

7.0 Phase 1c Residential Proposals

7.2 LAYOUT

The Phase 1c layout reflects feedback from the Design Team meetings and the stakeholder and community engagement undertaken throughout the masterplanning process.

The adjacent site layout forms the basis of the residential element of the detailed Phase 1 application.

It comprises a mixture of 92 properties including:

- Coach houses
- Terraced houses
- Townhouses
- Semi-detached houses
- Detached houses.

- 1 Traditional streets overlooked by houses
- 2 Townhouses overlooking the park
- 3 Retained groups of mature trees
- 4 Houses with on plot parking
- 5 Houses with private garages
- 6 Back gardens for all houses
- 7 Front Gardens for all houses
- 8 Allocated parking within sight of property
- 9 Outdoor exercise equipment
- 10 Formal pedestrian and cycle link to the canal
- 11 A variety of houses from 2 bedroom starter homes to 4 bedroom townhouses
- 12 Mews shared surface streets
- 13 Publicly accessible playing fields



Fig 7.23 Phase 1c Illustrative Site Layout

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7.2.1 Scale

The adjacent diagram demonstrates the building height distribution across the Phase 1 residential area. The properties around the perimeter of the Phase 1 residential area are predominantly 2.5 and 3 storeys high.

The properties in the more central mews streets are predominantly 2 storeys high.

7.2.2 Use and amount of development

This area of the regeneration comprises purely residential development.

The adjacent tenure diagram demonstrates the tenure distribution across the Phase 1 residential area.



Fig 7.24 Building Heights Diagram

There are a total of 92 new homes within the Phase 1 proposals of which 79 are market for sale properties and 13 are affordable properties.

The proposed property mix supports the decant and relocation of existing tenants and homeowners. It allows as many residents as possible to remain within Sheerwater should they wish to do so.

The following table provides a breakdown of the quantity, size and tenure of properties within the Phase 1 residential area.



Fig 7.25 Tenure Diagram

Phase 1c Accommodation Schedule

Affordable			
Housetype	GIA (m²)	GIA (ft²)	no of units
2 bed 4 person house	77	829	4
3 bed 5 person house	90	969	9
Total affordable units			13

Private			
Housetype	GIA (m²)	GIA (ft²)	no of unit
2 bed house	70	753	5
2 bed coach house	78	840	2
3 bed house	80	861	4
3 bed house	96	1033	11
3 bed house	110	1184	5
3 bed house	126	1356	10
4 bed house	112	1206	20
4 bed house	135	1453	16
4 bed house	198	2131	3
5 bed house	235	2530	3
Total Private Units			79

Total no of units	92
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7.2.3 Parking

The Phase 1 proposals formalise car parking provision ensuring all new homes have allocated parking space(s) on plot or on street in close proximity to the dwelling.

The quantity of residential parking spaces provided within Phase 1 is aligned with the maximum standards specified by the Local Planning Authority in its Parking Supplementary Policy Document (SPD).

The SPD states that:

'Maximum standards per unit to achieve an average of 1.5 spaces per dwelling across the Borough The maximum residential standard will be applied to development proposals above a threshold of 20 dwellings or more'

The Phase 1 proposals will provide 179 residential spaces and 13 visitor spaces creating a total of 192 spaces.

Residential spaces will be allocated in accordance with the following table.

Unit Type	No. of parking spaces
2 bedroom coach house	1
2 bedroom house	1
3 bedroom house	2
4 bedroom house	2
5 bedroom house	2

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7.2.4 Private Amenity

All Phase 1 residential properties will have private amenity space in the form of front and rear gardens, balconies or roof terraces.

The adjacent diagram highlights the types of private amenity provision in Phase 1c. For quantum of amenity in the rear gardens please refer to drawing:

MAN-SHE_HTA-A_P1-XX-DR_0110

7.2.5 Refuse strategy

The adjacent plan identifies the proposed refuse collection strategy and the location of refuse and recycling storage.

The volume of refuse and recycling storage has been defined using the WBC document “Waste and recycling provisions for new residential dwellings”.



Fig 7.26 Private Amenity Diagram



Fig 7.27 Refuse strategy diagram

7.3 LANDSCAPE STRATEGY

The phase one area has a rich and varied mix of streets and open spaces which have been designed to be people-friendly, green, pleasant places to live in keeping with the woodland character of the nearby Basingstoke Canal corridor.

7.3.1 Vehicle Circulation

The phase one development area contains primary, secondary and tertiary streets. These have been divided into a series of streetscape characters to reflect their location and use. The streetscape characters within the phase one development are as follows:

- Eastern Avenue;
- Canal Side;
- Park Edge; and
- Mews.

The 'Eastern Avenue' is designated as a primary street and is one of the key north / south 'green links' through the Masterplan. It accommodates two-way vehicular traffic and will resemble a traditional street in appearance. It connects the future

neighbourhood spine to the south with the 'Canal Side' character area at the northern edge of the site.

The 'Canal Side' is a secondary street and, once the development of the full Masterplan is complete, will form the main east / west loop around the northern edge of the site. As with the Eastern Avenue, it will resemble a traditional road in appearance. It will accommodate on-street parking on the southern edge.

The majority of the streets within the Phase 1 area are tertiary streets which will be designed to shared surface principles. There are two types of tertiary street: mews streets and streets along the park edge.

The 'Mews' streets will be designed to prioritise pedestrians, although vehicle circulation and parking will be accommodated. They will be two-way for traffic, although the width of the mews will vary in order to promote natural traffic calming.

The 'Park Edge' streets will also be shared surfaces and will accommodate two-way vehicular circulation and service vehicles.

6.3.2 Pedestrian Circulation

The phase one area is intended to be a lively, people-friendly place, with a social ethos which fosters casual interaction between neighbours. As such, a comprehensive and legible system of pedestrian footways has been developed.

Pedestrian footways have been provided on both sides of the 'Eastern Avenue'. This connects with a footway on the southern side of the 'Canal Side' street.

Although the 'Mews' streets are shared surface areas where pedestrians are intended to have priority over vehicles, designated continuous footways have been provided for people who do not feel safe sharing surfaces with vehicles. These will be delineated from the roadway by a flush kerb.

As the 'Park Edge' streets service a relatively small number of dwellings and will therefore have less vehicular traffic, cars and pedestrians will share the same circulation area. Traffic calming will however be promoted through the design of the streets and the surface material used.

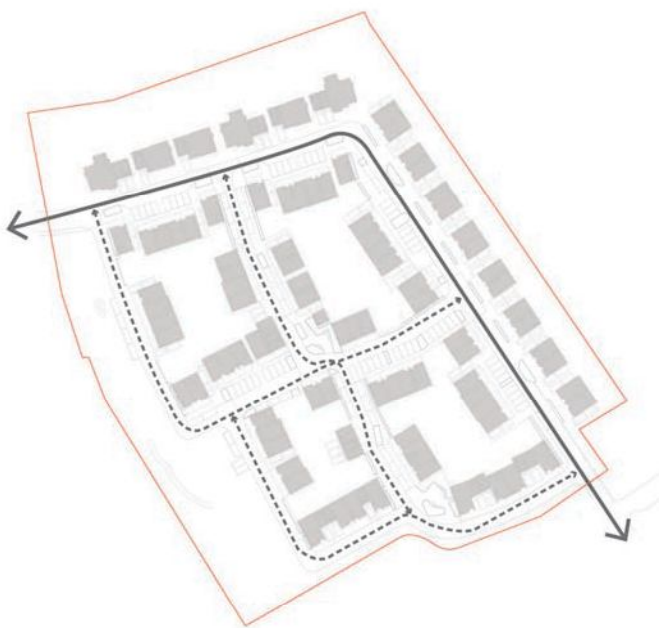


Fig 7.28 Vehicular Circulation diagram

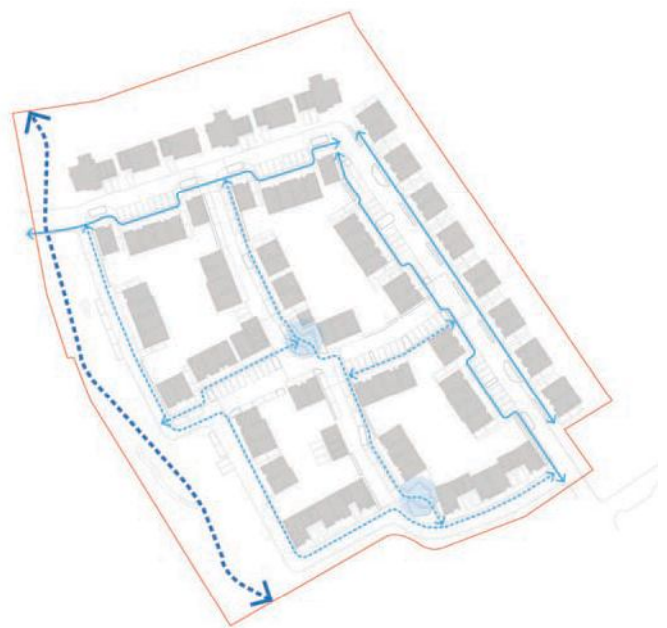


Fig 7.29 Pedestrian Circulation diagram

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7.3.3 Surface Materials

Primary and secondary streets will resemble more traditional streets with predominantly bitumen carriageways. On-street parking bays will however be formed from porous precast concrete block paving as part of the site-wide SuDS strategy. There will be a change of material in the carriageway at key junctions to promote traffic calming and signify the transition into tertiary streets.

The mews streets will be formed from a material that is in keeping with the design of shared surface streets such as precast concrete block paving. This is in order to distinguish these streets from primary / secondary streets and to help create a public realm environment that feels like a people place rather than an environment where the car is dominant.

Communal social spaces within the mews streets public realm will be signified by a change in material or colour.

The park edge tertiary streets will be designed to shared surface principles, and will predominantly be formed from bituminous material.



Fig 7.30 Surface materials diagram



Fig 7.31 Existing trees diagram

7.3.4 Existing Trees

The primary area of existing trees within the phase one development area is the section of the Basingstoke Canal mature mixed woodland which runs along the northern edge of the site.

In addition to this, there is a band of north / south running mature trees connected with the canal side woodland which runs behind the houses on the eastern avenue. These trees will be retained and protected during the construction of the phase one development area.

There are also a number of existing mature deciduous trees being retained at the south-western corner of the site. These will become part of the new central park.

7.3.5 Proposed Trees

New tree planting within the Phase 1 residential area will include four types of tree:

- Primary / secondary street trees
- Trees within mews streets
- Trees to communal social spaces within mews streets
- Parkland trees

Primary / secondary street trees will be deciduous with a minimum clear stem of two metres. They will be medium scale with a light canopy. Where they are planted within rain gardens, they will be tolerant of wet soils.

Trees within mews streets are to be Silver birch in order that they have a light canopy and can be planted singly or in groups of up to two.



Fig 7.32 New tree planting diagram

Trees within the two communal social spaces within the mews streets will be unique to these areas in order to signify that they have a special function. It is intended that they are multi-stem form and will be planted in a mix containing species such as Amelanchier, Sorbus, Prunus and Betula.

The new trees within the park will be larger species with a long life expectancy. They provide an opportunity to reflect the planting which currently exists within the

regeneration area and will therefore be a combination of both native and more unusual non-native species. There will also be a proportion of coniferous species such as Scot's pine.

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7.3.6 Boundary Treatments

The boundary treatment to the front of dwellings within the Phase 1 development area to reflect individual house types and to add interest within the public realm.

Within terraced housing where refuse and bicycle stores are required at the front of properties, a combination of low walls and railings are proposed in order to maximise the amount of space available. Where walls are screening refuse bins, they will be a minimum of 1.2m in height. This height will be reduced in areas where storage functions are not present.

The boundaries at the gables of dwellings will be formed from 1.8m high matching brick walls. This will provide a strong boundary treatment within the public realm.

For areas of detached and semi-detached housing where storage functions are contained at the rear of the dwellings and there is more space available at the front, the boundaries will be delineated by hedges. These will typically be 1.2m in height and will provide interest with the public realm and contribute to the green structure of the new development.

Hedges are also proposed as boundaries at the front of the canal side houses. They will be higher than the hedges within the rest of Phase 1, and at circa 1.8m in height, will afford greater privacy to these properties.

Along the park edge, the use of vertical boundaries to delineate the edge of the properties will be minimised in favour of shrub and herbaceous planting that integrate the park character into the streetscape.



Fig 7.33 Boundary treatment diagrams

7.4 APPEARANCE

The scheme has a very deliberate character, which will be both sympathetic to the local context and retain an identity of its own. A high quality detailed and consistent architectural treatment will assist in creating a unique and sustainable development.

7.4.1 Design Inspiration

The inspiration for the design of the Phase 1c housing elevations comes from the analysis of the local Arts and Crafts vernacular prevailing within the immediate context as well as the character described in Woking's Character Area Study 2010 by the Landscape Partnership.

Arts and Crafts features are applied in a contemporary way to deliver residential properties suitable for modern living.

7.4.2 Design Rationale

The design rationale is based on the principle of simple application of several design principles that influence the selection of materials, the location of special features and the differentiation of elevational treatment between different dwellings and groupings of dwellings.

Generic simplicity and repetition of familiar housing typologies is improved with combinations of different types and occasional specials, carefully composed in groups for spatial effect.

The application of materials and elevational features determined by:

- The Masterplan character area the housing belongs to.
- The identification of key corner/elevations where special elevational treatments are expected.



Fig 7.34 Key corners and vistas



Fig 7.35 Character Area application on Phase 1c

The proposed elevations include:

- A variety of brick colours to differentiate between the different character areas and localities
- Introduction of tile hanging in key locations
- Large windows and balconies to take advantage of the views to the open space
- Specially designed units to mark key corners and assist with orientation and way finding
- Windows on side elevations to ensure maximum overlooking of the public realm.

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7.4.3 Street Elevations

Park Edge

The homes fronting the new linear park will predominantly be three storeys high and will have large windows and occasional balconies at key locations to take advantage of the views across the park.

The majority of the houses along the Park Edge will be gable fronted.

Elevational treatments to these properties will include:

- Brick
- Timber cladding
- Rainscreen cladding
- Grey framed windows
- Glass balustrades
- Clay roof tiles



Fig 7.37 Park Edge Site elevation



Fig 7.38 Park Edge Site elevation



Fig 7.36 CGI of the Park Edge Character Area



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Canal Side

The design of the Canal Side properties draws inspiration from the neighbouring Woodham and Old Avenue areas to create a unique character within the proposed masterplan.

The introduction of larger non-standard house types allows the individuality of the local Arts and Crafts vernacular to be integrated within the design proposals.

Materials and colours vary between properties to create individuality.

Elevational treatments to these properties will include:

- Brick
- Vertically hung clay tiles
- Grey framed windows
- Clay roof tiles



Fig 7.40 Canal Side street elevation



Fig 7.41 Canal Side street elevation



Fig 7.39 CGI of the Canal Side Character Area



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Avenues

The terraces and semi-detached homes along the Avenue range between two and three storeys high.

With the exception of houses on special corners and in key locations, the majority of the properties are eaves fronted.

A varied roofscape, including feature dormers, is proposed to avoid homogeneity and repetition.

Changes in material use and colour palette are used to mark corners and key locations. This aids legibility and wayfinding.

Elevational treatments to these properties include:

- Brick
- Vertically hung clay tiles
- Rain screen cladding
- Grey framed windows
- Clay roof tiles



Fig 7.43 Avenue street elevation



Fig 7.44 Avenue street elevation



Fig 7.42 CGI of the Avenue Character Area



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Mews

The Mews will provide a secure and intimate environment with homes that are mostly two storeys and shared surface streets that encourage and give priority to pedestrian movement.

The Mews are designed to be compact and neighbourly areas. Lighter colour brickwork will be used to create a spacious feel and low level front boundary treatments will encourage social interaction and promote a sense of community.

Elevational treatments to these properties include:

- Brick
- Rainscreen cladding
- Grey framed windows
- Grey concrete tiles



Fig 7.46 Mews street elevation



Fig 7.47 Mews street elevation



Fig 7.45 CGI of the Mews Character Area



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7.5 ACCESS

7.5.1 Secure by Design

Improving the safety and security of Sheerwater and is one of the key project objectives.

Design development has been guided by the Secured by Design principles. The layout of the dwellings, connection with established movement networks creation of well defined, well overlooked, and busy public spaces will help to reduce crime and the fear of crime.

The regeneration proposals were presented to the local Design Out Crime Officer on 11th November 2014. Feedback was as follows:

- Consider improvements to the rear boundary treatments of Plots 71 to 92 which are exposed to the public realm.
- Consider security of non gated on plot car parking
- Gates to be included in the design of the coach houses
- Cycle storage to be SBD compliant
- Front entrance recesses to be no more than 600mm deep

The Project Team will continue to engage with the Design Out Crime Officer throughout the design development process.

7.5.2 Urban Design

The site layout has been designed to create natural legibility and wayfinding, and avoid the need for unnecessary and unsightly signage.

7.5.3 Accessible new homes

The proposed residential properties have been designed to maximise inclusivity and accessibility for the whole community.

Specific design features that support this strategy include:

- The approach to all properties is wide enough to accommodate wheelchair access.
- Accessible thresholds will be provided to all properties
- There are no level changes within properties
- All properties have entrance level living accommodation
- Kitchen, dining and living areas can be open plan or separated to satisfy diverse local culture

The new properties have been designed to satisfy as many Lifetime Homes criteria as possible, thus providing accessible and adaptable accommodation.

Lifetime Homes Criteria include the following:

- Easy access from car parking
- Fully accessible communal circulation
- Minimum widths to doorways and corridors
- Space for turning a wheelchair in dining areas and living rooms
- Living space at entrance level
- Entrance level WC and Shower Drainage
- Walls in bathroom and WC capable of taking supported handrails
- Provision for a future stairlift and through the floor lift
- Reasonable route for a potential hoist from a main bedroom to the bathroom
- Bathroom designed to incorporate ease of access to the bath, WC and wash basin
- Living room window glazing begins at 800mm or lower.

The following table demonstrates the Lifetime Homes criteria that are satisfied by each of the proposed property types.

The two affordable house types satisfy all 16 of the Lifetime Homes criteria.

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		Affordable		Private									
Lifetime Homes Criteria		2b4p house 77m ²	3b5p house 90m ²	2b4p house 70m ²	2b4p coach-house 78m ²	3b5p house 80m ²	3b5p house 96m ²	3b5p house 110m ²	3b6p house 126m ²	4b7p house 112m ²	4b7p house 135m ²	4b8p house 198m ²	5b10p house 235m ²
1	Parking (width or widening capability)	√	√	only when on plot	x	only when on plot	only when on plot	only when on plot	only when on plot	only when on plot	only when on plot	√	√
2	Approach to dwelling from parking (distance, gradients and widths)	√	√	√	√	√	√	√	√	√	√	√	√
3	Approach to all entrances	√	√	√	√	√	√	√	√	√	√	√	√
4	Entrances	√	√	√	√	√	√	√	√	√	√	√	√
5	Communal stairs and lifts	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6	Internal doorways and hallways	√	√	√	√	√	√	√	√	√	√	√	√
7	Circulation Space	√	√	x	x	x	x	x	x	x	x	√	√
8	Entrance level living space	√	√	√	√	√	√	√	√	√	√	√	√
9	Potential for entrance level bed-space	√	√	x	x	x	x	x	x	x	x	√	√
10	Entrance level WC and shower drainage	√	√	x	x	x	x	x	x	x	x	x	x
11	WC and bathroom walls	√	√	x	x	x	x	x	x	x	x	x	x
12	Stairs and potential through-floor lift in dwellings	√	√	x	x	x	x	x	x	x	x	x	x
13	Potential for fitting of hoists and bedroom / bathroom relationship	√	√	x	x	x	x	x	x	x	x	x	x
14	Bathrooms	√	√	x	x	x	x	x	x	x	x	x	x
15	Glazing and window handle heights	√	√	√	√	√	√	√	√	√	√	√	√