

DESIGN AND ACCESS STATEMENT

SITE: LAND BETWEEN SCHOOL ROAD
AND ORCHARD ROAD, HURST,
BERKSHIRE.

CLIENT: HELMSLEY LAND Ltd and
PENELOPE CLAYDEN

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The Application Site (Google Earth Image)

Land between School Road and Orchard Road Hurst, Berkshire (1.147 ha net)

1.0 LEGISLATIVE PROCEDURE

1.01 This statement is written in accordance with the requirements of Article 4C of the GDPO and covers both matters of design and access.

1.02 This design and access statement illustrates the process that has led to this development proposal and seeks to explain the process in a structured manner.

This planning application is submitted in accordance with the presumption in favour of sustainable development that is set out in the National Planning Policy Framework July 2022 (NPPF).

1.03 The NPPF states that development that is sustainable should go ahead without delay and that a presumption in favour of sustainable development is the basis for every decision. (Paragraphs 10 and 11)

1.04 Paragraph 11b ii of the NPPF states that planning permission should be granted in the absence of any adverse impacts which would significantly and demonstrably outweigh the benefits.

1.05 The NPPF sets out a presumption in favour of sustainable development and is a material consideration in the making of planning decisions. The content of the NPPF as it relates to the proposed development of the application site is addressed in the order set out below.

1.06 Decision taking

Section 4 of the NPPF sets out the approach to decision taking.

Paragraph 38 states that “Local Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brown field registers permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 47 to 50 set out the approach to determining applications and paragraph 47 requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise and for applications to be dealt with quickly and within the statutory timescales.

For the reasons set out in this DAS, the application is considered to be acceptable within the context of the relevant development plan policies.

1.07 Delivering a sufficient supply of homes

Paragraph 60 states “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Paragraph 11 requires LPA’s to apply the presumption in favour of sustainable development in determining development proposals.

1.08 Presumption in favour of sustainable development

The NPPF sets out a presumption in favour of sustainable development and paragraph 8 identifies that there are three dimensions to sustainable development, comprising i) economic, ii) social and iii) environmental.

The economic role requires that the planning system helps deliver a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. All of these requirements are achieved with the application scheme.

The social role requires the planning system to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural wellbeing. All of these requirements are achieved with the application scheme.

The environmental role requires the planning system to contribute to protecting and enhancing our natural built, historic natural environment; including making effective use of land, helping to provide bio-diversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving towards a low carbon economy. Development of the application site in the manner proposed accords with the requirements of the NPPF in this regard.

1.09 Achieving Well Designed Spaces

Paragraph 126 states that “The creation of high quality beautiful buildings and spaces is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better spaces in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.....”

Development of the application site in the manner proposed accords with the requirements of the NPPF.

1.10 Promoting Sustainable Transport

Section 9 of the NPPF sets out the approach to sustainable transport. Paragraph 111 makes it clear that development should only be prevented or refused on transport grounds where there is an impact on highway safety or where the residual cumulative impacts of development are “severe”, such that planning permission should be granted. The application site is within walking distance of Hurst village and its local facilities.

1.11 Conserving and Enhancing the Natural Environment

Section 15 of the NPPF sets out the approach to conserving and enhancing the natural environment. Paragraph 180 sets out the natural environmental considerations that should be applied by LPAs in the determination of planning applications. This requires that planning permission should be refused where development would result in the loss or deterioration of irreplaceable habitats unless the need for, and benefit of the development in that location clearly outweighs the loss. A tree survey and ecological survey accompany this application.

2.0 RELEVANT PLANNING HISTORY (SITE AND NEIGHBOURS)

- 2.01 There are no previous applications listed for this application site on the council's web page since 1998.
- 2.02 Land at Junction of Sawpit Road and School Road Ref 211532 was allowed at appeal for 4 dwellings (4 August 2022)
- 2.03 Valley Nurseries Whistley Green Ref 162219 was allowed at appeal for 16 dwellings. (30 August 2017)
- 2.04 Vine Cottage. Application for triple garage and store. Ref 223144 registered 23 November 2022. No decision as of 09.01.2023.
- 2.05 Vine Cottage. Applications for entrance gates and fence. Ref 143024. Approved 18 December 2014
- 2.06 Vine Cottage. Applications for extensions and alterations to annex and main building. Ref 142498. Approved 20 August 2014
- 2.07 Willowmead. Application for Rear Extension. Ref 022250. Approved 31 October 2002. This application confirms that facing this application site on the ground floor are a sitting room (with dual aspect), a kitchen (non habitable room) and a utility room (non habitable room). On the first floor

facing the application site are two bedrooms (both with dual aspect) and a bathroom (non habitable room).

3.0 PRINCIPAL RELEVANT PLANNING POLICY AND STANDARDS

- 3.01 Wokingham Borough Core Strategy. Jan 2010
Wokingham Borough Managing Delivery. Feb 2014
Wokingham Borough Design Guide SPD
A Design For Hurst
- 3.02 The accompanying Planning Statement prepared by Woolf Bond Planning details the relevant Development Design Policies. This DAS concentrates on the Design Guidance set out in the Design Guide SPD and a Design for Hurst.

4.0 SITE ANALYSIS AND DESIGN PROPOSALS

4.01 Site Analysis

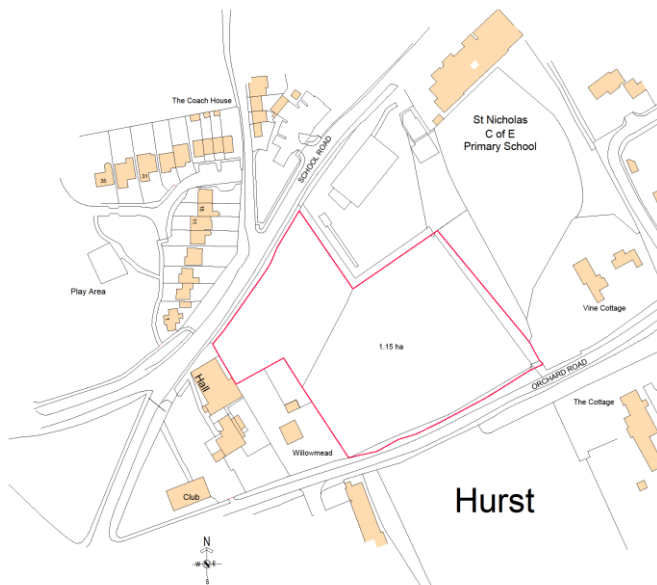
The application site is situated between School Road to the North and Orchard Road to the South and is within a designated Countryside Area. However, the site is enclosed by St Nicholas Primary School to the East and the Village Hall to the West which confirms its accessibility and sustainability to key local facilities.

- 4.02 The application site is 1.147ha net in area (1.257 ha gross including visibility splays) and has a frontage of 112m with Orchard Road and a frontage of 82m with School Road. The site is 130m at its deepest. The site is relatively flat with a fall of 500mm from East to West and a zero fall from North to South. A Topographical survey accompanies this application. The site is not in Flood Zone 2 or 3.
- 4.03 The site is grassland used for grazing and has only three internal features, two mature ash trees in the centre of the site and a public right of way (PROW) running parallel with the east boundary between two existing kissing gates and set approx 4.5m to 7m away from the East boundary. It is not intended to alter the route of this PROW.
- 4.04 The site is set in between two roads that are tree lined on both sides for the majority of their lengths. The North and South boundaries with School Road and Orchard Road respectively have mature boundary trees with the addition of a bramble hedge to Orchard Road. These trees are subject to a tree Survey and Arboricultural Method Statement prepared by TGA Trees which accompanies this application. The West boundary with Willowmead has a 1.2m paling fence and the East boundary with Vine Cottage (a grade II listed building) has a 1.2m post and rail fence and 2m high Hawthorn hedge. The boundary with the school playing field to the east has a hedge of 4m comprising Hawthorn,

Yew and Sycamore. The South boundary has a ditch along the verge but no footpath. The North boundary has a verge and footpath. The site is therefore enclosed by buildings and/or mature landscape as confirmed in the Google Earth extract and OS location plan below.



Google Earth Image



Location Plan (Not including visibility splays)



View of School Road Boundary. Site to the right.



View of site from Orchard Road. Site to Right.



View of Site from North to South showing two central Ash trees.



View of PROW, boundary with Vine Cottage, kissing gate to Orchard Road and thicket in South East corner of site.



Dordon House Flats, School Road.



View of East boundary. Vine Cottage in distance.



View of West boundary. Willowmead in distance.

4.05 Sustainability

The site is in a sustainable location. Travel distances to all local facilities are tabled below. (Extract taken from iTransports Transport Statement)

| Purpose | Destination | Distance (metres) | Walk Time (mins) | Cycle Time (mins) |
|------------|-----------------------------------|-------------------|------------------|-------------------|
| Employment | Orchard Nursery Business units | 190m | 2 | 1 |
| | Lea Farm Business Unit | 850m | 10 | 3 |
| | Broadwater Lane Business units | 1,000m | 12 | 4 |
| | Beech Court Business Centre | 725m | 8 | 3 |
| Education | St Nicholas C of E Primary School | 220m | 3 | 1 |
| | Hurst Pre-School | 165m | 2 | 1 |
| | St Nicholas Pre-School | 175m | 2 | 1 |
| Retail | Village store and Post Office | 670m | 8 | 3 |
| Leisure | Hurst Village Hall | 165m | 2 | 1 |
| | Local Area of Play | 325m | 4 | 1 |
| | Allotments | 200m | 2 | 1 |
| | The Castle Inn Public House | 525m | 6 | 2 |
| | Recreation Ground | 660m | 8 | 2 |
| | Hurst Cricket Club | 610m | 7 | 2 |
| | Elephant and Castle Public House | 1,400m | 16 | 5 |
| Misc. | St Nicholas Church | 570m | 7 | 2 |
| | Hurst Gospel Hall | 1,200m | 14 | 5 |

Source: google.com and consultants' calculations.

Walk speed of 1.4m/s (MfS) and Cycle speed of 15km p/hour (MfS2) and measurements taken from the centre of the site.

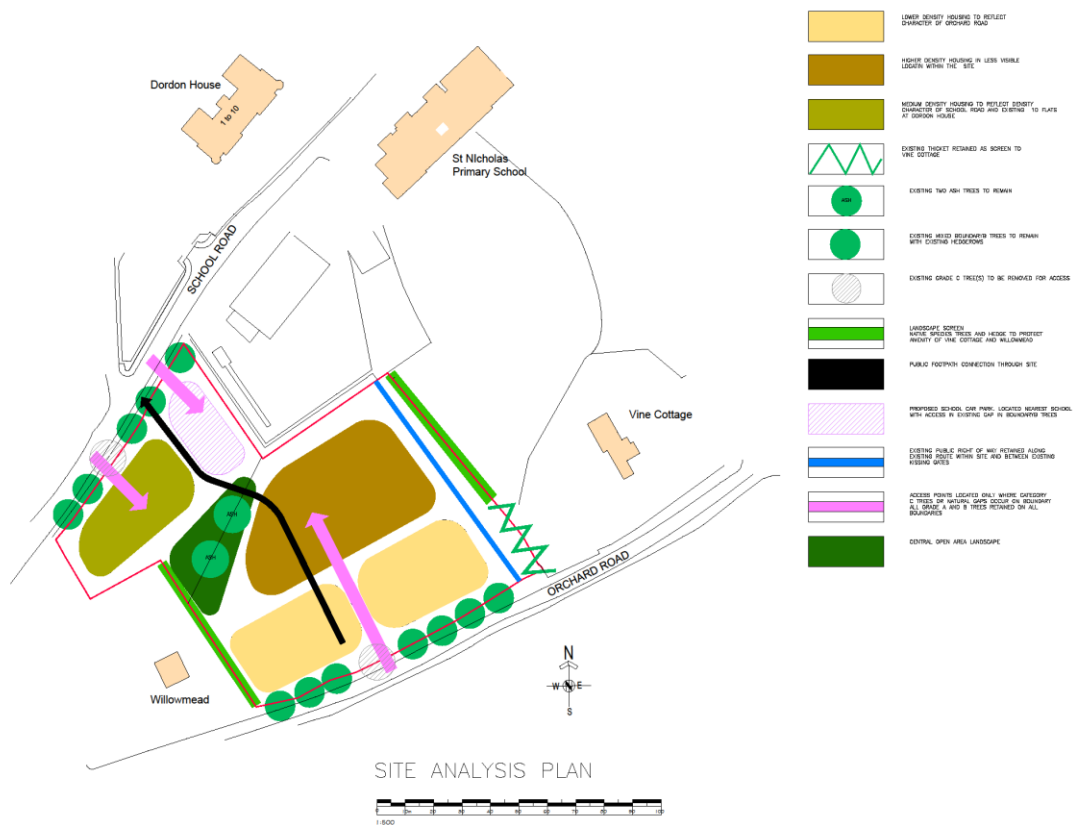
| | |
|--|-------------------------------------|
| | Comfortable walking distance (800m) |
| | Reasonable walking distance (1.6km) |
| | Maximum walking distance (3.2km) |
| | Reasonable cycling distance (5.0km) |

Railway stations are located at Twyford , 2.9km to north, and Winnersh 3.2km to the south, giving access to London Paddington and Reading.

Thames valley Buses routes 128/129 operate from a bus stop on the School Road frontage immediately in front of the site. Regular services to Wokingham, Winnersh, Twyford, Woodley and Reading are provided

4.06 Responding To The Setting

The principle restraints and opportunities offered by the site are set out in the site analysis drawing number 235.114 accompanying this application. An extract is included below.



Site Analysis/Concept Layout Plan

Orchard Road is more rural in character than School Road, is less busy with larger detached houses at a lower density and effectively provides the settlement edge to Hurst. It therefore follows that the Orchard Road frontage should reflect this existing character by location of larger detached houses at the lowest site density.

School Road is a busier road with smaller houses at a higher density than Orchard Road. Although verdant in nature it is less rural in appearance than Orchard Road lying within the Hurst settlement. Dordon house is a two storey development of 10 flats and is only 65m from the site on the opposite side of the road. Opposite the site to the North West is Martineau Lane with an approx. density of 28 dph. It therefore follows that housing at a slightly higher density along the School Road frontage would reflect this character. School Road also suffers from drop off parking to St Nicholas Primary School and opportunity is afforded within the development to provide off street drop off school parking which would assist in traffic parking congestion and the appearance of the street.

Access points into the site from both Orchard Road and School Road will be in existing gaps in the tree line or via the removal of a small number of Grade C trees where required. All access points will be outside of existing tree root protection areas. The main site access will be from the least busy road i.e. Orchard Road.

Development in the centre of the site can be at the highest relative density as it will be largely visually concealed and will not be obtrusive in the landscape. This development will be set back from the West and East boundaries to respect the amenity and setting of Vine Cottage (a Grade II listed building) and Willowmead.

The two central Ash trees will be retained and form the basis of a central landscaped area. The access road from Orchard Road will stop short of these two Ash trees in order to avoid intrusion into their root protection areas.

The existing public right of way through the site running parallel to the East boundary will be retained along its current route between two existing kissing gates. Opportunity exists for a footpath/pedestrian route through the site running north to join the existing footpaths along School Road. Orchard Road has no footpaths.

The Eastern boundary with Vine Cottage is formed by a 1200mm post and rail fence with existing hedge planting on the far side, there exists in the South East corner a thicket giving visual security to Vine Cottage, this thicket will remain and the space between the PROW and the East boundary has the opportunity to be landscaped with native wild life friendly species. Vine Cottage is a grade II listed building (See separate Heritage Statement) and is located 40m from the common boundary with the application site. Consideration is to be given to the character and setting of the listed building with buildings in the centre of the site kept at an appropriate distance from the common boundary to preserve its setting.

The Western boundary with Willowmead has a 1200mm high paling fence and Willowmead is 13m from the common boundary with the

application site. Willowmead is dual aspect (see para 2.07). Opportunity exists to enhance boundary planting along the common boundary and to keep the aspect as open as possible from the rear garden of Willowmead into the application site. The building line established by Willowmead is to be continued with a large gap between Willowmead and the nearest dwelling on the application site.

4.07 Vine Cottage is a grade II listed building and is the subject of a separate Heritage Statement prepared by RPS

4.08 **Sustainable Development and Access**

The energy performance of a building is affected by its design, construction and use and whilst occupant behaviour is beyond the remit of this statement, better design and construction methods significantly reduce the life cycle emissions of a building and assists the occupant to reduce consumption. The dwellings will all meet the energy requirements of the edition of the building regulations current at the time of construction. These regulations include airtightness, SAP ratings, energy efficient lighting, daylight and ventilation etc. in much the same way as the now defunct CSH achieved; in fact the current building regulations have superseded the old CSH code system. U Values of the building envelope must meet Building Regulations Part L1A standards and there is a commitment to exceed the minimum U values required by the building regulations.

Passive solar gain – Passive measures include allowing for natural ventilation and exposed thermal mass coupled with high levels of insulation, air tightness and the control of solar gain. The position of the houses within the site provides all homes with multiple aspects and therefore all have good solar access throughout the day.

Natural daylighting – The orientation and the size of windows have been optimised to maximise the amount of natural daylight and therefore reduce the demand for artificial lighting.

Building Envelope – There is a commitment, within the building regulations, to exceed the minimum U values required by the current building regulations.

Large amounts of heat are lost in Winter through air leakages from a building (also referred to as infiltration or air permeability) often through poor sealing of joints and openings in the building. The building regulations set a minimum standard for air permeability of 10m³ of air per hour per m² of envelope area, at 50Pa. Air tightness standards for the houses will be constructed to the “Accredited Construction Details” Thermal bridging will be eliminated as a major source of heat loss by the use of “Accredited Construction Details” 75% of all light fittings within

each dwelling will be dedicated low energy fittings. External lighting will be limited to 150W and operated by sensors.

Climate Change Adaption and Water Resources – A separate SUDS/FRA report has been provided with this application. Rainwater butts will be employed to each dwelling. Water use efficiency target of 125 litres per person per day will be achieved by the use of water efficient taps, toilets, low output showers, flow restrictors and water meters.

Materials and Waste – The BRE Green Guide to Specification will be adopted in the choice and source of construction materials. This guide assumes a notional 60-year life cycle for the dwellings and provides an environmental impact, cost and replacement interval information for a wide range of commonly used materials. Suppliers will all be local wherever possible to reduce transport costs. Timber will all be sourced, where possible, and certified by PEFC or an equivalent regulatory body. A Site Waste Management Plan will be prepared which will monitor and report on waste generated on site into defined waste groups. The plan will indicate the setting of targets to promote resource efficiency in accordance with guidance from WRAP, Envirowise, BRE and DEFRA.

See separate Energy and Sustainability Statement by Bluesky Unlimited included as part of this application. This report indicates in greater detail the range of options available at detail design stage.

It is proposed to use RSPB approved nest boxes and English Nature approved bat bricks on selected dwellings. Ecological enhancement will be achieved by the incorporation of native species planting.

Secure cycle storage is provided in each garage by the use of secure Cycloc Endo wall mounted lockable and folding cycle racks.

All internal floor areas comply with and exceed the national Technical Housing Standards - April 2015.

4.09 **Sustainable drainage.**

It is proposed to use a sustainable SW drainage strategy on the site with FW drainage being connected to the existing FW mains. Full details are set out in the FRA prepared by Campbell Reith that accompanies this application.

4.10 Proposed Layout



PROPOSED INDICATIVE LAYOUT

4.11 The application is an outline application with all matters reserved apart from access which is to be determined. The application is accompanied by a Parameter Plan and an Indicative Site Layout Plan which shows how the site could be developed following the principles established in the site analysis process described in para 4.05 “Responding to The Setting”. iTransport have provided a Transport Statement which details the geometry of all access points from Orchard Road and School Road

as well as detailing all internal traffic movements to ensure that the indicative layout complies with all Wokingham Borough's current highway and parking standards.

The indicative layout has been evolved following the principles set out in the Wokingham Borough Design Guide SPD and A Design for Hurst

4.12 Building Design

Although not a matter for current consideration, it is proposed to reflect the character of domestic architecture in the village. The village has a predominance of red brick elevations, white windows with plain red/brown clay tiled roofs. It is intended that this vernacular be repeated in the application site with tile hanging on the proposed flats to reflect those on nearby Dordon House (10 flats in School Road). Detached garages will be detailed out as traditional timber clad outbuildings such as exist at Vine Cottage and Willowmead.

All buildings will be a maximum of 2 storeys in height.

Dwellings will have active flank walls rather than blank flank walls i.e. additional fenestration/bay windows and side entrances. Plots 3 and 15 for example.

4.13 The Layout

Following on from the site analysis the indicative site layouts shows the following.

Orchard Road frontage has the larger detached dwellings to reflect the less dense larger house character of Orchard Road. Plots 1 to 6 are all outward looking. The existing bramble hedge will be retained and the proposed new access is taken through a small group of Grade C trees. None of the root protection areas of the remaining trees will be compromised to ensure their longevity. The proposed dwellings along Orchard Road are outward facing to give an active street frontage.

The access road from Orchard Road is a shared surface road and will be village rather than urban in character with no tarmac footpaths, only grass verges. Conservation kerbs will be used throughout the proposed development. The drives serving plots 1 to 6 will be porous gravel or tegular paved drives laid out informally. The access road is limited in length because of the retention of two central ash trees T15 and T16 and oak T17 preventing further incursion into the site due to extent of root protection areas.

The access road from Orchard road leads to an internal North South axis footpath that leads in turn to the existing public footpaths in School Road. There are no existing footpaths in Orchard Road.

School Road is different in character to Orchard Road being more village and less rural in nature with relatively smaller properties in smaller plots. The proposed dwellings along the School Road frontage therefore reflect this character and grain of development. In addition, the proposed block of 6 flats reflects the existing 10 flats at Dordon House on the opposite side of School Road. The larger flats building's location on the site relate well to the adjacent larger scale Village Hall building to the West. The semi-detached dwellings reflect those i opposite the site and in Martineau Lane, the detached dwelling reflects the detached houses along School Road. All dwellings are outward looking giving an active street frontage..

School Road suffers from drop off/pick up school parking from the adjacent St Nicholas Primary School.



Typical parked traffic along the site frontage during school drop off/collection times.

It is proposed to offer a 15 place off road car parking area for use by residents dropping off/picking up children from the school. This will help to alleviate the parking problem and congestion along this part of school Road. The access point for this car parking area is located in a natural gap in the frontage trees requiring no tree removal. Access to the private drive car parking to plots 16 to 24 involves the removal of one grade C ash tree only.

The central area of the site has the smaller dwellings at a higher relative density and these are well screened by the frontage development. These dwellings are located away from the East and West boundaries to create spacious distances between them and Vine Cottage and Willowmead, they are therefore inward looking to achieve this aim.

The Public Right of Way running parallel to the East boundary between two existing kissing gates is maintained along its existing route and is linked into the development site by a footpath.

The two existing Ash trees are retained in the layout and a small central landscaped area is based around their retention which will be furnished with a communal bench seat. Meadow grass will be seeded here.

A footpath link running due North to School Road is proposed which will allow pedestrian access from the development to School Road and hence onto local Hurst Village facilities including the Public Open Space and Play Area in nearby Martineau Lane.

All car parking is to Wokingham Borough standards including visitor and unallocated parking provision. It is 100% off road parking.

All rear garden amenity areas, garden depths, boundary distances and back to back and back to flank overlooking distances meet or exceed the various requirements of the Wokingham Borough Design Guide.

All boundary treatments to dwellings will be rural in nature with post and rail fence or stock fences 1200mm high with double rows of native species wildlife friendly hedge planting (buckthorn, dog rose, hawthorn hazel etc)

Substantial native tree and hedge planting is proposed throughout with additional tree and hedge planting to boundaries where required. Ecology enhancement is proposed, for details see separate Ecology Statement by Collington Winter Environmental accompanying this application.

The site density is 20 dwellings per hectare which is a village density not an urban density. 24 dwellings in total are proposed. 9 affordable tenure blind dwellings are proposed (plots 16 to 24) and 15 Market dwellings (Plots 1 to 15). The affordable provision is 37.5%. Affordable housing comprises 2 x 1 Bed flats, 4 x 2 Bed flats, 2 x 3 Bed houses and 1 x 4B house. Market provision is 3 x 5 Bed houses, 3 x 4 Bed houses, and 9 x 3 Bed houses. The mix is policy compliant.

4.14 A Design For Hurst, incorporating the Parish Design Statement.

The layout has been designed with particular regard to Chapters 11 and 12 as recommended by the A Design for Hurst document.

Chapter 11 Settlement

- 11.1 One sided development. Not applicable.
- 11.2 Requires building lines to be followed. This is achieved in the layout along Orchard Road and School Road.
- 11.3 Requires the planting of new hedgerows and the maintenance of existing hedgerows. This is achieved in the layout with extensive new hedgerows proposed to all plot curtilages etc.
- 11.4 Requires only native species of trees and hedgerows to be used. This is achieved in the layout.
- 11.5 Requires soft boundary treatments be used. This achieved by the layout with a shared surface access road with grass verges, porous informal private drives and hedge boundaries
- 11.6 Requires new development to follow the character and density of the surrounding area. This is achieved in the layout and explained fully in the site analysis.
- 11.7 Requires consideration of the proportions, setting, grouping and location of development. This is achieved in the layout and explained fully in the site analysis
- 11.8 Telephone masts. Not applicable
- 11.9 Requires an Ecological Survey to inform the layout. This is achieved in the layout. And informed by the accompanying Ecology report prepared by Collington Winter Environmental.
- 11.10 The Local Bio Diversity Action Plan should be referred to. This is achieved in the layout. See Ecology report by Collington Winter Environmental.
- 11.11 Retain existing allotments. Not applicable
- 11.12 Public Open Spaces to be retained and enhanced. This is achieved in the layout. With a small area in the centre of the site and proximity to the nearby Martineau Lane Public Open Space and Play Area
- 11.13 Unrestrained grass verges to be encouraged. This is achieved in the layout., where footpaths are purposely limited with the use of shared surface roads and drives.
- 11.14 Conservation Area requirements. Not applicable.

Chapter 12 Buildings

- 12.1 Local character and historical context to be reflected in design and materials proposed. This is a matter for a future reserved matters application. However, it is proposed to use plain clay tile roofs over red brick elevations and white windows which is the overwhelming character of Hurst. Some detailing such as tile hanging and brick detailing will be incorporated based on existing examples in Hurst.
- 12.2 Stimulus for design and construction to be based on vernacular style, shape and proportions. Vernacular style and materials are proposed.
- 12.3 Sympathetic mixture of styles and house types encouraged. This is achieved by the mix proposed.

12.4 Modern buildings to use traditional materials. Traditional designed vernacular buildings are proposed.

12.5 Extensions. Not applicable.

12.6 Offices. Not applicable

12.7 New residential development to consider traffic implications. This is achieved in the layout and detailed in the Transport Statement prepared by iTransport. An off-road car parking facility for St Nicholas School is being offered in the proposals to ease the congestion along School Road at school drop off/pickup times.

12.8 Redundant Agricultural Buildings. Not applicable.

4.15 Wokingham Borough Design Guide

In accordance with Section 3.0A this DAS sets out methodically the various stages and considerations involved in preparing the outline application during the design process. A full team of professional consultants have been involved from the start in the design process, Architects, Planning Consultant, Transport/Highway Consultant, Land Surveyor, Arboricultural Consultant, Ecology Consultant, Energy and Sustainability Consultant, Flood Risk and Drainage Consultant and Public Consultation professionals.

Through this process a set of overriding development principles were established early on in the design process.

Analysis of the surrounding character, grain, rhythm and density of existing development along Orchard Road and School Road led to its expression and reflection within the development site. See Site Analysis drawing.

Integration of pedestrian links to the existing pedestrian desire lines and footpath network in Hurst, including the retention of the Public Right of Way. These links lead to the local facilities in Hurst and the POS and play area in nearby Martineau Lane.

Retention of natural features particularly perimeter tree and hedge planting and two central ash trees.

Avoidance of a highway dominated internal layout by using shared surfaces and private drives. Keeping surface car parking to a minimum. Access points chosen with regard to traffic movement. Although outline in nature the indicative layout has been tracked to ensure compliance with all current highway standards. Car parking provision, including unallocated and visitor parking provision will ensure all on site parking.

Careful orientation to minimise impact on Vine Cottage and Willowmead.

Ecological enhancement by the use of Native species tree and hedge planting. The use of wild life friendly hedge planting to domestic curtilages and the avoidance of close boarded fences to reflect the village/semi rural nature of the location.

Benefits to the local community by providing an off road school car parking facility to reduce congestion along School Road during school drop off/pick up times.

The provision of smaller more affordable, pricewise, homes for the community - 75% will be 1, 2 or 3 bed homes. In addition 9 affordable units are provided.

The elements of the local character of Hurst as defined in A Design for Hurst have been incorporated into the indicative layout. See section 4.13

4.16 Residential Guide Design Checklist - Section 4.13 of the Wokingham Borough Design Guide sets out a 24 point check list against which layouts should be assessed. These are addressed below.

1. Do the proposals contribute positively and appropriately to the local character ?.

The indicative layout by using two different relatively low density areas and dwelling scale and types reflects the two different characteristics of School Road and Orchard Road (density, scale, rhythm and grain of development). The density of 20 dwellings per ha is a low village density, entirely appropriate to its location. This is emphasised in the context plan where densities range from Martineau Lane down to Orchard Chase. All dwellings proposed are two storey with the only flats being located along School Road where an existing block of 10 flats is located within 60m of the site.

2. Do they relate well to their context. Including both the existing site and neighbouring properties ?

The indicative layout respects all the existing perimeter tree and hedgerow planting as well as the two central Ash trees. Only a limited number of grade C trees are removed for site access. Orientation of the dwellings and the location of rear gardens in the central part of the site ensures that the visual impact on Willowmead is acceptable. The character and setting of Vine Cottage in its large 0.98ha open site is not compromised by the development which is some 50m to 60m away and well screened.

3. Are the proposals well connected into the existing street network and designed to contribute to a clear street hierarchy ?

The indicative site layout shows a positive footway connection to School Road and hence onto central Hurst and its local facilities and the POS and play area at Martineau Lane. The indicative layout

shows the majority of traffic movements onto the least busy Orchard Road. The internal street and road layout has one central adopted shared surface road with all others being private unadopted roads and drives.

4. Does the scheme accommodate cars without them dominating the layout or street scene.

Car parking for Units 16 to 24 accessed from School Road are located and hence concealed to the rear of these plots. Plots 1 to 6 all have garages and the three most visible plots (7, 13 and 14) served from the adopted road have garages. Only plots 8 to 12 have surface parking which is concealed in a small private courtyard. Visitor parking occurs in landscaped areas. Car parking will not therefore be obtrusive in the street scene.

5. Will the streets have a sense of place as well as accommodating movement ?

The main access road from Orchard Road is a shared surface without tarmac footpaths, being surrounded by grass verges and conservation type kerbs leading to a small central landscape area where public bench seating will be provided. Public footpath will connect this central area to School Road. Sensitive surface treatments will be incorporated into the road and drive surfaces to minimise any urban appearance.

6. Will there be a clear distinction between public and private areas ?

The use of four private drive areas where porous surface treatments (bonded gravel or tegular paving) will be used will visually define private areas. All dwellings will have their own rear garden amenity areas with the flats having a usable rear communal amenity area. All dwellings will have a defined front garden area with plots 8 to 12 having a defined private front boundary to their common courtyard defined by a low kneeler fence or different surface treatments.

7. Will buildings provide natural surveillance of activity on all their street frontages ?

All parking areas are overlooked by dwellings. It is not intended to have blank flank walls to dwellings, it is proposed to use side entrances or bay windows or other features that have habitable rooms overlooking footpaths and parking areas. Plots 3, 4 15 and 24 for example.

8. Do the proposals have a defined building line that defines the street space ?

There are no defined building lines along this part of School Road or Orchard Road, which is a character of the area. However, the building line to plots 1 to 6 has been determined by the location of Willowmead and plots 16 to 24 by the Village Hall.

9. Will the proposed heights of buildings relate well to their surroundings, including building heights, size of spaces, importance of route, distance from streets ?

The vast majority of buildings in Hurst are two storey. It is proposed to limit this development to two storeys.

10. Is the building taller than its surroundings and if so is it within a potential landmark location of exceptional design, quality and be appropriate to the area ?

N/A as all buildings will be limited to two storey including the flats, plots 16 – 21.

11. Does the proposed density lead to a scheme that relates well to the character and form of the local area taking into account height, bulk and massing, the spaces and gaps around them, and the area required for parking ?

The indicative layout shows three areas of relative density which reflect the surrounding character. Orchard Road frontage is the least dense reflecting the character of Orchard Road. School Road is a slightly higher density to reflect the higher densities in School Road. The central area is the highest density reflecting areas where higher densities exist (Martineau Lane), although the central area is visually concealed. The overall density is 20 dwellings per ha which is village in character whilst providing at the same time a number of much needed smaller dwellings to comply with Policy Mix requirements. All parking is off road apart from the central courtyard area serving 5 dwellings.

12. Do the proposals create street scenes with a coherent and appropriate character in terms of scale, rhythm, proportion, height, materials and colour particularly in areas where buildings are an important component of character ?

The street scenes along School Road and Orchard Road reflect the existing rhythm, density and dwelling types on these roads. No dwellings are proposed over two storeys. All materials and details will use vernacular materials commonly found in Hurst (essentially red brick, white windows under a red/brown plain clay tiled roof). The proposals will not therefore be obtrusive in the streetscape. Likewise a larger deeper more rural frontage is proposed for the more rural frontage of Orchard Road. All but one grade C Ash tree is retained

along the School Road frontage. The two street frontages will not therefore be obtrusive in the landscape.

13. Do boundary treatments contribute to the quality of the public realm and to local character ?

It is not proposed to use close boarded fences in the scheme, apart from a small run (2.4m) for privacy along party boundaries nearest to each pair of dwellings. All other boundaries will be formed with post and rail, or stock fences 1200mm high and planted with native species wildlife friendly hedge planting (a mixture of dog Rose, Hawthorn, Buckthorn Hazel etc).

14. Do the proposals contribute high quality, well supervised public open space into the development ?

The site is within 2 minutes walking distance of the large POS and play areas in Martineau Lane. A small area of landscaped open space centred around the central Ash trees is incorporated in the centre of the site. This will be provided with bench seating.

15. Will the proposed hard and soft landscape create a high quality setting that is appropriate to local character ?

Only native species tree and hedge planting are proposed. All plot curtilages will have a post and rail or stock fence 1200mm high with a double staggered row of native wild life friendly hedge planting to mature to a height of 1800mm . Rural hard surfaces are proposed – tegular paving, bonded gravel, conservation kerbs etc,

16. Does the scheme provide residents with reasonable levels of visual privacy to habitable rooms. ?

All plots comply or exceed the separation and overlooking distances set out in the Design Guide.

17. Will residents have easy access to some form of amenity space ?

All plots have their own rear gardens which are a minimum of 11m deep. The flats have shared and usable community space. The existing POS and play area at Martineau Lane are within easy walking distance.

18. Will the accommodation provide adequate internal space layout that allows for a variety of lifestyles and patterns of use ?

All dwellings proposed meet or exceed the requirements of the national Technical House Standards 2015.

19. Will new and existing housing receive appropriate levels of daylight and sunlight ?

All dwellings will receive adequate daylight and sunlight. The layout complies and mostly exceeds with separation distances set out in the Design Guide. Overshadowing of habitable rooms by existing trees is avoided.

20. Is the building carefully designed with a coherent design approach that includes its form, elevation and detailing regardless of its architectural style ?

The local vernacular architecture of Hurst will be taken into account at reserved matters stage. The indicative layout shows detached houses, semi detached houses, flats and a small terrace all of which are evident in Hurst and all within 100m of the application site

21. Does the design integrate detailed elements such as bin stores, meter boxes, letter boxes, satellite dishes, cycle storage etc. into the overall proposals to avoid future clutter ?

Secure and covered bin stores and cycle stores are proposed for the flats plots 16 to 21. Remaining plots have secure cycle storage provided within their curtilages. All other matters are reserved matters for future approval.

22. Does the layout contribute towards environmental sustainability, in particular to mitigating climate change ?

Yes, see separate Energy and Sustainability Statement and SUD's proposals for details.

23. Backland development

N/A

24. Extensions.....

N/A

5.0 CONCLUSION



The proposed development of 24 dwellings on the site in context

The context plan above shows that the proposed development fits in seamlessly with the existing development along School Road and Orchard Road. The relative densities and house types along both of these two frontages reflect these existing characteristics. The overall density proposed is a village density of 20 dwellings per ha. Martineau Lane, for example, (extent as shown on Context Plan above excluding POS) has a density of 28 dwellings per ha.



Martineau Lane development. Within 30m of the application site

The indicative layout, context plan and the detailed analysis outlined in this DAS show that the site can be developed in a manner appropriate to its setting and location within Hurst and at the same time be compliant with the design guides contained in the Wokingham Borough Design Guide SPD and A Design for Hurst.