

Land at and to the rear of
240 Nine Mile Ride, Finchampstead



Design and Access Statement Addendum
In support of a Reserved Matters submission for 26 residential dwellings

Contents

- 1.0 Introduction
 - 1.1 About this report
 - 1.2 Refused application Ref 232298
- 2.0 Amendments to the proposals
 - 2.1 Updates made for the appeal submission
 - 2.2 This RM application
 - 2.3 Further updates to enhance the proposals

Report No.	Status	Date	Revision	Author / checked
230122A R 02 02	Planning (RM)	March 2025	-	KV/GF



1.0 Introduction

1.1 About this report

This Design and Access Statement **Addendum** is submitted to support the Design and Access Statement 230122A R 02 01 for a Reserved Matters submission regarding the development of 26 residential dwellings on a site located on Nine Mile Ride in Finchampstead. This site benefits from outline planning permission for up to 32 dwellings.

The original Design and Access Statement document was part of the Reserved Matters Application (232298) and the subsequent appeal (APP/X0360/W/24/3352010), which was dismissed on February 21st, 2025.

This **Addendum** supports a new Reserved Matters Application and outlines the updates made to the documentation in response to feedback from local planning authorities regarding the previously dismissed appeal, as well as recommendations from collaborating consultants. It also details other changes introduced to further enhance the proposals.

This report summarizes all updated elements that are part of the new Reserved Matters Application and should be read alongside the original Design and Access Statement 230122A R 02 01 for context and to fully understand the evolution of the design.



Above: Proposed site layout.

1.0 Introduction

- 

Application boundary
- 

Nine Mile Ride
- 

Heath Ride
- 

Wick Hill Lane
- 

Vehicular access (as approved)
- 

Pedestrian access (as approved)
- 

Entrance space
- 

Retained woodland
- 

Retained buffer landscape, including boundary trees
- 

Green breaks
- 

Terraced units addressing entrance space
- 

Private drive
- 

Courtyard
- 

Detached units with rhythm and repetition
- 

Proposed tree lined tertiary street

1.2 Refused application Ref 232298

The previous Reserved Matters planning submission proposed twenty six 2, 3, & 4 bedroom new homes, associated infrastructure, landscaping and demolition of existing buildings.

The proposal comprised:

- Site area: 1.9ha
- Development area: 1ha
- Public open space: 500sqm
- Landscape buffers: 2,165sqm
- Retained woodland 6,053sqm

A total of 26 homes:
(All homes meet M4(2) requirements).

- 5 x 2 bedroom houses
- 10 x 3 bedroom houses
- 11 x 4 bedroom houses

The green infrastructure strategy for the site partly relied on taking advantage of the site’s unique woodland setting, with large areas of retained woodland and buffers around the perimeter and significantly through the southern section of the site.

The plan also proposed approximately 0.5 hectares of publicly accessible open space at the site entrance, creating a focal point for the development. This amount of open space is deemed appropriate for the number of dwellings proposed.

Access to the development would be via the approved junction on Nine Mile Ride.

The previously proposed development took into account the key factors, policies, guidance, and design advice outlined in the original Design and Access Statement.

The final design aimed to deliver a high-quality scheme with a distinct sense of place that promotes an attractive, harmonious, and well-utilized environment for both residents and visitors. It intended to be respectful and sympathetic to the character of the surrounding area in which the development is situated.

Proposed Site Layout | Refused application Ref 232298



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0 10 20 30 40 m

- Application boundary
- Approved Parameter Plan
- Trees to be retained
- Proposed Trees
- 2m road margin along housing frontages
- 0.5m service margin

N		Neighbouring properties shown	SA/US	22.05.2024
REV	NOTES	AL/CH	DATE	
	Nine Mile Ride, Finchampstead		N	
	Proposed Site Layout		JH / DC	
230122 L 02 01		1:500 @ A1	July 2023	

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Bristol • Exeter • London • Plymouth
www.cliftonemerydesign.co.uk mail@cliftonemerydesign.co.uk

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2.0 Amendments to the proposals

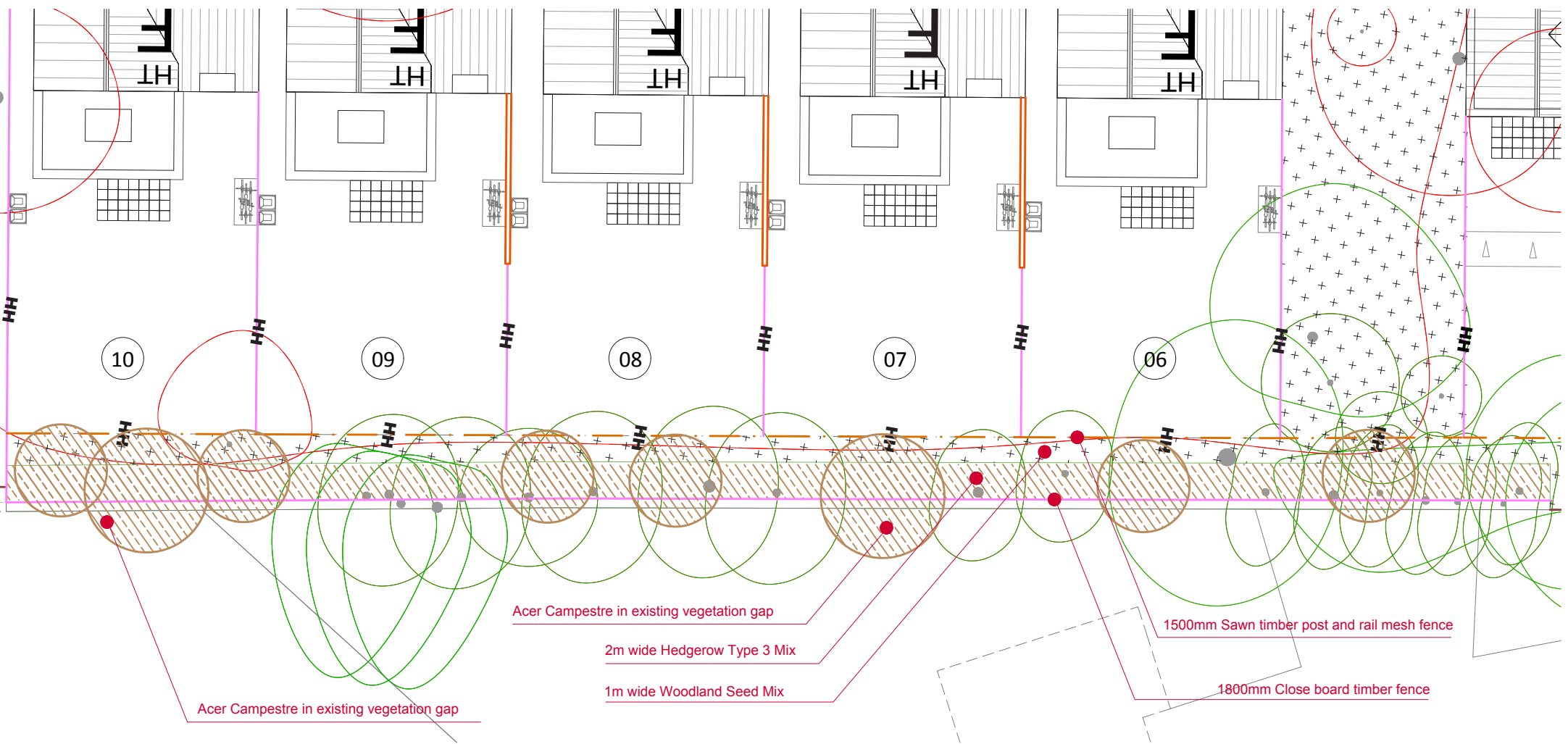
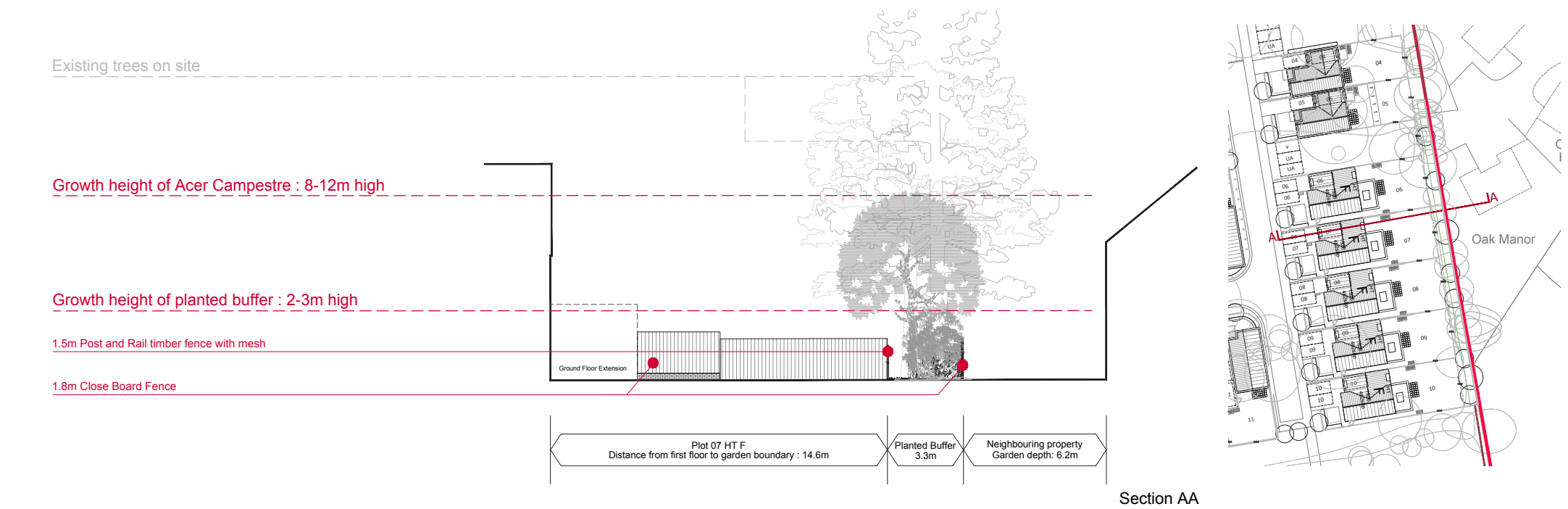
2.1 Updates made for the appeal submission

Following the refusal of the Reserved Matters Application in June 2024, an appeal was submitted to address the concerns raised by the local authorities. Amended plans were submitted with the appeal, and these amendments involved:

- Removal of the balconies from the houses on plots 6-10, located in the southeast corner of the site. Substituted by a flat roof with a rooflight.
- The walkway leading into the woodland in front of plot 10 was also widened.

However, this appeal was dismissed in February 2025 specifically due to issues related to the planting strategy between Plots 6-10 and Oak Manor. This matter is being addressed in the new Reserved Matters Application submission, and a summary of the amendments is provided in the following chapter of this document.

Proposed Landscaping | This RM application



- Notes
- This Plan is for planning purpose only do NOT construct from drawing.
 - To be read in conjunction with all associated plans, detailed drawings, documents and specifications.
 - The hatches use in this plan are indicative and should not be used to scale from.
 - Refer to Engineers Design & Specifications for all accurate level and retaining wall information.
 - Contractor to determine exact location of services/drainage. This should be confirmed on site prior to commencement of works to avoid tree pit / services conflicts.
 - See R 04 01 Softworks schedule for all specification and species of proposed vegetation.
 - Refer to Arboriculturalist for all works and detail in relation to retention/removal of existing trees.
 - Refer to Arboriculturalist for all aspects of maintenance and mangement of existing vegetation.
 - All frontages and rear gardens to dwellings left on specified on drawings L 03 01 & L 04 01 to be turfed/seeded with amenity lawn as per landscape contractors specification.

- Key
- Existing trees and vegetation retained
Refer to arboriculturalist for full detail and specification
 - Existing trees and vegetation removed
Refer to arboriculturalist for full detail and specification
 - Proposed Acer Campestre added in between existing trees and vegetation (Hedgerow Type 3)
 - Woodland seed mix
See R 04 01 for detailed specification and species within seed mix
 - Hedgerow: Type 3
See R 04 01 for detailed specification of hedgerow type
 - Proposed 1500mm timber post and rail fence with mesh (postlock style)
 - Proposed 1800mm close board timber fence
 - Proposed retaining brick wall with 1800mm close board timber fencing on top
 - HH Proposed hedgehog highway points

REV	NOTES	DATE
	Nine Mile Ride, Finchampstead Softworks Plan - Eastern Boundary Edge	KV/GF
230122A L 04 10	1:100/A1	March 25

CliftonEmerydesign

Herts House 84 Longbrook Street Exeter, Devon, EX4 6AP
T: 01392 368866 W: www.cliftonemerydesign.co.uk M: mail@cliftonemerydesign.co.uk

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2.0 Amendments to the proposals

2.2 This RM application

The following landscaping updates have been introduced to ensure that there is no compromise to the character and appearance of the area as seen from Oak Manor.

Landscape changes summary

- The updates to the landscaping scheme are designed to significantly reinforce the boundary between proposed plot 6 – 10 and the existing neighbouring dwelling ‘Oak Manor’. Primarily this has been achieved through the retention of the cypress trees located along this boundary, trees that were previously shown for removal in the former application.
- Retention of multiple trees on site in response to previous comments received from the Inspector (listed below):
 - “The development proposes the loss of a prominent part of the boundary planting as seen from Oak Manor. This would be contrary to the established woodland character and cause a loss of the enclosed character which was recognised by my colleague in their decision to grant outline planning permission on the site. This would result in harm to the character and appearance of the area as seen from Oak Manor”
 - “The removal of the Lawson cypress trees from the boundary would result in there being little visual separation between the garden to Oak Manor and the houses on plots 6, 7 and 8 of the appeal proposal... Given that little or no overlooking occurs at the present time due to the mature trees and orientation of neighbouring properties, this would result in unacceptable harm to their living conditions.”
- The amendments to the eastern boundary incorporate a successful approach to the landscape and boundary treatments, ensuring a suitable green and organic outlook, whilst minimising the opportunity for views through to existing dwellings.

- The landscape approach seeks to establish a hierarchy of planting, starting with ground level understorey woodland seed mixes, creating a habitat typical of shaded woodland areas, providing a variety of colour and pollinators, to assist both aesthetically and with biodiversity. The woodland understorey provides a suitable easement to allow for maintenance access to boundaries and larger vegetation.
- The understorey woodland merges into the base of the proposed native boundary hedgerow. The hedgerow will include a variety of typically native species that provide year-round interest, form, and colour. Planted in a double staggered formation, the native hedgerow species will be able to grow into a larger scrub mix, with a wider footprint and height than a typical hedgerow, providing a dense thicket of native planting on the site boundary. The selected species includes field maple (*Acer campestre*), as part of the planting proposals, this species shall remain unmaintained and allowed to grow throughout the scrub to create locations of tree planting to meander through and thicken the existing tree planting in this boundary location.
- In summary, a proposed 1.8m high close boarded fence ensures no overlooking between gardens. To provide as robust a boundary as possible, and in addition to garden depths of 11 – 16m, the proposal continues to include a 3m buffer strip - protected from alteration by homeowners through the provision of a 1.5m high sawn timber fence including mesh. The buffer strip includes maintenance access and a 2m wide hedge with species chosen to achieve an additional boundary feature of up to 3m in height. One species within the mix is a tree ‘Acer Campestre’. This tree is intended to be located throughout the hedge bank, but will be specifically planted in the gaps between the existing trees where it is anticipated that the specimens will thrive and create a continuous visual boundary at first floor level.

Rear Garden Distances compliance

The proposals have been designed to ensure that all properties meet the Borough Design Guide SPD minimum garden length standards. All properties meet the 22m minimum back-to-back distances and the 12m minimum back to flank distance (Design SPD, February 2012, Appendix 13, Page 46).



Proposed Landscaping | Refused application Ref 232298



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- Key
- Application Boundary
 - Proposed tree species
See R 04 01 for detailed specification on tree species
 - Existing trees and vegetation retained
Refer to arboriculturalist for full detail and specification
 - Existing trees and vegetation removed
Refer to arboriculturalist for full detail and specification
 - Ornamental Planting - Type 1
See R 04 01 for detailed specification on ornamental planting species
 - Ornamental Planting - Type 2
See R 04 01 for detailed specification on ornamental planting species
 - Woodland seed mix
See R 04 01 for detailed specification and species within seed mix
 - Wildflower/grass seed mix
See R 04 01 for detailed specification and species within seed mix
 - Hedgerow: Type 1
See R 04 01 for detailed specification of hedgerow type
 - Hedgerow: Type 2
See R 04 01 for detailed specification of hedgerow type
 - Hedgerow: Type 3
See R 04 01 for detailed specification of hedgerow type

- Notes:
- See R 04 01 Softworks schedule for all specification and species of proposed vegetation
 - Refer to Arboriculturalist for all works and detail in relation to retention/removal of existing trees
 - Refer to Arboriculturalist for all aspects of maintenance and management of existing vegetation
 - All footpaths and rear gardens to dwellings left on specified on drawings L 03 01 & L 04 01 to be turfed/seeded with amenity lawn as per landscape contractors specification.

A	Amendment as per client comment	DH	08/09/2023
B	Amendment as per client comment	DH	08/09/2023
C	Amendment as per LPA comment	DH	08/02/2024
D	Amendment as per LPA comment	LC	22/02/2024
E	Amendment as per LPA comment	LCSH	04/04/2024

REV	NOTES	DATE
	Nine Mile Ride, Finchampstead	E
	Softworks Plan - 3 of 3	DHDC
230 122 L 04 03	1200/A1	Sep 23

CliftonEmerydesign

Heme House 84 Longbrook Street Exeter, Devon, EX4 6AP
T: 01392 368866 W: www.cliftonemerydesign.co.uk M: mal@cliftonemerydesign.co.uk

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Proposed Landscaping | This RM application

2.0 Amendments to the proposals



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- Hedgerow: Type 3
See R 04 01 for detailed specification of hedgerow type
- Acacia Campes further growth into tree (up to 2m)

Notes:

- See R 04 01 Softworks schedule for all specification and species of proposed vegetation
- Refer to Arboriculturalist for all works and detail in relation to retention/removal of existing trees
- Refer to Arboriculturalist for all aspects of maintenance and management of existing vegetation
- All frontages and rear gardens to dwellings left on specified on drawings L 03 01 & L 04 01 to be turf/seeded with amenity lawn as per landscape contractors specification.

Boundary Treatments Key

- Proposed 1500mm sawn timber fence with mesh
- Proposed 1800mm close board timber fencing
- Proposed retaining brick wall with 1100mm brick wall on top
- Proposed retaining brick wall with 1800mm close board timber fencing on top
- Proposed retaining brick wall with 1100mm railing on top (when step greater than 600mm)
- Proposed low retaining brick wall with 1200mm sawn timber fence on top
- Proposed 1800mm brick wall
- Proposed retaining brick wall with 1800mm brick wall on top
- Proposed 1200mm brick wall
- Proposed hedgerow
- Proposed hedgerow highway points
- Proposed 1200mm sawn timber fence
- Existing 1100mm chain link fence to be retained
- Proposed 1100mm brick wall with 600mm railing on top
- Proposed timber bollard
- Proposed trees
- Garden gate

N

REV	NOTES	DATE
1	Nine Mile Ride, Finchampstead Softworks Plan - 3 of 3	KV/GF
230122A L 04 03	1:200/A1	March 25

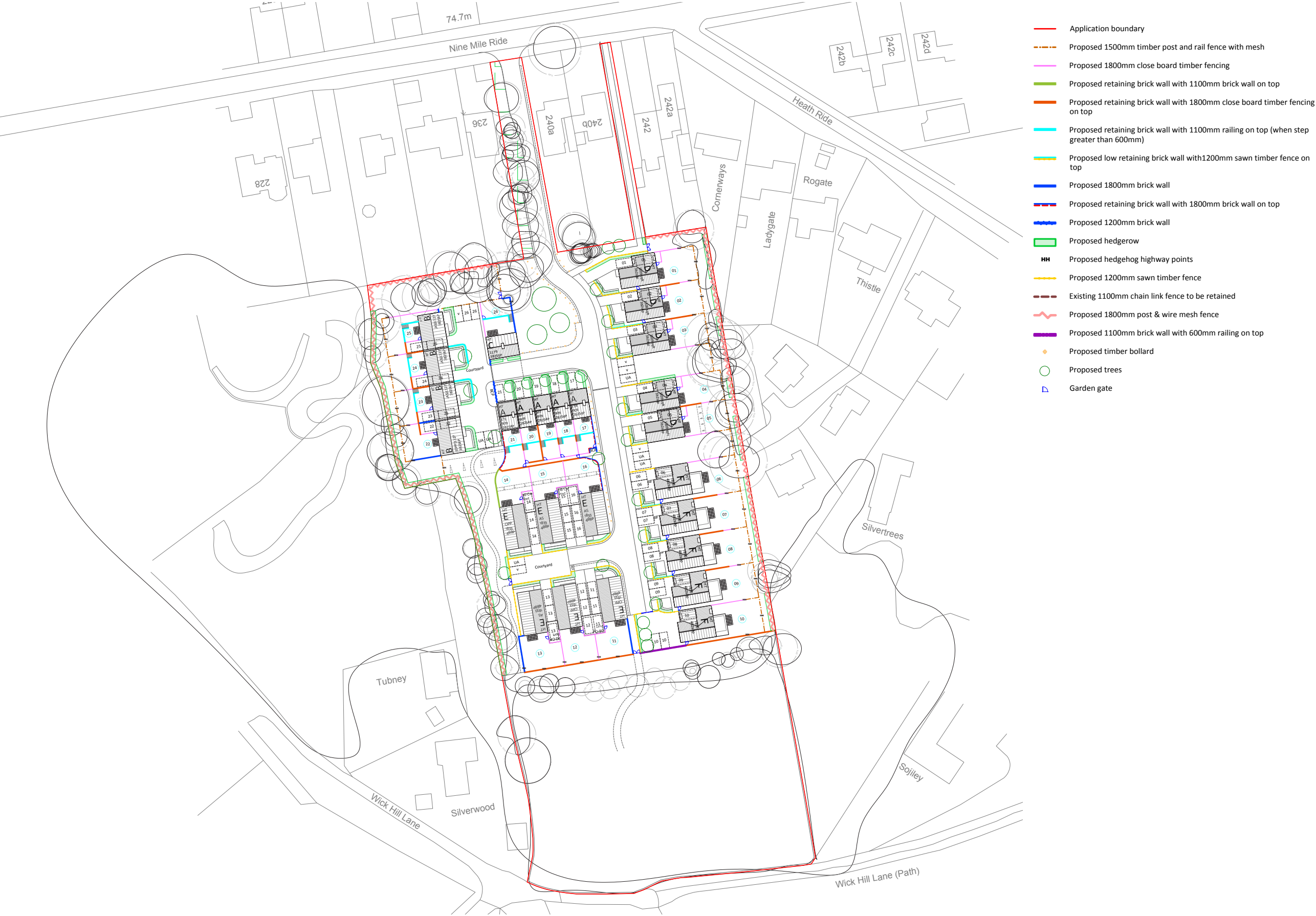
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T: 01392 368866 W: www.cliftonemerydesign.co.uk E: mail@cliftonemerydesign.co.uk

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Boundary Treatments | Refused application Ref 232298



Boundary Treatments | This RM application



2.0 Amendments to the proposals

2.3 Further updates to enhance the proposals

As part of the new Reserved Matters Submission, as well as the landscape and boundary treatments updates done to the eastern boundary, further updates have been made to the boundary treatments proposals around the site in order to improve the relationship between the proposed properties and the surrounding areas:

- Opening the boundary at the end of the road (in-between plots 10-11) to encourage access to the woodland by the removal of the low brick wall to Plot 10's front garden, plus the removal of the retaining element to the 1.8m close board fence at the southern boundary of plot 10 to soften the relationship with the adjoining woodland.
- Similarly, the brick wall on plot 22 garden has been changed into a closed board fence.
- The boundary treatments have been detailed at the pedestrian access into the woodland near Plot 13.

- Proposed 1500mm sawn timber fence with mesh
- Proposed 1800mm close board timber fencing
- Proposed retaining brick wall with 1100mm brick wall on top
- Proposed retaining brick wall with 1800mm close board timber fencing on top
- Proposed retaining brick wall with 1100mm railing on top (when step greater than 600mm)
- Proposed low retaining brick wall with 1200mm sawn timber fence on top
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- Proposed 1200mm brick wall
- Proposed hedgerow
- Proposed hedgehog highway points
- Proposed 1200mm sawn timber fence
- Existing 1100mm chain link fence to be retained
- Proposed 1100mm brick wall with 600mm railing on top
- Proposed timber bollard
- Proposed trees
- Garden gate

Land at and to the rear of
240 Nine Mile Ride, Finchampstead



Design and Access Statement
In support of a Reserved Matters submission for 26 residential dwellings



Contents

1.0	Introduction	4.0	The Proposal
1.1	Background	4.1	The proposal
1.2	Site and context	4.2	Amount and Use
1.3	About the proposal	4.3	Scale and Massing
1.4	Purpose of the document	4.4	Car Parking
		4.5	Street Hierarchy
2.0	Factors Shaping Development	4.6	Refuse and recycling
2.1	Constraints and opportunities	4.7	Secured by design
2.2	Existing development	4.8	Energy efficiency
2.3	Existing Landscape / Trees	4.9	Organisation Overview
2.4	Drainage	4.10	Detailed layout considerations
2.5	Utilities	4.11	Landscape
2.6	Transport and access	4.12	Appearance
2.7	Topography	4.13	Building design
2.8	National Design Guide		
2.9	Local Planning Guidance	5.0	Conclusion
2.10	Local character (Design Guide)	5.1	Finally
3.0	The Approach		
3.1	Vision		
3.2	Design strategy		
3.3	Concept layout		

Report No.	Status	Date	Revision	Author / checked
230122A R 02 01	Planning (RM)	March 2025	-	DC/MAC



1.0 Introduction

1.1	Background	place borne out of the local area and exemplar developments. It will deliver ‘in demand’ family housing in a range of sizes, with good sized gardens and appropriate parking.	
1.1.1	This design and access statement (DAS) has been prepared in support of a reserved matters application (RMA) for 26 dwellings and associated infrastructure, landscaping and demolition of existing dwellings (to consider appearance, landscaping, layout and scale) on land at and to the rear of 24o Nine Mile Ride, Finchampstead, Wokingham.	1.2	Site and context
1.1.2	The statement has been prepared by Clifton Emery design on behalf of Elivia Homes Ltd with expert input from ET Planning (planning consultants), Icen Projects (highway engineers), Bluesky Unlimited (sustainability and energy), and SJA Trees as well as the wider project team who are assisting on the conditions discharge related to the outline consent.	1.2.1	The site is a broadly rectangular shaped parcel of land comprising two-storey houses, their outbuildings, driveways and their gardens with ornamental tree and shrub planting. In the south of the site is an area of dense unmanaged woodland. The property boundaries and division are comprised of mature tree planting with some under storey shrubs and hedge species.
1.1.3	Outline consent was granted at appeal in December 2022 (APP/Xo36o/W/22/3295631) with all matters reserved aside from access for the construction of up to 32 dwellings.	1.2.2	It is located on the southern side of Nine Mile Ride, around 60m back from the highway. Nine Mile Ride is one of numerous straight tree lined routes or ‘rides’ that are a feature of the area and originate from historic hunting rides through the Royal Forest.
1.1.4	Approved drawings from the outline application (211889) include a parameter plan (opposite) which sets out the developable area of the site and establishes the basis for the retention and loss of trees.	1.2.3	The area around the site features a wide array of housing types, forms, styles, densities and arrangements. To the east and west along Nine Mile Ride and along Heath Ride detached houses feature large setbacks and driveways with numerous mature trees. To the north and south, detached units give way to areas of infill development which feature short terraces of houses and semi-detached homes.
1.1.5	The RM scheme adheres to the parameter plan incorporating 500sqm area of accessible tree planted open space, a 2,165sqm landscape buffer outside of the approved developable area - including retained trees and landscape breaks along with retention of around 6,053sqm of woodland in the south of the site.	1.2.4	The site is in close proximity to local facilities on Finchampstead Road and Nine Mile Ride focused around California Crossroads including Nine Mile Ride Primary School, doctors surgery, a convenience store, veterinary practice and restaurants / takeaways. There is also a nursery and pre-school, hairdressers and community centre in the wider area. California Country Park is 2km to the north west.
1.1.6	In following the approved parameter plan, tree loss is similar to the outline scheme. The RM proposals take account of a new and updated arboricultural study and looks to retain existing trees where possible.	1.3	About the proposal
1.1.7	Against an application area of 1.9ha, 26 homes generates a gross density of 14dph and a density of 26dph against the development area of 1ha.	1.3.1	This reserved matters submission builds upon the work undertaken for the approved outline scheme making particular reference to the approved access junction and approved development area parameter plan.
1.1.8	This design led RM scheme incorporates 2, 3 and 4 bedroom homes, meets local and national policy and looks to deliver a high quality, distinct development with a strong sense of the	1.3.2	The proposal comprises: Site area: 1.9ha Development area: 1ha Public open space: 500sqm Landscape buffers: 2,165sqm Retained woodland 6,053sqm A total of 26 homes: • 5 x 2 bedroom houses • 10 x 3 bedroom houses • 11 x 4 bedroom houses All homes meet M4(2) requirements.
		1.3.3	All homes meet Nationally Described Space Standards or Wokingham Space Standards - whichever is the greater.
		1.4	Purpose of the document
		1.4.1	This design and access statement explains the proposals, the outcomes of the assessment and analysis and the resulting design approach.
		1.4.2	In illustrating the proposals, the design and access statement along with the other submission documents describe the site and its wider context, relevant design guidance, requirements and policies and the design principles and parameters that have shaped the proposals.
		1.4.3	This design and access statement should be read in conjunction with the suite of supporting that documents accompany this application. These include: • Planning Statement; • Tree protection plans and arboricultural method statement • Transport and travel plan; • Sustainability and Energy Statement; • Landscape design information; • Site layouts and house type drawings.



Northern boundary and junction with Nine Mile Ride



Context adjacent to vehicular entry lane



Existing vehicular entry lane



Existing house on eastern portion of site



Existing ornamental trees surrounding existing house



Existing house on western portion of site and western tree lined boundary



View of the existing trees on the western boundary



Existing woodland to the southern boundaries of the site



View of existing trees on eastern boundary

2.0 Factors Shaping Development

2.1 Constraints and opportunities

2.1.1 The site layout, landscape and architectural proposals that accompany this reserved matters submission have been designed considering a number of factors that make the site and its surroundings distinctive.

2.1.2 This Reserved Matters application does not seek duplication on matters already controlled as part of the Outline Consent. Therefore whilst the reserved matters masterplanning process has involved the input of the full technical team matters covered by condition will be formally discharged as part of a separate ‘discharge of conditions’ process. However the following factors have had a particular influence on the pattern of development:

- The outline planning approval and parameter plan;
- Arboricultural and existing landscape considerations;
- Existing development, near neighbours and site context;
- Transport and access;
- Consideration of Ecology;
- Consideration of Drainage;
- Local character (& design guidance).

2.2 Existing development

2.2.1 The site is situated to the south of Nine Mile Ride in north of Finchampstead within the administrative boundary of Wokingham Borough Council. Nine Mile Ride connects Finchampstead and the wider area to Bracknell to the east.

2.2.2 The immediate area to the north, east and west features a wide range residential styles and forms interspersed with mature tree planting. Houses on Nine Mile Ride and infill development accessed from Heath Ride back onto the site. The wooded area in the south of the site forms part of a larger woodland that spreads to the southern end of Wick Hill Lane. More open countryside with sporadic development lies to the south around Finchampstead village. As a result, the site is very well enclosed.

2.2.3 There is a network of footpaths and byways in the local area which provide links from Nine Mile Ride / Heath Ride around Wick Hill, to North Court and Church Farm to the south

2.2.4 Nine Mile Ride, as with the other characteristic ‘rides’ in the area is tree lined with hedgerows and or walls and fences. Homes along the ride tend to be detached with large setbacks varying in height between two storey, chalet bungalow and bungalow. Garages are often integrated with rooms above.

2.2.5 Nine Mile Ride has a good range of facilities and amenities including; two primary schools, three pre-school / nurseries, doctors surgery and pharmacy, veterinary practice, community centre, restaurants and takeaways as well as sports clubs and other recreational facilities which are easily accessible from the site.

2.3 Existing Landscape / Trees

2.3.1 SJA Trees Ltd were commissioned to undertake an updated tree survey for all trees and hedgerows within and adjacent to the development area that may be affected by the proposals. The findings of which are set out in the ‘Tree Constraints Plan and Tree Schedule’ that accompany this submission.

2.3.2 The survey work was focused on trees that fall outside but close to (or with canopy into) the development area as shown on the parameter plan which could be impacted upon by development.

2.3.3 The survey work, in accordance with the outline approval concluded that a no-dig construction methodology would be required to form the access road. In addition, it was requested that highway work explore options for managing road widths in this area.

2.3.4 In addition, the assessment seeks that potential for overshadowing of houses and gardens is considered - particularly where trees are to the west and south of dwelling.

2.3.5 Root protection areas have been identified to safeguard identified trees. No development or disturbance should be proposed within root protection areas and no buildings should positioned within canopy areas.

2.3.6 Recommendations

- Proposals should respect the findings of the assessment -
- No-dig construction methodology for the access road
- Explore options for narrowing the access road

- Consider overshadowing of houses and gardens particularly from the west and south
- Root protection areas should be kept clear from of development and disturbances
- Development beneath canopies should be avoided.
- New tree planting should reference local design guidance and tree positioning should consider the future height and spread of species against built features.

2.4 Drainage

2.4.1 As noted in point 2.1.2 this Reserved Matters application does not seek duplication on matters covered by condition as these will be formally discharged as part of a separate ‘discharge of conditions’ process which extends to the drainage proposals. However drainage considerations have been considered where it would have any impact on the proposed layout or detailing of the final scheme.

- The surface water drainage proposals are based on the principles set out within the Flood Risk Assessment for the outline planning application. The FRA was supported by Site Investigation (SI) works where the proposed infiltration and attenuation drainage for surface water disposal is based on the SI findings. It is concluded that drainage crates would be required within the private roads and courtyards.
- New foul water servicing will be proposed suitable for the site layout and capacity which will discharge foul flows into the existing public sewer system.

2.5 Utilities

2.5.1 Utilities and services mapping was undertaken at the outline stage. This work identified services routes to the existing properties but no other service runs were found. Suitable capacity in the local utilities infrastructure has also been confirmed.

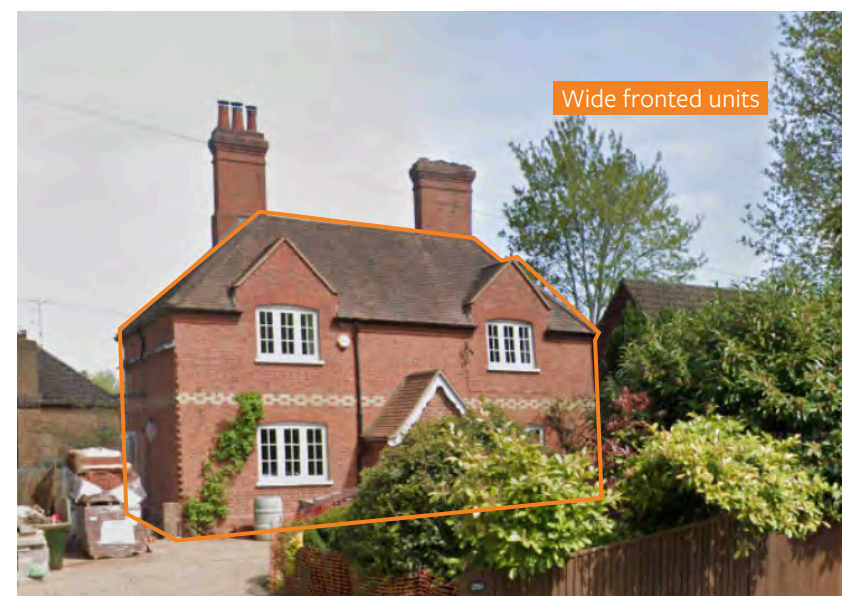
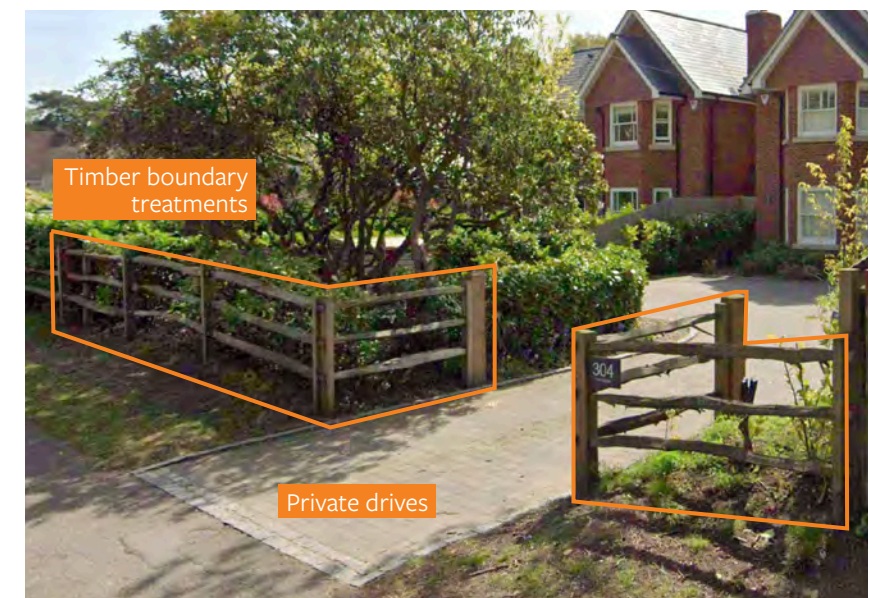
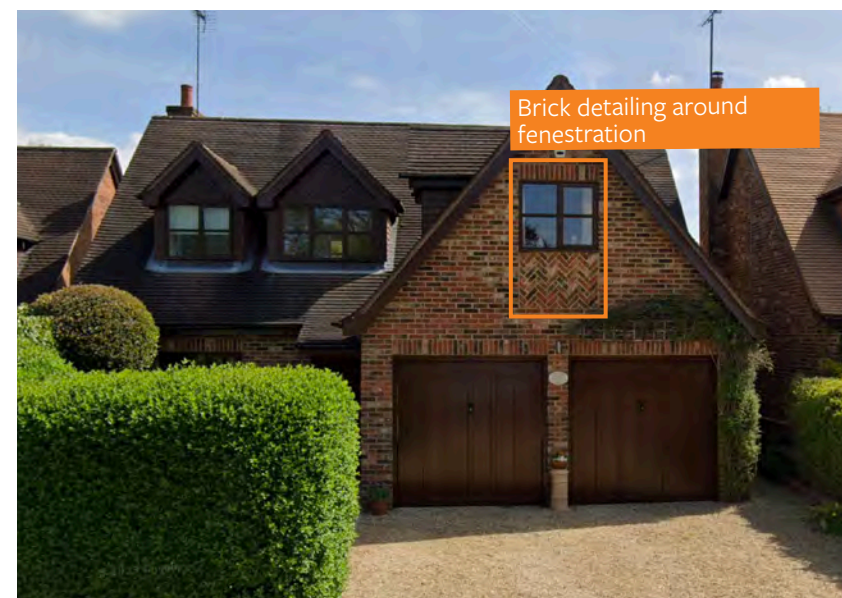
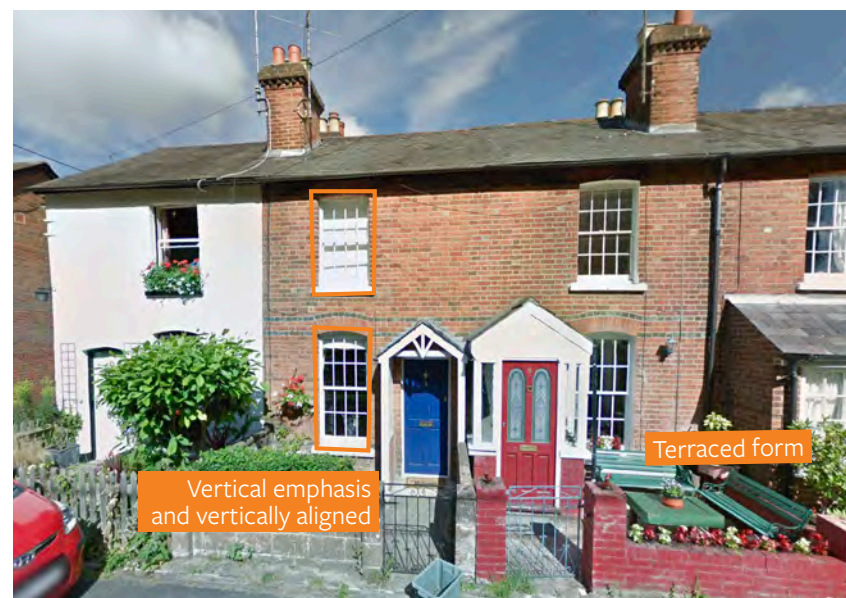
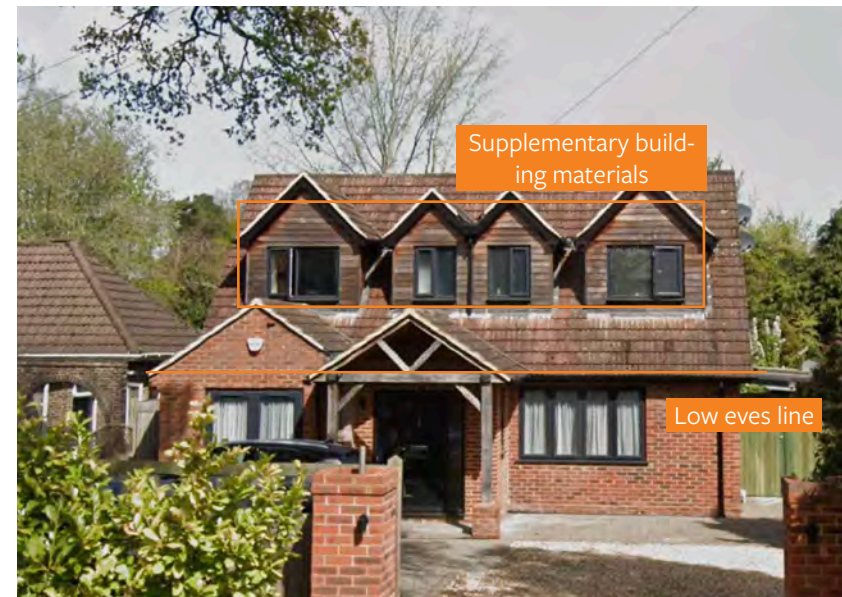
Recommendations

2.5.2 Given the nature of the vehicular route, incoming and outgoing services should be located within the pedestrian route (previously driveway to 240 Nine Mile Ride).



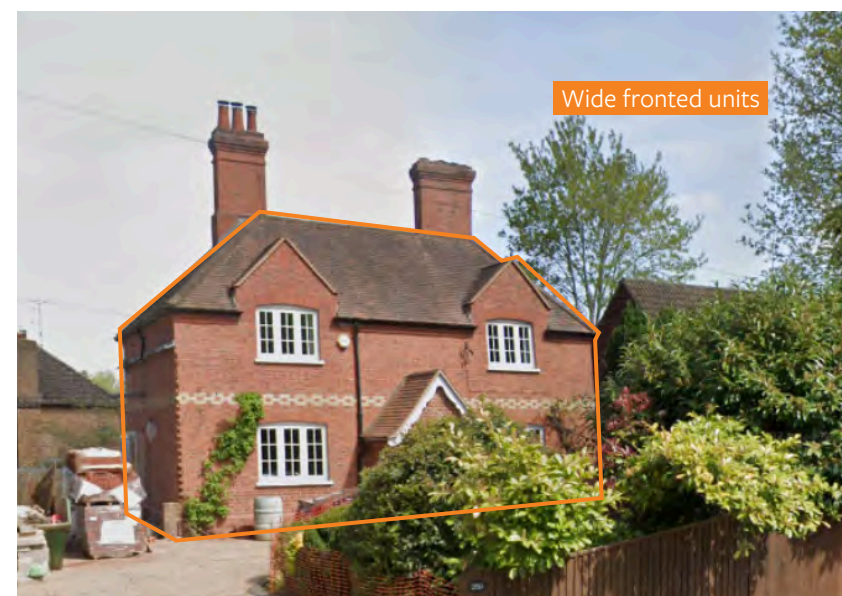
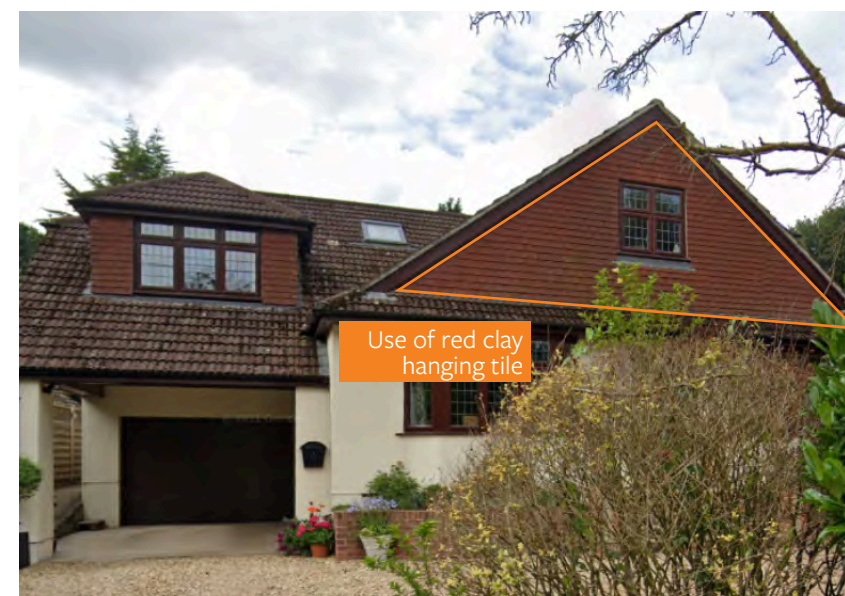
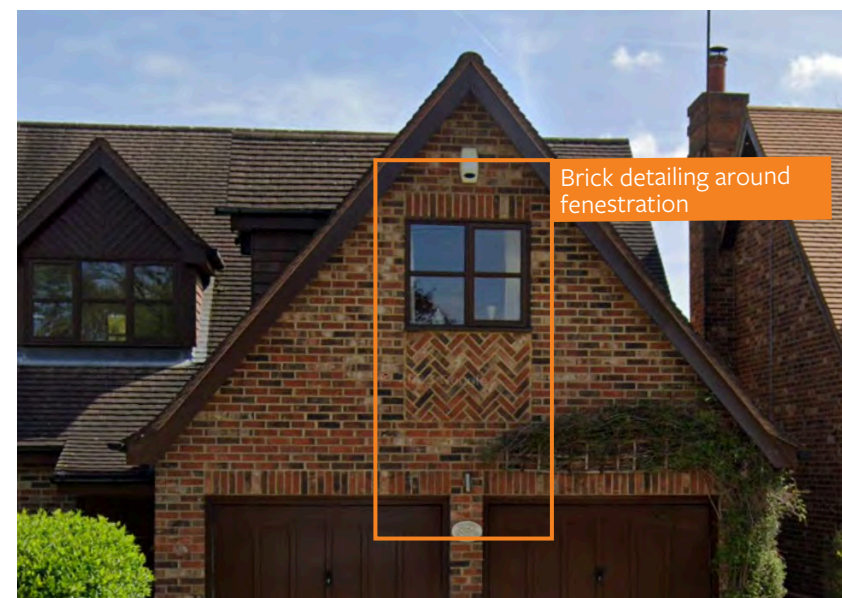
2.0 Factors Shaping Development

2.6	Transport and access	2.6.7	Swept path analysis drawings have been produced showing how the site will be accessed by all relevant vehicle types, entering, turning and exiting the site, as well as accessing parking spaces. This includes refuse collection and emergency vehicles, as well as delivery vans and private cars. These drawings demonstrate that the layout for the site will be sufficient for vehicle movements and that the appropriate distances for waste collection and fire access are achievable.	2.8	National Design Guide
2.6.1	A Transport Statement (TS) has been prepared by Iceni Projects to support the planning application, which The TS follows the principles agreed as part of the previous application scheme for the site, as well as Manual for Streets and current WBC guidance for highways design and waste collection.			2.8.1	The proposed application for reserved matters seeks to address and respond positively or in accordance with local and national planning guidance. The scheme has been developed with reference to the 10 characteristics outlined in the National Design Guide. These are: Context, Identity, Built Form, Movement, Nature, Public spaces, Uses, Homes and buildings, Resources and Lifespan.
2.6.2	The site is in an accessible location which enables multi-modal access due to being within close proximity to local facilities along with being surrounded by good pedestrian and cyclist infrastructure. A number of bus routes can be accessed within less than a 6-minute walk from the site, with bus services connecting to key destinations such as Wokingham and Reading Crowthorne Railway Station and Wokingham Railway Station are also within easy access of the site.	2.6.8	All matters in regards transport such as accessibility of the site to public transport and local amenities, trip generation and highways impacts, access arrangements for vehicle and pedestrians were considered at the Outline application stage and WBC and the Planning Inspectorate were satisfied that the previous scheme for 32no. dwellings would not have any detrimental impacts to the site or surrounding area. Therefore the reserved matters proposals for a reduced total of 26no. dwellings should also prove acceptable. As such, the application scheme accords well with local, regional and national policy in regard to transport, and therefore there should be no transport related reasons for refusal.	2.8.2	The RM submission scheme will respond to these characteristics by delivering a scheme that: • Is borne out of the local area and that can be assimilated into the context; • Has a clear identity - with all components working together to create a cohesive place; • Is accessible, permeable, navigable, memorable and well laid out; • Is safe and accessible for all and promotes activity and social interaction and inclusion; • Integrates existing natural features and adds to the biodiversity and health of the place through the provision of good quality public open space; • Incorporates a range of public open spaces, trees and vegetation; • Provides a mix of tenure neutral house types and forms; • Has homes that are comfortable functional, accessible, efficient, light and airy; • Reduces resource requirements and has longevity.
2.6.3	As part of the Transport Statement, an access arrangement drawing has been produced whereby the design follows that previously approved. This shows a 5.5m wide shared surface access road junction with that of Nine Mile Ride with 6m kerb radii, 2.4m x 59m visibility splays and 2mx2m pedestrian visibility splays. The access road is narrowed for a short section in order to minimise the impact to the trees along this part of the site.	2.7	Topography		
2.6.4	Additionally, a segregated 3.0m wide pedestrian access with 2mx2m pedestrian visibility splays is also shown, again in accordance with the previous outline application. This provides a separate link to and from the site with Nine Mile Ride.	2.7.1	A topographical survey was commissioned to record the existing features and levels across the application site.		
2.6.5	Internally the main road width has been designed to 5.0m metres in accordance with WBCs guidance for a Tertiary Street. A 2.0m footway on one side, and a 0.5m service margin on the other side is also shown. Internal 25m visibility splays have also been shown to meet a 20mph design speed in accordance with guidance.	2.7.2	The site has a relatively gentle fall from south to north, from a high of 85.38m AOD midway along the woodland edge to a low of 74.4m AOD at the pedestrian entrance from Nine Mile Ride giving an overall change in level of circa 11m. Over a distance of circa 187m this gives an average gradient of 1:17.	2.9	Local Planning Guidance (Adopted Core Strategy Development - Jan 2010)
2.6.6	Parking for the development scheme also accords with WBC standards, whereby 50 car parking spaces (39 allocated and 11 non-allocated) and 37 cycle parking spaces are proposed.	2.7.3	Recommendations Site levels do not present a challenge to development, however, care will need to be taken around existing trees that are to be retained to ensure existing levels are maintained.	2.9.1	Within the associated local adopted Core Strategy Development Document there are a series of core strategies alongside recommendations or requirements that any development will need to respond positively against. The relevant Core Policies that any development will need to consider are listed following along with a summary of the requirements:



2.0 Factors Shaping Development

2.9.2	CP2 seeks to ensure that any new development contributes to the provision of sustainable and inclusive communities.	Utilise and retain the approved access locations from Nine Mile Ride for both vehicles and pedestrians	proposing minimum standards to be adopted (and noted in certain attributes in excess of minimum requirements of that from National Space Standards).
2.9.3	CP3 states that planning permission will be granted for proposals that are of an appropriate scale and character, use the full potential of a site and do not adversely impact the amenities of the adjoining land users and their quality of life.	Local Planning Guidance (Managing Development Delivery Local Plan)	
2.9.4	CP4 aims to ensure that planning permission is granted for schemes that successfully indicate that improvement and adequate Infrastructure, services and other facilities are provided.	2.9.9 Within the document and guidance attached to the Managing Development Delivery Local Plan there are a number of Cross Cutting Policies (CC's) which define a series of further considerations that any development will need to respond positively against. The relevant Core Policies that any development will need to consider are listed below along with a summary of the requirements:	2.9.16 Recommendations - Creation of an appropriate housing mix within the development - Provision of internal layouts and sizes to match minimum requirements and standards
2.9.5	CP5 requires that residential development provides a mix and balance of densities as well as dwelling types and sizes. The needs upon the scheme development to provide an affordable housing percentage was established at the outline stage and not required as part of the reserved matters submission.	2.9.10 CC7 states that planning approval will only be granted for developments that demonstrate successfully they can accord with parking provisions and standards as per Appendix 2 of the MDD, with an emphasis on any new developments providing an appropriate overall level of off street parking.	Local Planning Guidance (Wokingham Borough Council Design Guide)
2.9.6	CP6 indicates that planning permission will be granted for developments that provide sustainable forms of transport to allow choice whilst enhancing facilities for pedestrians and cyclists including those with reduced mobility.	2.9.11 CC10 aims to ensure that all developments ensure that surface water arising from the development is managed within a sustainable manner and demonstrated.	2.9.17 The proposed application seeks to address and respond in accordance or positively against the Wokingham Design Guide. Within the associated Design Guide there are numerous elements noted that any future development must accommodate or reflect. A number of notable requirements are listed below for incorporation within the final proposals:
2.9.7	CP9 accepts modest development in the defined settlement area of Finchampstead North.	2.9.12 Recommendations - New development will need to demonstrate and calculate parking provision in accordance with guidance (based upon house type size, number of bedrooms and number of habitable rooms) - Adoption of a controlled sustainable surface water strategy	- Building frontages should contribute to the safety and attractiveness of the street by providing natural surveillance. - New housing must provide easy access to some form of amenity space whilst respecting distance parameters of front-to-front, rear-to-rear and side-to-front aspects. This is also furthered with a stipulation that all garden spaces are to be 11m as a minimum length. - All dwellings must provide adequate internal space in an appropriate layout to accommodate a range of lifestyles, stating minimum sizes of house types depending on occupancy and individual room needs. It is noted that within these specified elements that some requirements exceed the National Space Standard equivalents. - New residential development must contribute towards environmental sustainability and climate change. - Parking requirements for the units can be ascertained from associated policies, however the design and integration of parking is considered key in achieving a high-quality solution.
2.9.8	Recommendations - New development will need to indicate and contribute to sustainable and inclusive communities through adopting provision of accessible gradients to footways and footpaths, step free access to homes and houses that accord with M4(2) compliance of the building regulations throughout - Provision of homes that are appropriate in scale and massing and respectful of the wider context, whilst providing a variety of sizes and accommodation types - Create a development that has no adverse impacts on that of neighbouring context - Ensure that a new development has and can provide adequate services and utilities including sustainable provision such as Electric Vehicle Charging Points and adequate cycle storage;	2.9.13 Beyond the cross cutting policies noted the Wokingham Borough Development Plan also contains policies specific to that of residential use, with pertinent items noted as the following:	
		2.9.14 Tbo5 relates to the provision of an appropriate housing mix to sustain a mixed community, with a proportion of units built to lifetime homes standards.	
		2.9.15 Tbo7 is proposed to ensure that the internal layouts and sizes of units are suitable to serve the amenity of future occupiers,	



2.0 Factors Shaping Development

2.10 Local Character and Site Review

- 2.10.1 The following distinctive features identified from the local context and surrounding area could be utilised to create a contemporary scheme which references local characteristics and traditional forms:
- Rich red colour tone within proposed brick material and the use of red clay tiles with a greater horizontal emphasis to create depth, shadow and texture through the development;
 - Generally 2 storeys with some single storey garage or ancillary buildings;
 - Planted boundaries, new tree provisions and retention of the existing landscape coupled with building form and massing to help to retain the sites identity as being a more rural location in-keeping with the local settlement edge;
 - Generally simple elevations with key details to create distinction of the development from other locations;
 - Restricted gable widths;
 - Steep >45° roof pitches with stone tiles, less steeply <45° pitched slate;
 - Chimneys set to the ridge line and inboard;
 - Plain shallow eaves and verges – clipped, without exposed rafter feet, fascias or barge boards;
 - Window openings well spaced with sizeable areas of wall between. Windows considered in terms of placement within gables to provide balanced elevations with a vertical emphasis
 - Blank elevations to be avoided unless necessary due to boundary restrictions, with glazing in gables provided to provide natural surveillance of the wider development and active frontage;
 - Generally a hierarchy to the openings, with larger windows associated with the habitable rooms behind (for example smaller windows employed to bathrooms, ensuites and studies);
 - Simple windows adopting a sash window arrangement to reflect the local character areas;
 - Doors usually solid timber boarded, sometimes containing a small glazed pane;
 - Gardens enclosed by boundary treatments typically close board fences or brick finishes.

2.10.2 In addition the following features have also been identified which can also inform any future designs:

- Fanlights or side glazing provided adjacent to front doors;
- Recesses / deep reveals to front doors whilst some are provided below extrusions or porches to create shelter;
- Parapet walls used in locations to define groups;
- Projecting dormers break roof lines / mass or red brick chimneys disrupt a continuous ridge line;
- Key details within brick finishes through projected banding, solider courses or herringbone arranged panels within feature surrounds are located in numerous locations around the area;
- Doors and window frame colours differ between striking whites and greys but always appear a stark contract to the final brickwork colours and specifications;
- Boundaries are often defined by a variety of brick or timber fencing, some with ironwork in addition. But to a greater extent boundaries are defined by planting, in many instances along Nine Mile Ride due to the size of trees they appear to have retained landscape edges;
- Metal railings;
- Native hedging.

Streets and spaces

2.10.3 Within the immediate context of Nine Mile Ride there is a clear pattern and definition of tree lined roads and streets with housing located behind.

2.10.4 Nine Mile Ride is presented as a wide street, with mature tree planting addressed on both sides behind which a series of driveways or forecourts serve parking for the units they serve. The built forms and building lines beyond vary as does the architectural style, materiality, built form and features. The buildings are a mixture of eaves to street or built forms with significant gable features, whilst varying on overall height through some built forms appearing as rooms within roofs and including dormer projections whilst others are presented as two storey forms.

2.10.5 Beyond this main street are a range of tertiary routes, lanes and drives which are more organic in their nature, which feature a less contiguous frontages and a greater number of gable and gablets to the street. Boundary treatments are more

prominent with timber fences or brick walls with often metal railings defining the units from the associated carriageways.

2.10.6 To the wider context more recent developments display the use of continual brick finishes with some render and timber cladding along with a variety of roof coverings.

2.10.7 Recommendations

- Develop an architectural language which will help to generate a distinctive sense of place while making subtle reference to locally distinctive features;
- Avoid replicating features from more recent suburban development;
- Consider the use of brick and red clay tiles or alternative materials that can provide a similar texture and tone;
- Incorporate distinctive features noted above including – simple, balanced elevations with openings with a vertical emphasis, key refined but subtle details to reference the brick bands and other features on the elevations, deep reveals to doors and windows, recessed front doors and green boundary edges.



Complimentary / tonal colour palette



Repetition and feature gables



Interface with open space



Rural aesthetics



Lanes and byways



Brick Detailing



Well defined boundaries



Subtle detailing



Wide fronted units



Repetition and composition



Incidental planting



Parapet walls



Wildflower meadow



Aligned Elevations



Parkland open space



Identified entrances



Boundary treatments



Turning corners

3.0 Approach

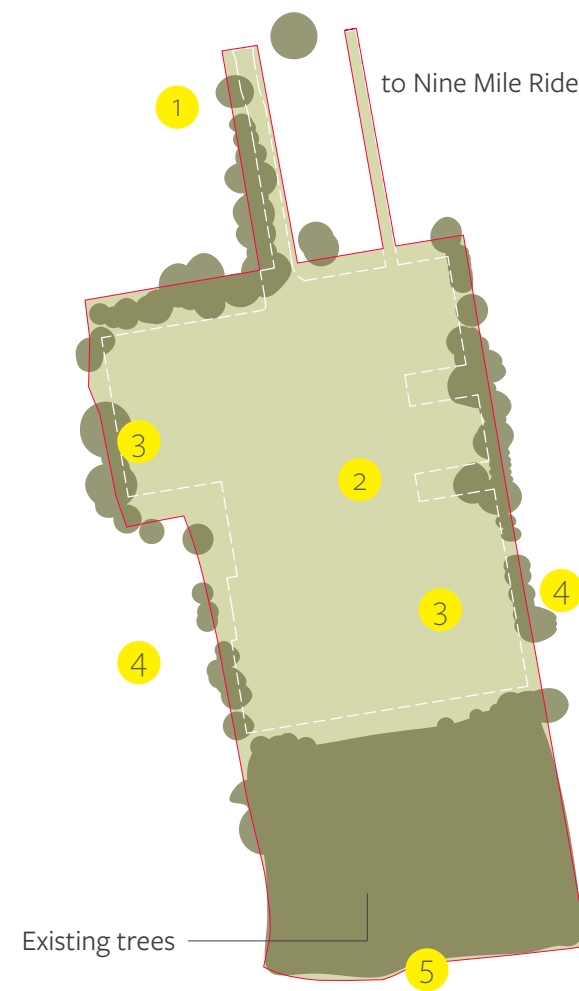
3.1 Vision

3.1.1 The vision describes the aspirations for the development, its qualities and key features.

The proposals for land at and to the rear of 240 Nine Mile Ride provide twenty six high quality new homes inspired by the local context and exemplar schemes. The design seeks to create a development with a strong sense of place and a single character formed around an interpretation of the buildings and landscape found in the local area and the arboricultural features of the site.

The structure of the development is defined by the retained boundary trees, the approved accesses and the shape of the site. Houses have been arranged on a simple grid and in small groups with common building lines, good sized setbacks and decent gardens. The arrangement creates a legible place with direct physical and visual links into surrounding tree groups.

New homes will use traditional building forms – combining both eaves and gabled frontages to provide memorable places and definition to lanes and spaces. A combination of traditional and contemporary detailing, references to local features and a limited materials palette will create a refined architectural language with craft and interest. The development will feature quality materials, composed fenestration and refined details which together with carefully controlled interfaces between building and street will reinforce a distinct identity.



1. Respectful integration of existing features

A layout respectful of existing site constraints

- 1 Existing entrance locations retained
- 2 Retained central trees
- 3 Parameter Plan extents and retained green lanes
- 4 Retained peripheral trees
- 5 Retained woodland



2. A clear layout hierarchy

A distinctive hierarchy of lanes, drives and spaces

- 1 Entry route - utilising an existing vehicular and pedestrian route into the site.
- 2 Primary lane - narrow, shallow set backs, distinctive street width to building height ratio, leading to private courts
- 3 Secondary courts / drives - serving small clusters of units



3. Key frontages

Units that address the primary routes and spaces

- 1 Provision of a public green denoting arrival
- 2 Terraced houses fronting the entrance
- 3 Rural clustered units defining courtyard
- 4 Gable fronted rhythmic houses define central spine
- 5 Clustered units address private drives with active frontage

3.0 Approach

3.2 Design Strategy

3.2.1 The design strategy for the site has been developed to bring forward a high quality scheme with a distinct identity and sense of place that is borne out of its environs, is of its time and is complimentary to its context. It aims to draw together the site and context analysis, the principles of the outline approval, relevant planning policy and guidance, and the client brief into a series of succinct objectives. These would culminate in a concept proposal on which the reserved matters submission will be based.

3.2.2 In applying this approach to the site 3 high level concepts have been developed to help shape the proposals and create the foundation for quality of place envisaged. These are:

Integrated retained features

3.2.3 In line with the outline approval and updated arboricultural survey information, retained trees and landscape features have been integrated into the development providing a visual and physical connection from new homes and streets to the woodland and tree lined backdrop. A landscape buffer is located surrounding the developed area, whilst additional green breaks are maintained to the western and eastern boundary (and partially to the north), while the woodland to the south of the site is also retained.

A clear street hierarchy

3.3.7 Inspired by the structure of the wider area, a single low key and straight roadway is proposed providing access to drives and courtyards addressed by buildings and boundaries that provide variety, activity, natural surveillance and views and connections to the boundary vegetation. The roadway finishes and dimensions meet local standards but in combination with street furniture and boundary treatments reference the lower order rides and byways in the area.

Key Frontages

3.3.8 At important locations, wide fronted and terraced units arranged with eaves to street address the streets and spaces which along with architectural and landscape details generate a distinct character inspired by the local vernacular. Key

frontage areas include; the entrance space, the western courtyard, the main access street and secondary private drives to create distinct areas within the development. To define the central street and secondary routes gable fronted units are located to provide rhythm and repetition becoming a key feature of the scheme and these are only interrupted by landscape breaks to give views of retained landscape boundaries.

3.3 Concept layout

3.3.1 The concept layout has a simple hierarchy of streets and spaces that provide a focus, aid legibility and inform the identity of the development. The structure is reinforced through the form, details, dimensions and materials of the buildings and landscape.

3.3.2 The concept layout seeks to deliver the design strategy and high level concept ideas by:

- Creating a high quality residential environment with a distinctive sense of place that relates well to the surrounding area;
- Providing the opportunity for homes that are flexible, light and airy, safe and secure working alongside the closed environment of the surrounding large and mature trees and therefore considering such items as over-shading;
- Creating a well structured development with a simple and clear hierarchy of lanes and spaces that generate a sense of place, aid wayfinding and help to define the character of the development;
- Retaining the existing vehicular access route with a further existing route redefined to provide pedestrian access;
- Within the street hierarchy, create a sense of arrival that sets the tone and first impression for the development through the creation of an entrance space framed and enclosed by a variety of dwelling forms;

- Establish a focus for the development – a series of open spaces to which all residents and visitors have access which focus upon the retained tree boundary’s;
- Introducing building forms and architectural details with simplicity, rhythm and repetition referencing local character and informed by the relevant planning material such as the Wokingham Borough Council Design Guide;
- Delivering 26 new homes in a range of forms to suit their location in the development and the desired character;
- Making use of materials that are of high quality and locally relevant through colour, texture and warmth;
- Reinforcing the landscape and ecology of the site through careful positioning of open spaces, associated residential streets, courts or lanes, and planting.

3.0 Approach

3.4 Design Evolution

3.4.1 The conceptual layout and key scheme drivers were developed from a series of design iterations and revisions which have been undertaken to propose a final solution that responds positively to the site constraints and opportunities present.

Outline Illustrative Masterplan

3.4.2 The outline illustrative masterplan suggested a scheme which housed 32 homes and units within a perimeter arrangement. All plots are located around the periphery of the site and look inward toward a central street and open space with associated parking. A larger formal public open space is located centrally, whilst a green island separating parking spaces and a looping access road was proposed for the southern extent of the site.

3.4.3 From initial review the proposed layout the entry sequence proposed caused concern as it presented the rear of properties to the main vehicular entrance. Any visitors or occupants would approach the development from the approved access junction with Nine Mile Ride which then meandered around the rear of proposed properties 29 to 32. This was considered a negative in terms of the layout and therefore new proposals were to aim to either provide units that present active frontage on approach, or to approach the main central areas without the need to traverse around the rear of any properties.

3.4.4 The proposed units locations around the periphery were considered an appropriate solution but there was a concern that for numerous properties gardens would be in shade from the surrounding retained trees and landscaping or the units themselves, whilst also being close to any RPA of surrounding landscape.

3.4.5 Within the illustrative masterplan all of the proposed parking was proposed to be at the front of properties which would provide a car dominated frontage coupled with extensive hard works, especially towards the southern portion of the site

which included a looping service road with a central planted area. The looping access road could prove problematic to employ due to the need of the width and turning allowing for servicing vehicles so they can adequately reach all areas of the site.

3.4.6 The provision of a central public space was a welcome component to provide a focus for the northern portion of the development whilst the retained landscape breaks on the eastern boundary provide an opportunity to view the retained landscape of the boundary (whilst also according with the approved parameter plan). The retained southern woodland could also provide a focus to that of the main development.

Early Reserved Matters Design Options

3.4.7 Early iterations of the design layout sought to adopt principles of the illustrative masterplan at the outset. Options were considered that proposed built forms running parallel to the northern boundary edge with a potential of having these units face the main agreed access, but due to noted concerns in regards creation of a welcoming and pleasant entry sequence there was limited opportunity to adopt this, whilst housing units facing into the site promoted any user or occupant needing to traverse around the rear of any properties which was considered poor.

3.4.8 Options were considered to retain the provision of a central public space, and where this would be best located to serve the overall conceptual layout. Consideration was given to locate a larger extent of space on the eastern boundary between the landscape buffers identified in the parameter plans, to combine the areas of non-development into a larger space. However due to the other site constraints and the shape of the site this would provide an area which would not easily allow for any natural surveillance from the proposed context as they could not be accommodated facing into this area, whilst also creating shallow adjacent streets due to all areas of 'space' located within a specific site area.

3.4.9 Options were therefore explored to provide a substantial area of public space at the head of the access lane. This

could then promote a positive entrance sequence into the development and allowed built forms surrounding to provide natural surveillance and definition whilst using the open space as important visual amenity for the occupants. This location would provide an area with large amounts of natural light, and tie into the northern boundary and retained landscape. This then informed the built form locations surrounding this area.

3.4.10 In the southern area of the site options were considered to retain the illustrative masterplan layout of adopting a central street or space which would terminate with pedestrian access and focus on the southern retained woodland. However concerns were noted that the units on the western side would have gardens in shade due to the retained existing landscape whilst the provision of a central green island was not possible with the spatial restraints and adopting good practice for road configurations and widths allowing for refuse and emergency vehicle access, and respecting the arboricultural extents of RPAs for elements on the boundaries.

3.4.11 Therefore options were explored to create secondary lanes or streets locating units on an north to south axis as opposed to east to west, which then provided variety in the main streets, allowed a focus upon the eastern retained landscape buffers also provided gardens that will benefit to a greater extent from direct sunlight.

3.4.12 The illustrative masterplan included numerous terraced or linked units whereas the preference for the reserved matters layout was to consider a greater variation of terraced, semi detached and detached units to increase the feeling of space and also allowing views through and between units to the retained landscape. There was also a key driver to suggest integrated parking solutions to remove parking from dominating the frontage to the streets.

3.4.13 All layouts were considered adhering to the parameter plans in maintaining and protecting the perimeter landscape areas with key landscape buffers which extended in toward the site, whilst the southern woodland line was also set from the outline.



Application boundary

Above: Early RM design layouts

