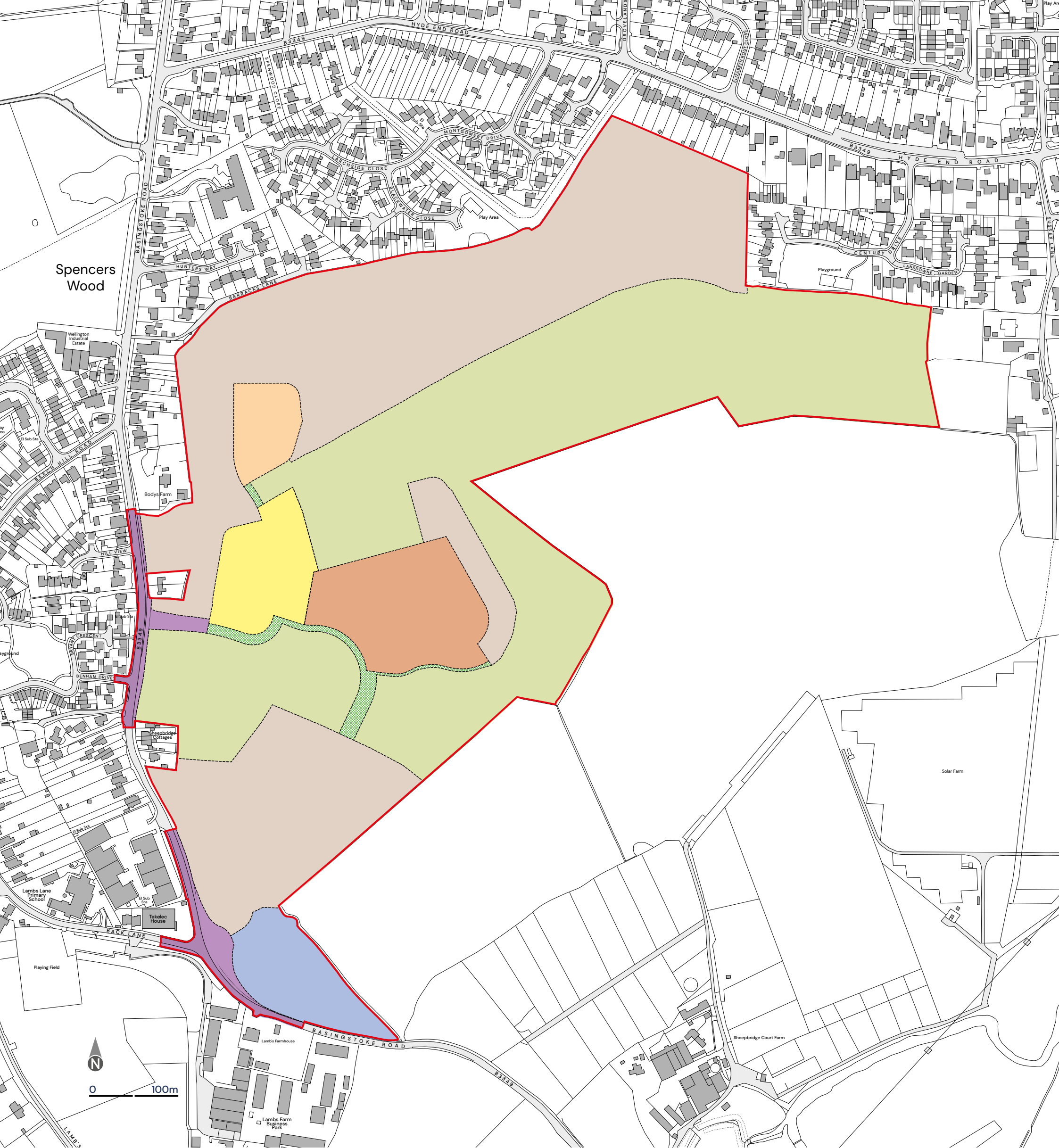




LAND USE | Not to scale

LEGEND

 Site boundary

LAND USE PARAMETERS

 Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)

 Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)

 Proposed residential development (Use Class C3) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure)

 Proposed open space (including amenity green space, children's play provision, SANG, sports, changing facilities, car park, allotments, landscaping, footpaths, drainage and other associated infrastructure)

 Proposed mixed-use local centre including provision for NHS health and social care services (Use Class E(e-f)); retail provision (Use Class E(a-c)); and residential dwellings (Use Class C3) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)

 Proposed two form entry primary school (Use Class F1(a)) and associated infrastructure (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)

 Proposed commercial land (Use Class E(g)) (including landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)

 Proposed care home (Use Class C2) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)

Note: All features and areas are subject to detailed design and to a tolerance of 10m.



"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."

Para. 75, NDG 2021)

6.21 The Indicative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy focuses on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy and typologies; and
- Parking strategy.

6.22 The location of the development, adjacent to the existing and established settlement of Spencers Wood, is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

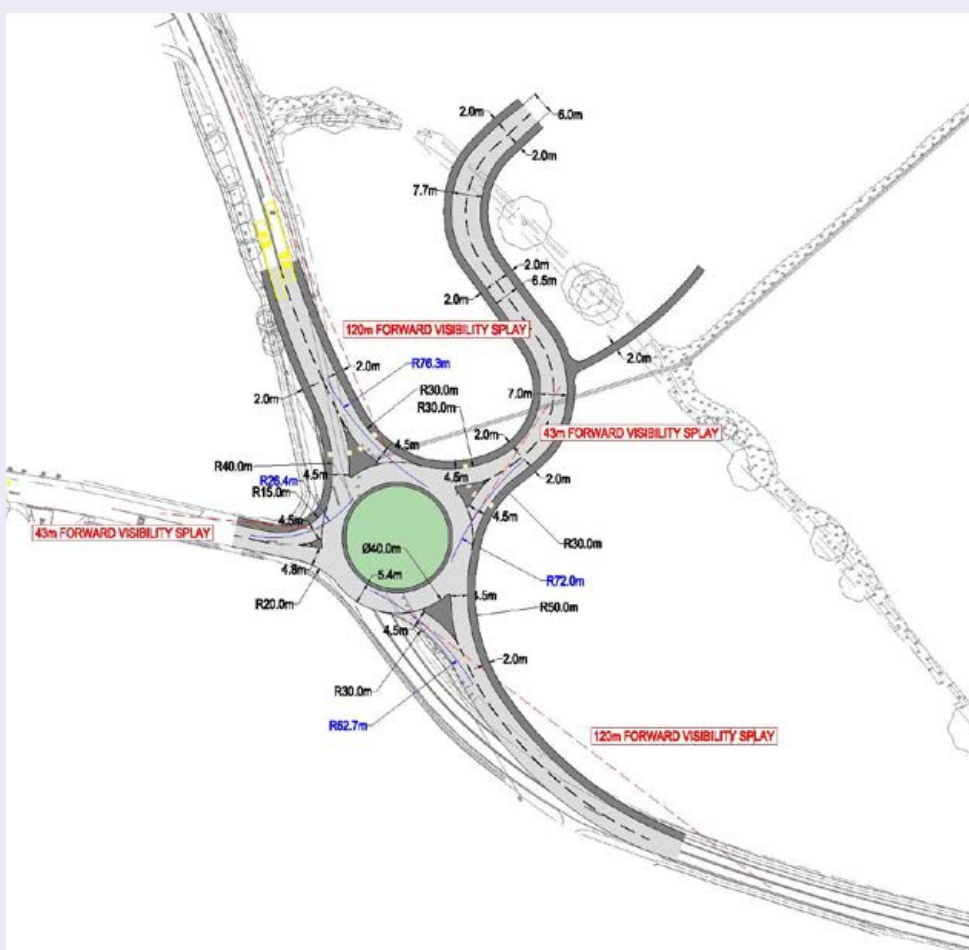
6.23 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

PEDESTRIAN AND CYCLE ACCESS STRATEGY

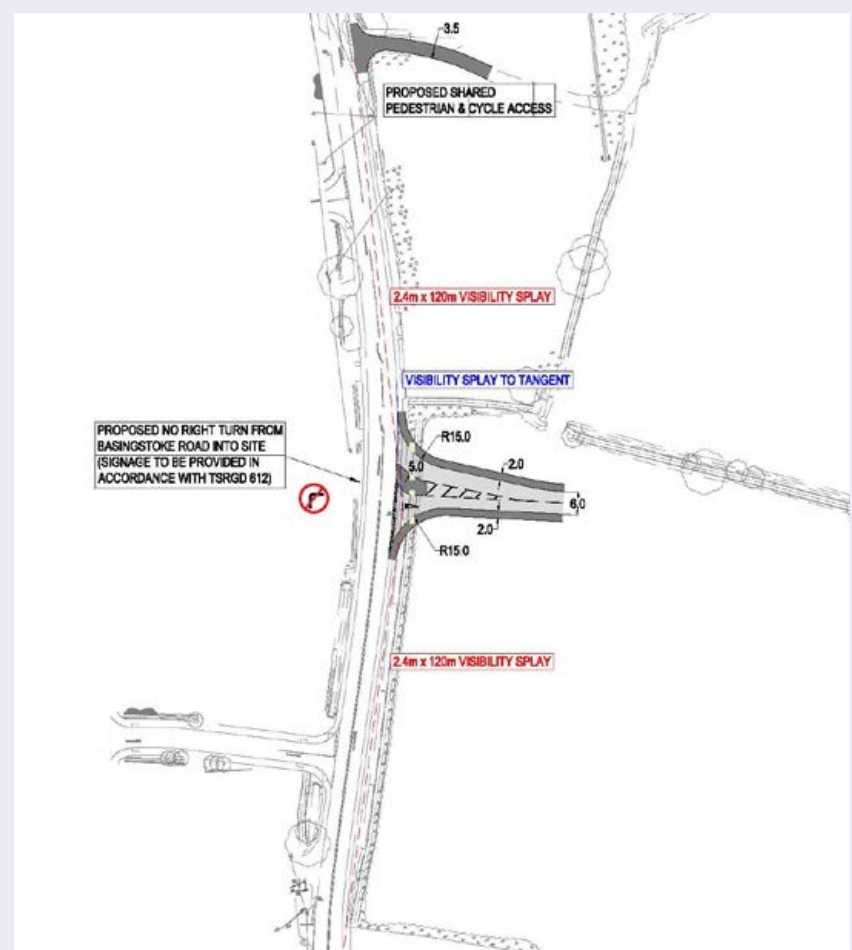
- 6.24 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure.
- 6.25 Cycle use is encouraged through the high degree of permeability throughout the layout. With low vehicle speeds proposed within the development, cyclists will find it safe and convenient to use the streets for cycling.
- 6.26 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Indicative Pedestrian Movement Strategy Plan:
- Provision of shared-use pedestrian/cycle routes through green corridors connecting key areas of public open space;
 - Provision of circulatory pedestrian routes connecting areas of the site around the proposed development;
 - Provision of shared-use pedestrian/cycleways along key highway routes, separated from the vehicular highway by tree-lined grass verges and with pedestrians and cyclists given priority at junctions;
 - Pedestrian/cycle links to the wider existing footpath network providing links to public amenities in Spencers Wood; and
 - Particular attention will be paid to ensure surface material quality and sufficient active overlooking providing a sense of safety and security for users.

PROPOSED VEHICULAR ACCESS

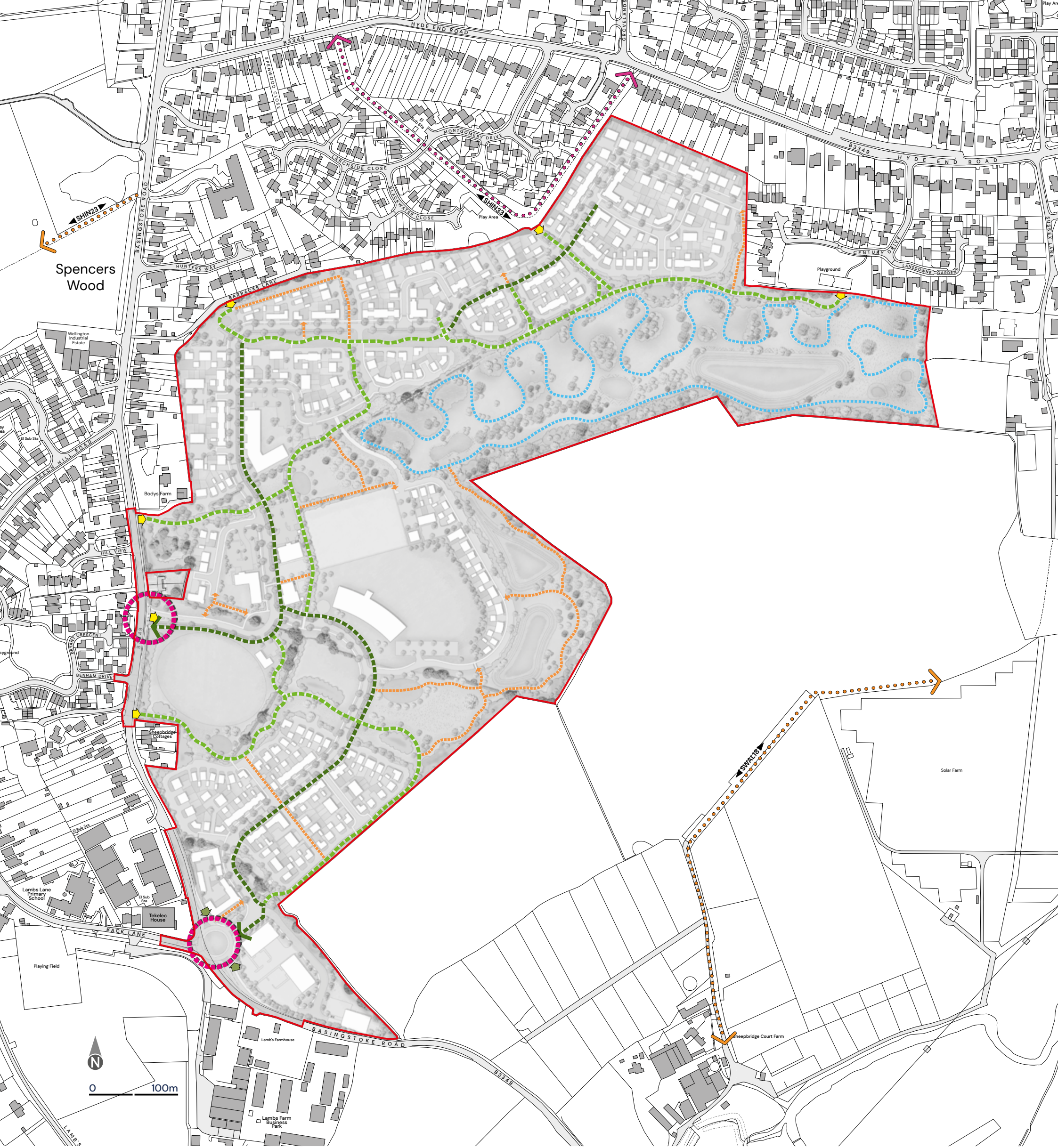
- 6.27 Vehicular access to the proposed development will be provided via 2no. new access points located off Basingstoke Road to the west of the site.
- 6.28 The design of these proposed vehicular access points have been prepared and accompany this planning application and consist of:
1. New roundabout at the junction of Basingstoke Road and Back Lane; and
 2. Priority junction on Basingstoke Road.



Proposed Site Access Roundabout Junction
(Plan ref T23591-001 Rev A produced by Hub Transport Planning)



Proposed Site Access Priority Junction & Pedestrian/Cycle Access
(Plan ref T23591-004 Rev A produced by Hub Transport Planning)



INDICATIVE PEDESTRIAN AND CYCLE MOVEMENT STRATEGY | Not to scale

LEGEND



Site boundary

ACTIVE TRAVEL ROUTES



Existing public right of way
(Footpath)



Existing public right of way
(Byway - open to all)



Shared cycle/footpath
(Through development block)



Shared cycle/footpath
(Through open space)



Footpath
(through open space)



SANG footpath



Potential access/egress for
cyclists and pedestrians only



Potential access/egress for
pedestrians only

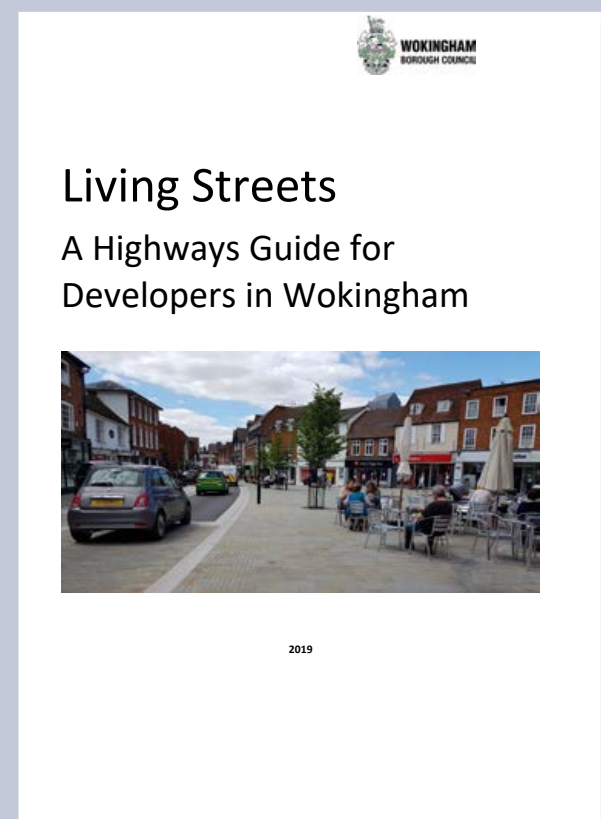


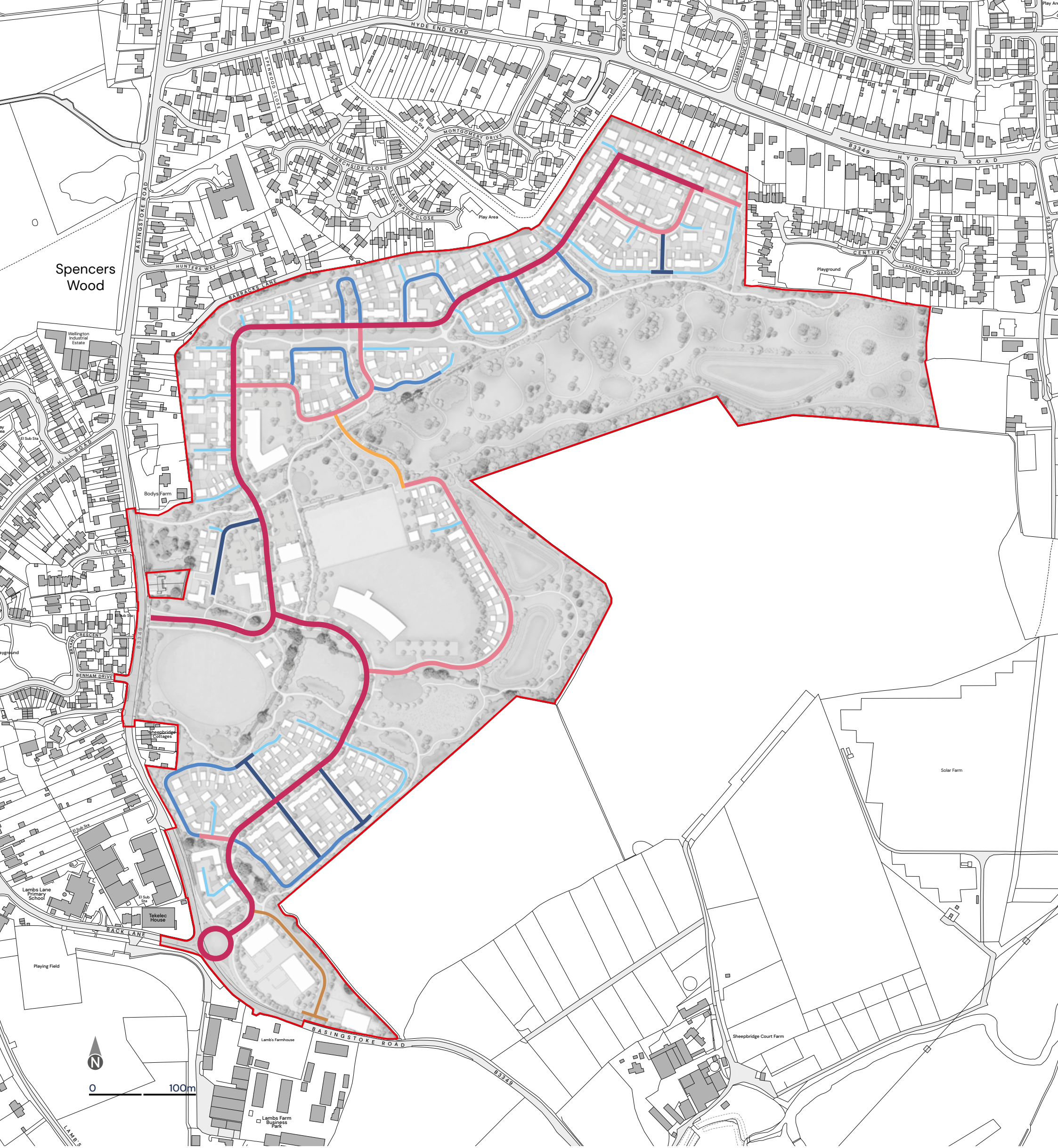
Highway upgrades

STREET HIERARCHY AND TYPOLOGIES

- 6.29 A clear hierarchy of streets is proposed, creating an integrated movement network. Variation in the proposed street types aids in the creation of a legible and permeable development, whilst also providing for, and encouraging, pedestrian and cycle movement.
- 6.30 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by Wokingham Borough Council's "Living Streets: Highways Design Guidance" and "Manual for Streets 1 & 2", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach in order to create high-quality places for all users, ages and abilities.
- 6.31 Incorporating nature, particularly tree planting, within the streetscene is a key principle in the design of new developments.
- "Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined⁵², that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".*
- (Para 136, NPPF Dec 2024)

- 4.32 The development and internal road network will be designed to encourage low vehicular speeds and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The urban design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 4.33 The proposed street hierarchy recognises the need to combine the function of each street type as a movement corridor alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 4.34 Within the site, the Primary Street will provide the main movement corridor through the parcels of the site.
- 4.35 Lower category secondary streets feed off the primary streets, providing access to residential development blocks. Areas of hard paving are broken up with soft landscaping creating attractive routes within the development.
- 4.36 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 4.37 The following street typologies are proposed for inclusion within the proposals:
- **Primary Street:** Tree-lined avenue with dedicated provision for pedestrians and cyclists and green verges to both sides of the carriageway
 - **Secondary Street:** side streets with dedicated provision for pedestrians and green verges to one side of the carriageway
 - **Tertiary Street:** shared surface routes / mews
 - **Industrial Road:** Access to employment area with provision for pedestrians
 - Footpaths and shared pedestrian cycle routes





INDICATIVE STREET HIERARCHY | Not to scale

LEGEND

-  Site boundary
-  Avenue Primary
-  Residential Street Secondary
-  Village Street Secondary

-  Shared Surface Street / Mews Tertiary
-  Private Lane
-  Proposed Emergency Access
-  Industrial Road

Design Coding

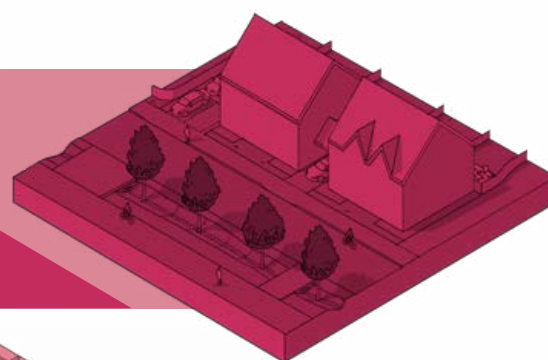
M STREET HIERARCHY

A clear and distinct hierarchy of streets must be used to provide a positive contribution to the character of the proposed development. The framework sets out a network of interconnected primary, secondary and tertiary streets that must be implemented.

The street network aims to create low traffic neighbourhoods, where social interaction and play can flourish. Priority must be given to pedestrians and cyclists where possible.

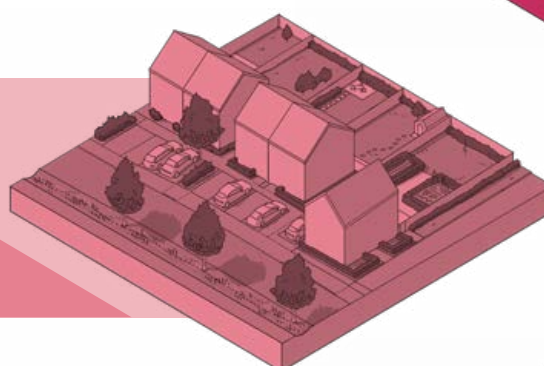
AVENUE

Primary



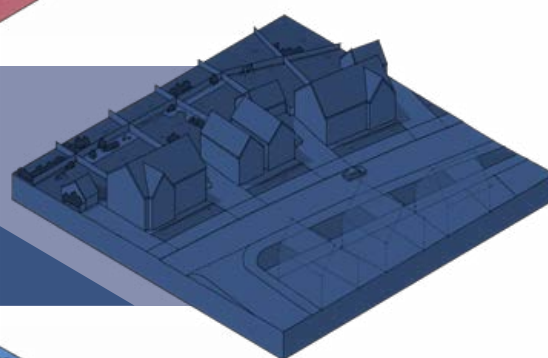
RESIDENTIAL STREET

Secondary



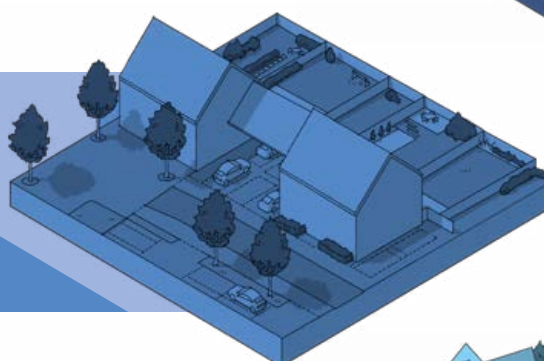
VILLAGE STREET

Secondary



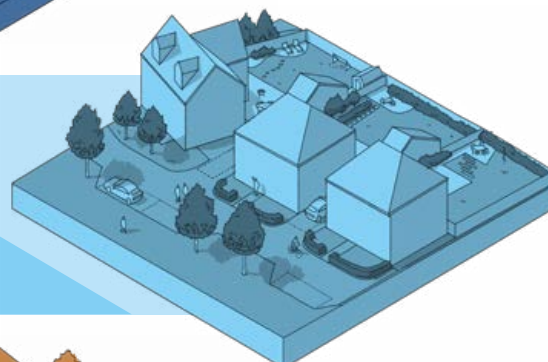
SHARED SURFACE/MEWS

Secondary

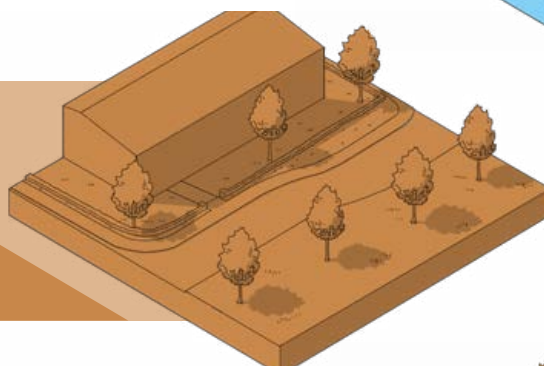


PRIVATE LANE

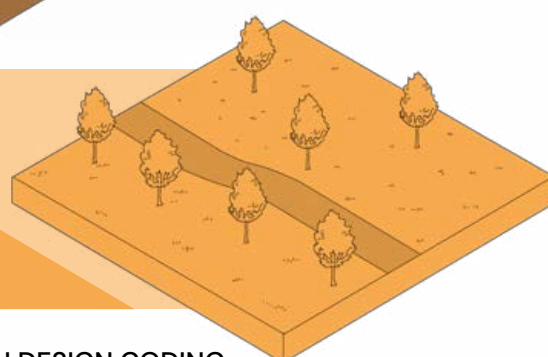
Tertiary



INDUSTRIAL ROAD



EMERGENCY ACCESS

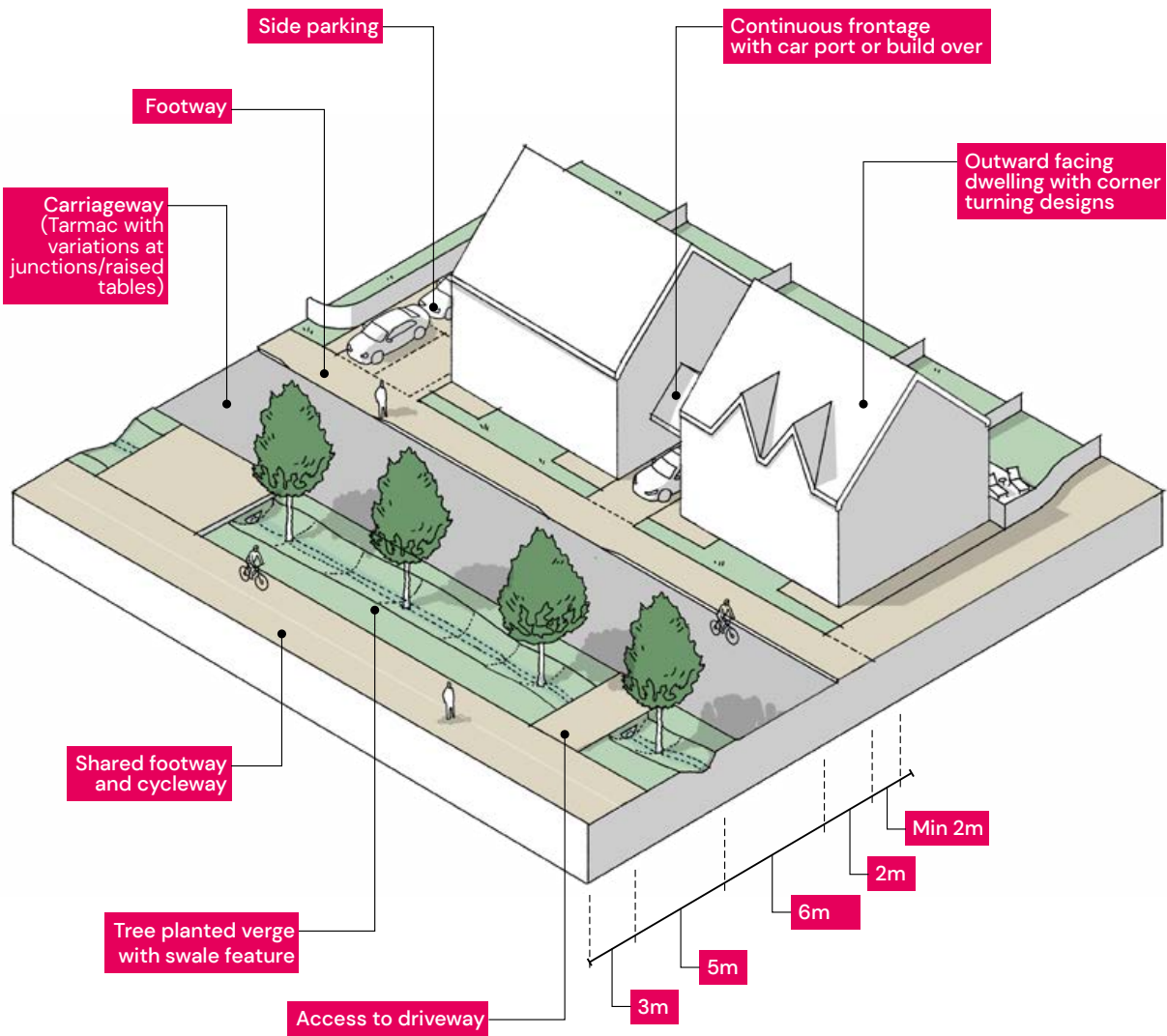


Design Coding



THE AVENUE

- Formal character.
- 6m wide carriageway.
- 5m wide verge including swales and tree planting.
- Dedicated shared cycle/footway at least 3m wide to the verge side of the carriageway.
- No street parking to avoid a vehicle dominated street scene.
- Designed for speeds no higher than 20mph.



Major Access Road	Key characteristics	Control Level
Building frontages	Generally, strong and consistent building frontages along the street, with dwellings set back up to 2m from the footway edge, to reinforce the street's importance as the principal route running through the development	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	6.00m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	M
Footway/cycleway	3.0m wide foot/cycleway on one side and 2m footway to the other side.	M
Verges	The foot/cycleway is to be separated from the carriageway by an approximate 5m wide verge containing swale features. Footway to be separated from the carriageway by 2m wide verge.	M
Tree Lined	Tree planting will be provided in verges, front gardens and other opportunities to soften the appearance of the streetscape.	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables	M

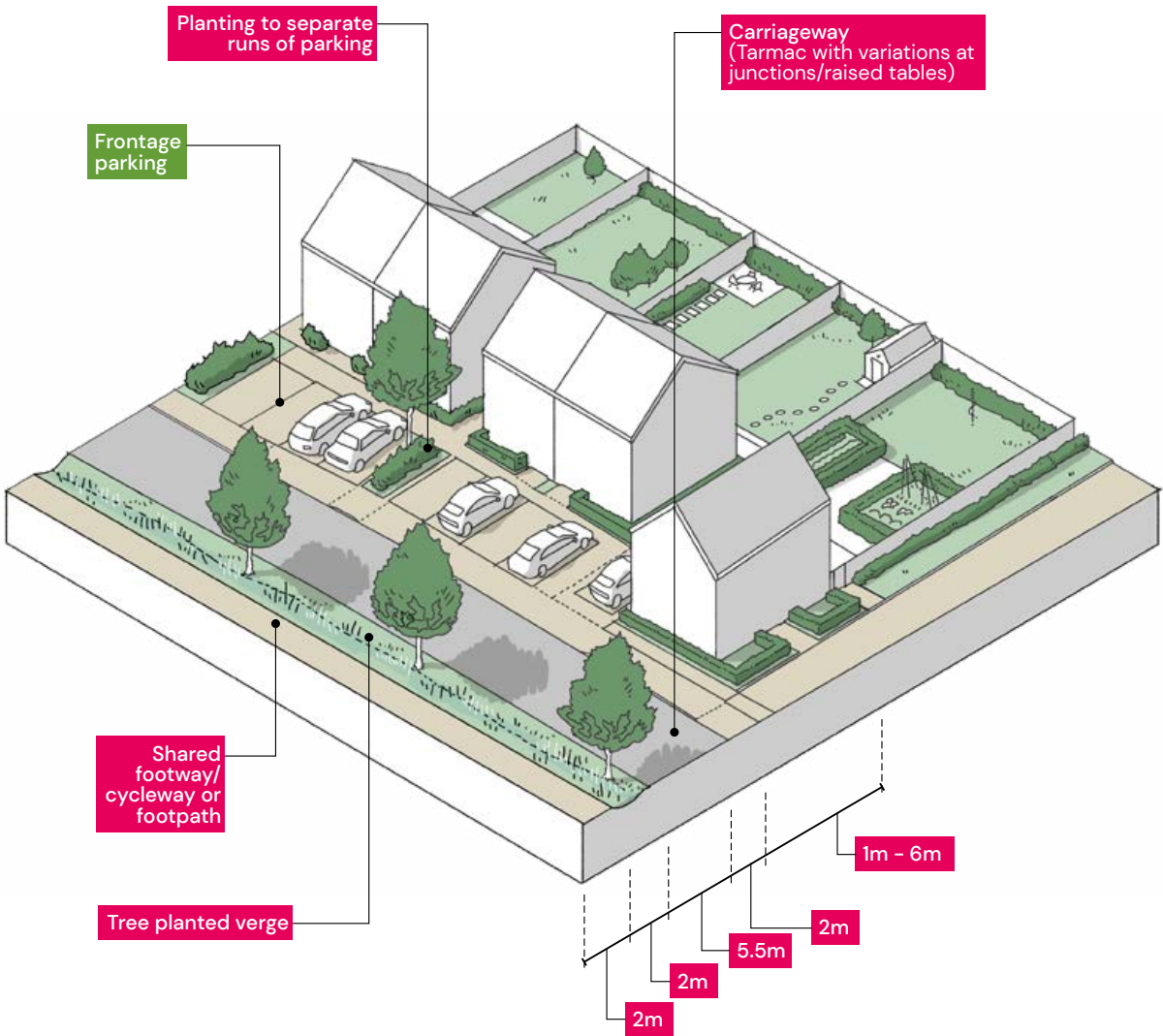


Design Coding

M

RESIDENTIAL STREET

- Formal character.
- 5.5m wide carriageway.
- 2m wide verge containing tree planting.
- 2m wide footways to both sides of the carriageway.
- Occasional frontage parking.
- Designed for speeds no higher than 20mph.



Secondary Streets	Key characteristics	Control Level
Building frontages	Less formal than the Avenue with a greater variation in building line and differing set back distances – between 1-6m from the footway edge permitted on one or both sides.	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	5.5m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	M
Footway/ cycleway	2m wide footway to both sides.	M
Verges	The footway to be separated from the carriageway by an approximate 2m wide verge to one side.	M
Tree Lined	Tree planting will be provided in verges, front gardens and other opportunities to soften the appearance of the streetscape	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables. Can pass through focal/green squares	G

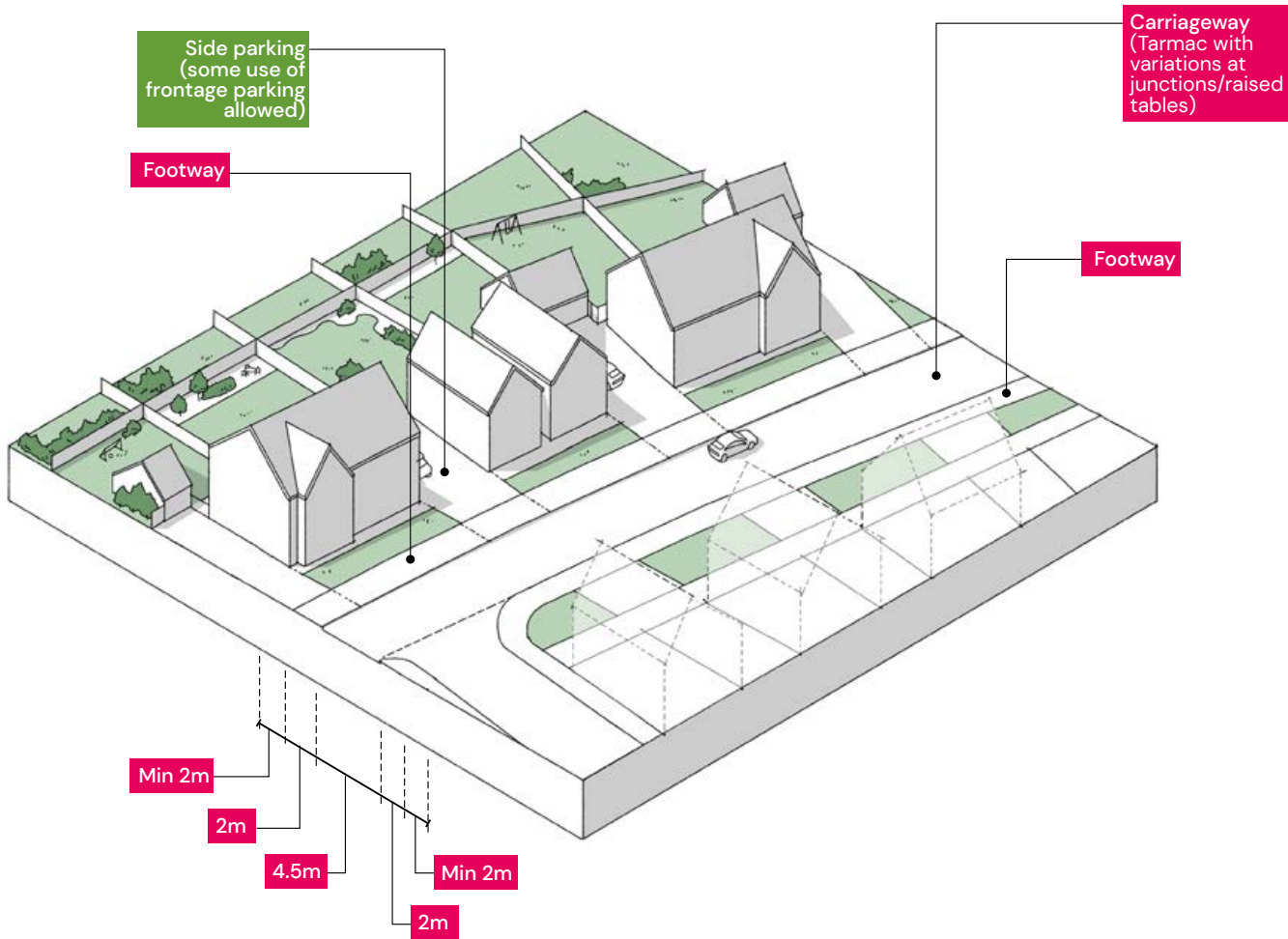


Design Coding



VILLAGE STREET

- Informal character.
- 4.5m wide carriageway.
- 2m wide footways to both sides of the carriageway.
- Use of frontage parking.
- Designed for speeds no higher than 20mph.



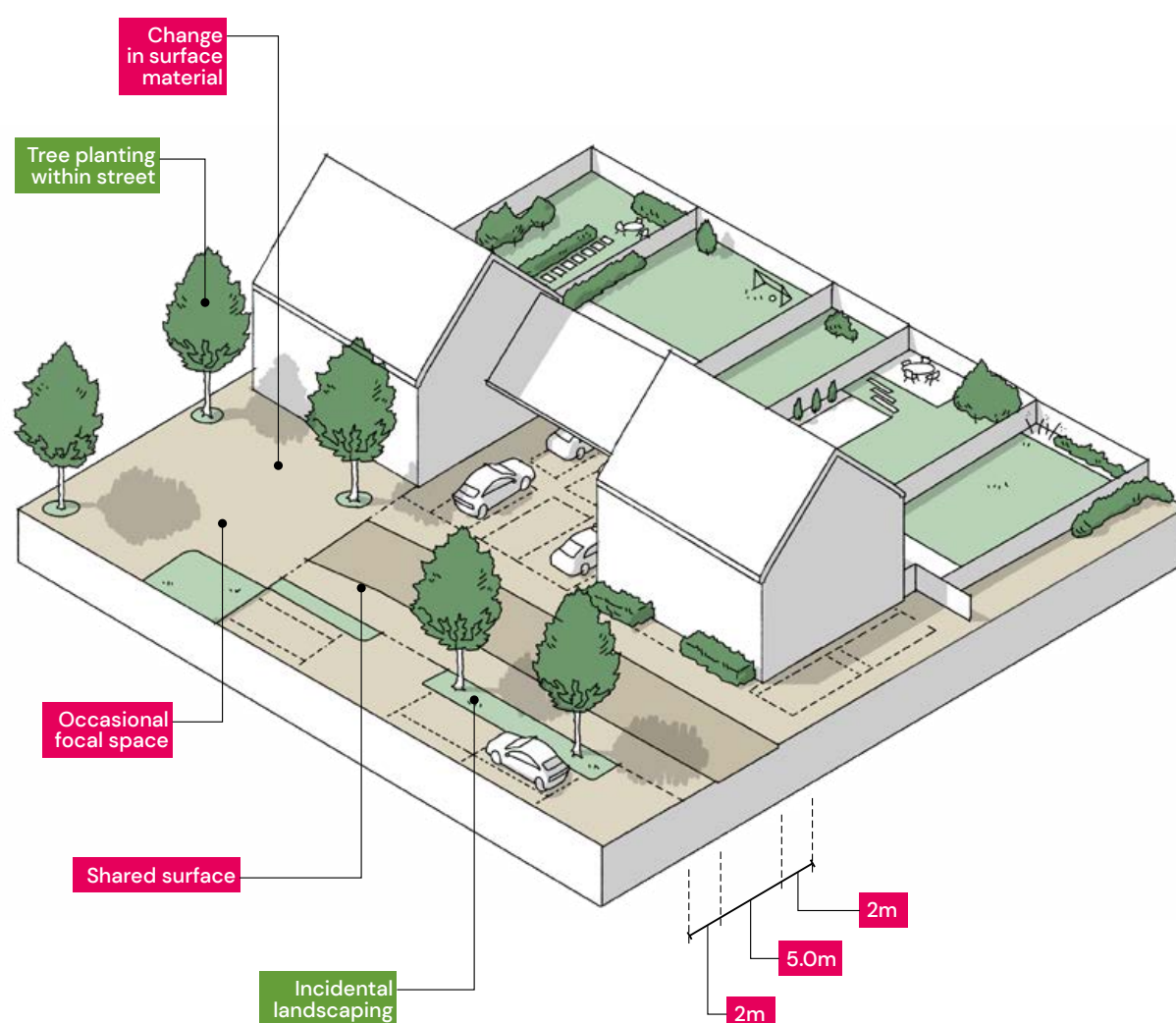
Lanes/Private Drives	Key characteristics	Control Level
Building frontages	Less formal with predominantly semi-detached dwellings. Variation in building line and differing set back distances – generally up to 2m, with occasional setbacks up to 6m. Building line will be generally consistent, but with localised increased variation and orderly set backs.	M
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	4.5m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	M
Footway/cycleway	2m wide footway to both sides.	M
Verges	No	
Tree Lined	Trees/hedgerows within front gardens where possible – to help soften the streetscape and compliment the development's overall verdant character	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables. Can pass through focal/ green squares	G



Design Coding

M SHARED SURFACE/MEWS

- Informal character with equal priority for pedestrians, cyclists and vehicles.
- 5.0m wide carriageway with edge strips each side for services.
- Trees within streets.
- Some on-street parking.
- Change in surface material.



Shared Surface	Key characteristics	Control Level
Building frontages	Less formal arrangements with a greater variation in building line and differing set back distances – up to 6m permitted on one or both sides. Mostly semi-detached and detached.	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	5.0m wide carriageway to meet the criteria of (Wokingham Borough Council's "Living Streets: Highways Design Guidance")	M
Footway/ cycleway	No (pedestrian movement to be within the shared surface). 2m service strip (hardscaped or grassed) to the residential side (both if required)	M
Verges	No	M
Tree Lined	Tree planting will be provided in front gardens and other opportunities to soften the appearance of the streetscape	M
Hard Surface Materials	Block paving with contrast colour paving for parking bays. Can pass through focal/ green squares.	M

