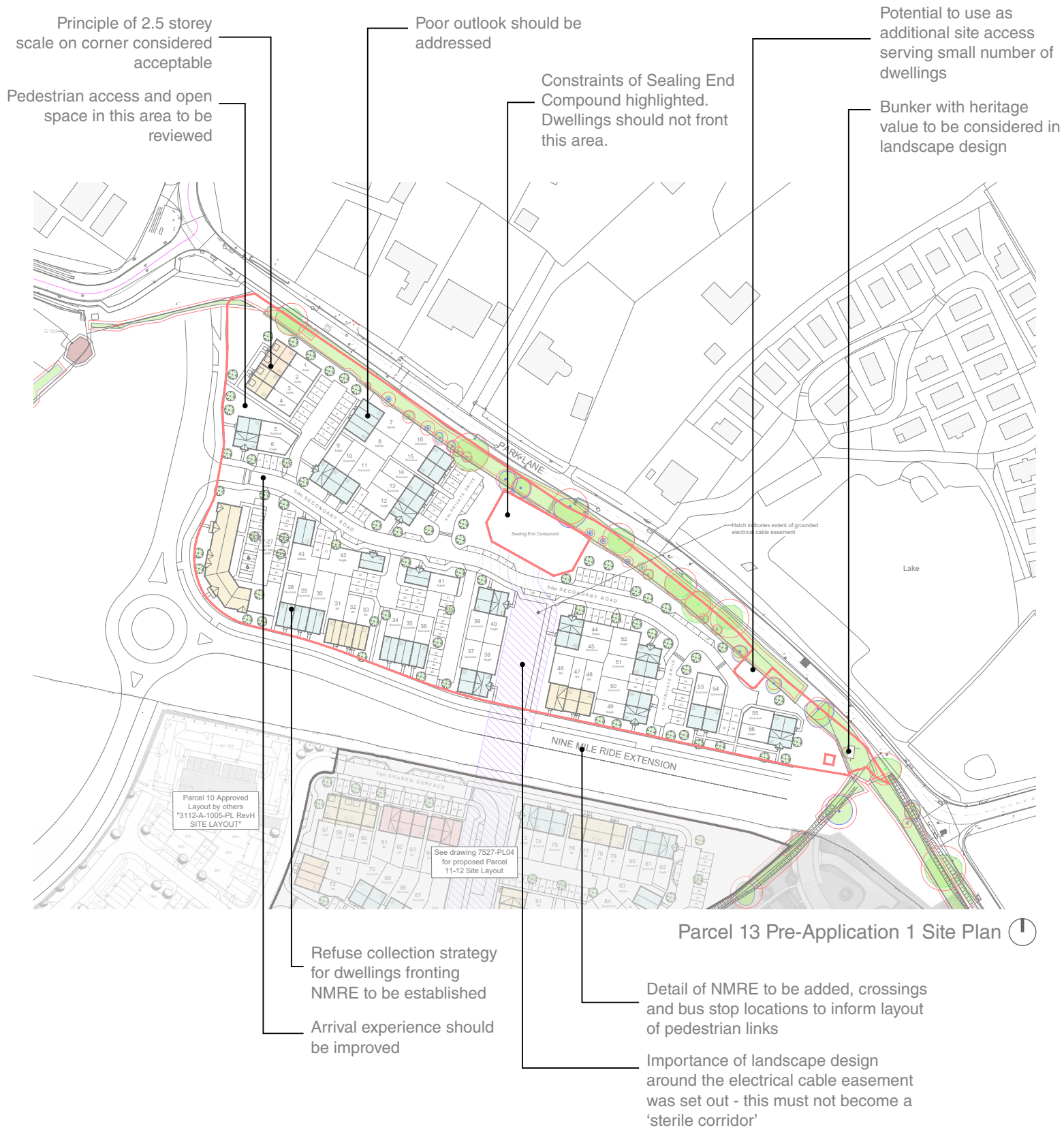


3.0 PLANNING CONTEXT & CONSULTATION

3.05 CONSULTATION FEEDBACK

Key feedback on the proposals of Parcel 13 are summarised below:

1. The arrival experience into the site from the principal Nine Mile Ride Extension vehicle access is compromised, with too much visible parking. The design of this approach should be reviewed.
2. The principle of increased height in the north-west corner of the site with 2.5 storey townhouses was considered appropriate, however the orientation and open space and pedestrian access around these dwellings should be reviewed.
3. The sealing end compound represents a visual design constraint with unsightly fencing and plant. Screening landscaping around the compound should be developed and dwellings should be orientated so as to not face the compound.
4. The refuse collection strategy (and fire tender access) for dwellings fronting NMRE should be reviewed. Appropriate access must be provided from the rear.
5. The potential to utilise the existing turning head at the end of Park Lane as an additional vehicle access to the site was suggested. This could serve a small number of dwellings (c.5no.) and potentially reduce the road provision on the site.
6. The historic bunker in the eastern corner of the parcel was highlighted. This is a non-listed but locally significant heritage asset and thought should be put in to how to secure its conservation and ensure appropriate landscaping in the vicinity whilst mitigating potential inappropriate use of the building / anti-social behaviour.



3.0 PLANNING CONTEXT & CONSULTATION

7. Sample street-scenes where provided for discussion at the Pre-App meetings. The brick colour was challenged and it was suggested a finish with more red would be an appropriate match to the emerging context.



Parcel 13 Pre-Application 1 - Sample Streetscenes

4.0 PROPOSAL

4.01 PROPOSED SITE LAYOUT

4.02 CHARACTER AREAS

4.03 MATERIAL PALETTE

4.04 MATERIALS PLAN

4.05 NINE MILE RIDE CHARACTER AREA

4.06 APARTMENT BUILDING

4.07 PROPOSED SCALE

4.08 HEIGHT PARAMETER PLAN OVERLAY

4.09 DENSITY

4.10 MOVEMENT HIERARCHY

4.11 ACCESS STRATEGY

4.12 FLOOD RISK AND DRAINAGE

4.13 LANDSCAPE STRATEGY & DESIGN

4.14 AFFORDABLE HOUSING

4.15 USE & AMOUNT

4.16 ACCESSIBILITY

4.17 PRIVATE AMENITY

4.18 RENEWABLE ENERGY RESOURCES

4.19 WASTE AND RECYCLING

4.20 LIFESPAN

4.21 SUSTAINABILITY

4.22 CRIME PREVENTION

4.0 PROPOSAL



4.01 PROPOSED SITE LAYOUT

The following points were key drivers for the proposed layout of Parcel 13;

- The orientation of dwellings has been carefully considered to appropriately address the edge conditions of the Parcel;
- A relatively continuous frontage is presented to the Nine Mile Ride Extension to formalise this key route. Repeating gable forms provide a sense of rhythm and relate to other nearby Parcels.
- Built form has been set back from the electrical cable easement to allow for areas of uninhibited planting around corridor;
- Landscape design around the bunker, a non-designated heritage asset in the eastern corner of the site, to be carefully considered;
- Dwellings mostly 2 or 2.5 storeys with a three storey apartment building addressing the key roundabout junction on the Nine Mile Ride Extension;
- Landscape design around the Sealing End Compound to be carefully considered to provide screening.



Site Layout 1

4.0 PROPOSAL



4.02 CHARACTER AREAS

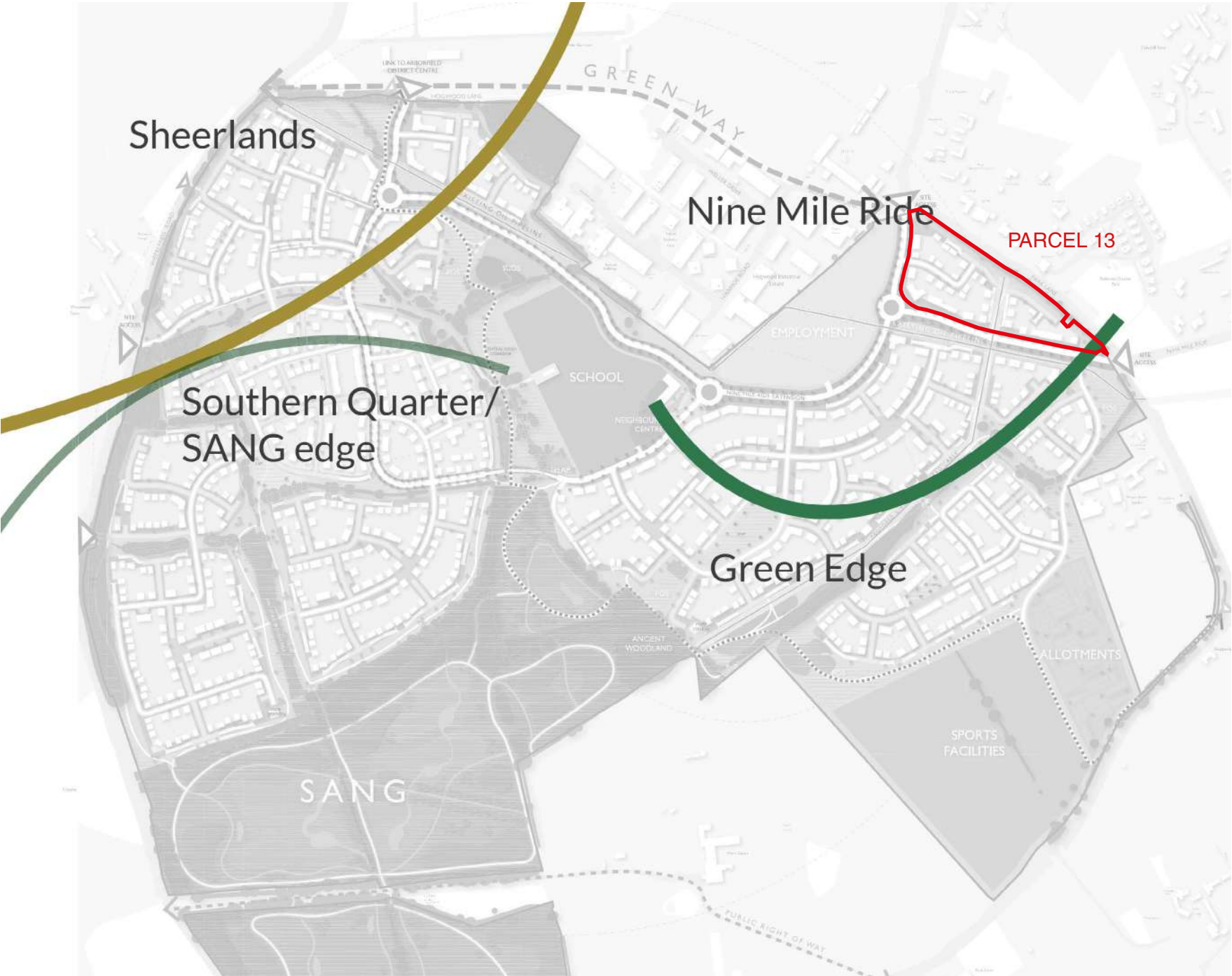
The Hogwood Farm Masterplan Framework Document proposes one distinct character area in this area of the masterplan, the key features of which are summarised below.

Nine Mile Ride

This area will be the principal experience of those passing along the NMRE. This strategic route will be lined with higher density development and have a more formal tone than the rest of the masterplan.

Key Design Features:

- The NMRE frontage is to be supported by higher density development with taller building heights.
- Building will provide a more contiguous frontage and create sense of formality that contrast with other areas of the masterplan.
- Building material will have greater consistency within this character area to give strong sense of cohesion and co-ordination.
- Gable roof forms will be used as a feature of this area.



Extract from p64 Hogwood Farm Masterplan Framework Document illustrating the proposed Character Areas across the development

4.0 PROPOSAL



4.03 MATERIAL PALETTE

The potential material choices have been thoroughly considered to relate to the local style of Finchampstead and the materials both traditionally used in the local area and also apparent in the emerging new development. Building materials will be used throughout the scheme that adopt the local vernacular. The scheme will incorporate simple roof forms and brick tones traditional in style. Taking into consideration the key features; porch details, dormer windows, brick banding and header details, traditional materials will be used with contemporary detailing to create a development that relates to its surroundings but also has a strong sense of place.

As such, the proposed development will utilise materials to create a simple palette responding to the local context, including a mixture of local red-multi brick, plain red and grey tiles, black weatherboarding and tile hanging to create some variation within the street-scene.

Materials and detailing within the Nine Mile Ride Character Area will be generally consistent, almost exclusively using brick and grey tile roofs, with contemporary brick detailing and windows which reference the approved Parcel 10 finishes. Along with the widespread use of terraces and gable roofs this will result in a more formal appearance.

WALLS

NINE MILE RIDE CHARACTER AREA



Multi-tonal red brick. Some black weatherboarding, and tile hanging.



Red or Grey brick detailing. Contrasting brick striped pattern.

ROOFS



Grey roof tiles

WINDOWS



Grey windows

4.0 PROPOSAL



4.04 MATERIALS PLAN

This area of the masterplan sits entirely within the Nine Mile Ride Character Area. To maintain a formal approach there is limited variation in finishes, with some use of tile hanging and weatherboarding provided in the centre of the Parcel to provide some relief.

Materials Key

Brick

Tile Hanging

Weatherboarding

Grey Roof

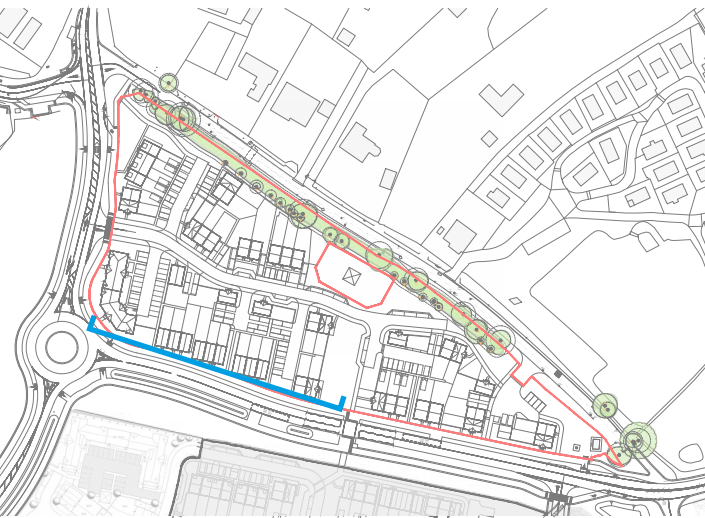


Materials Diagram - Parcel 13

4.0 PROPOSAL



4.05 NINE MILE RIDE CHARACTER AREA



Characteristics

- Strong frontage to define the NMRE
- Primarily terraced town housing with occasional apartments
- Strong definition to corners
- Consistency of design features within this area to add to the sense of formality

Walls

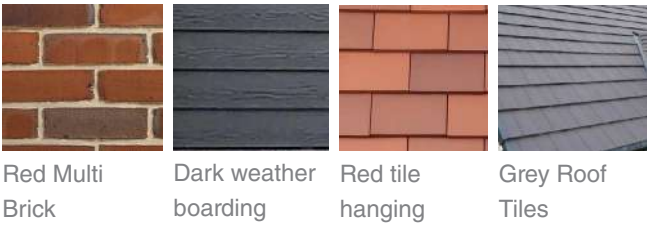
- Multi-tonal red brick with projected brick work features in the same or contrasting brick as an accentuating feature
- Small selection of focal buildings with tile hanging and black weatherboarding

Roofs

- Grey roof tiles, gables more prevalent in this area

Detailing

- Simple contemporary brick detailing to windows
- Flat porch canopies
- Guttering and downpipes in black
- uPVC contemporary grey windows



NMRE sample Street Scene



Typical semi detached brick house



Typical terraced 2.5 storey brick house

4.0 PROPOSAL



Contrasting striped brick detailing references the adjacent Parcel 10 housetypes providing consistency in the architectural language

Repeating gable roof forms create a formal and continuous frontage to Nine Mile Ride Extension



Close up of housing typologies



01



02



03



Contrasting brick band detailing



Flat roof canopy



04

- KEY
- 1. Contemporary windows
 - 2. Brick header detailing
 - 3. Barge board
 - 4. Flat porch canopy

Close up of housing detailing



View from the Nine Mile Ride Extension roundabout junction, looking east at the apartment building and repeating gable forms of Plots 28-36

4.0 PROPOSAL



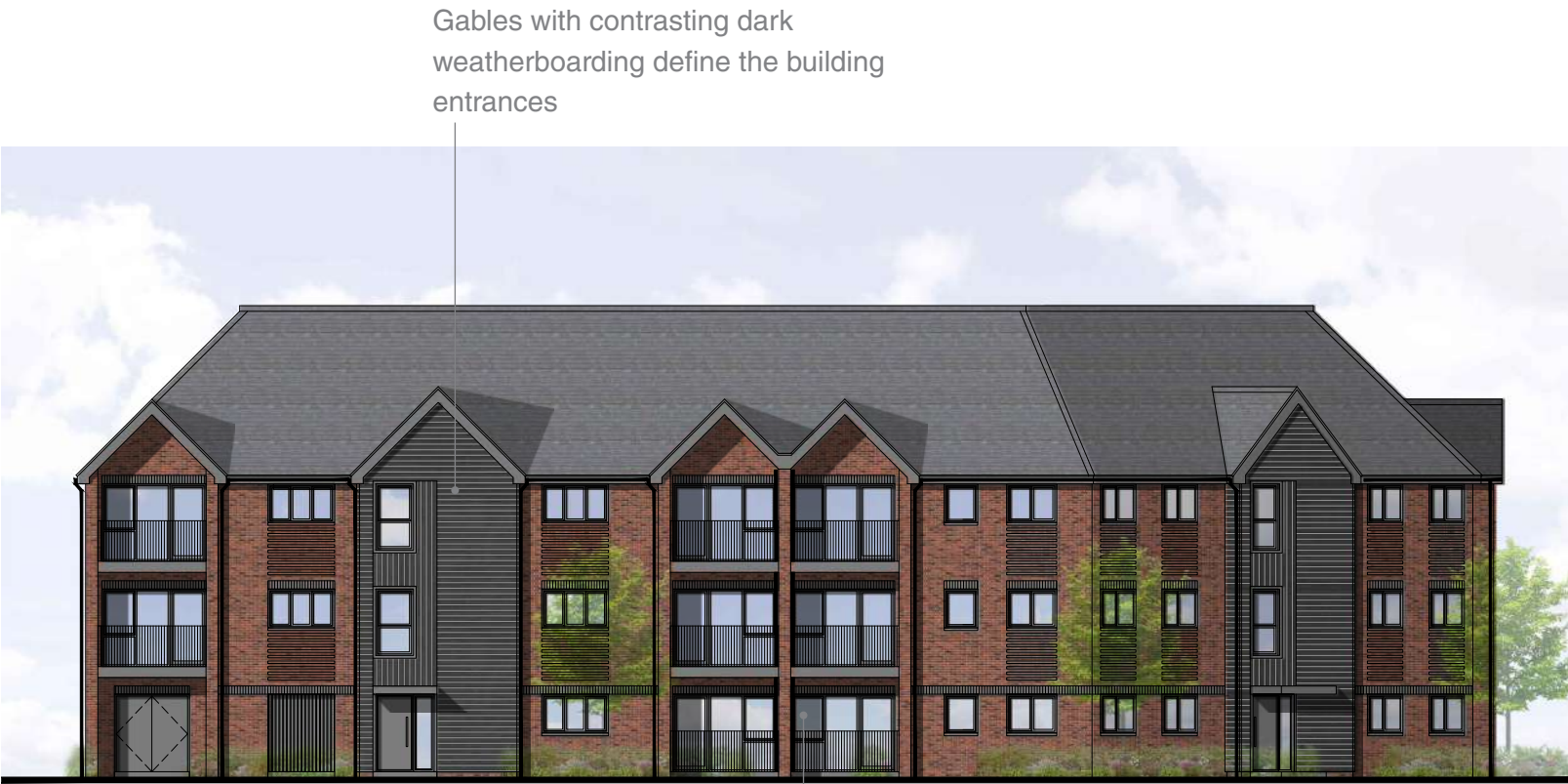
4.06 - APARTMENT BUILDING

The apartment building for Parcel 13 takes reference from the design guidance as well as the approved apartment building designs for Parcel 10. It is predominantly finished in brick, with contrasting dark weatherboard used on projecting gables which mark the building entrances.

All apartments are provided with a 6sqm private balcony which is partially recessed for privacy. Corner balconies feature side openings for improved aspect and natural light.



Combination of vertical and horizontal weatherboarding to gable marking core



West Elevation

Gables with contrasting dark weatherboarding define the building entrances

Private balconies provided for all units, partially recessed for privacy and to reference the arrangement on Parcel 10

Side openings provided to balconies for improved aspect



South Elevation



North Elevation

Gable end provides height marking site entrance