

WICHEL FIELDS

VISION

Wichel Fields will see the creation of a contemporary residential development comprising a variety of housing types ranging from 1 bed apartments to 4 bed houses. Together with the adjoining District Centre retail, leisure and educational facilities, the new development will offer a number of opportunities to embrace a rich and active lifestyle.

Set within a framework of key spaces formed by the canal, attractive drainage and landscaping features and key pedestrian/cycle links, a vibrant, healthy and exciting environment will be created in which a new community can engage and thrive.



Wichel Fields

=



Lifestyle

Active and engaged new community.

+



Connections

Legible and accessible multi-modal routes and linkages.

+



Character

Contemporary architecture creating a gateway to Middle Wichel.

CONTEXT

Wichel Fields lies between the M4 motorway in the south and Foxham Way in the north. To the east is the planned sports hub, open space and development at East Wichel. To the west are Waitrose, the recently approved residential development and the Wilts and Berks canal.

The site is currently vacant aside from the temporary site offices for the adjoining residential developments currently under construction. The site is surrounded by activity with the bus interchange, Waitrose shoppers, Hall and Woodhouse visitors and the public open space to the east.

The character of the immediate surrounding area is being established by the exciting new district centre buildings and the adjoining contemporary residential developments. Brick is the primary material, with colours ranging from a light buff stock brick to darker textured grey bricks.

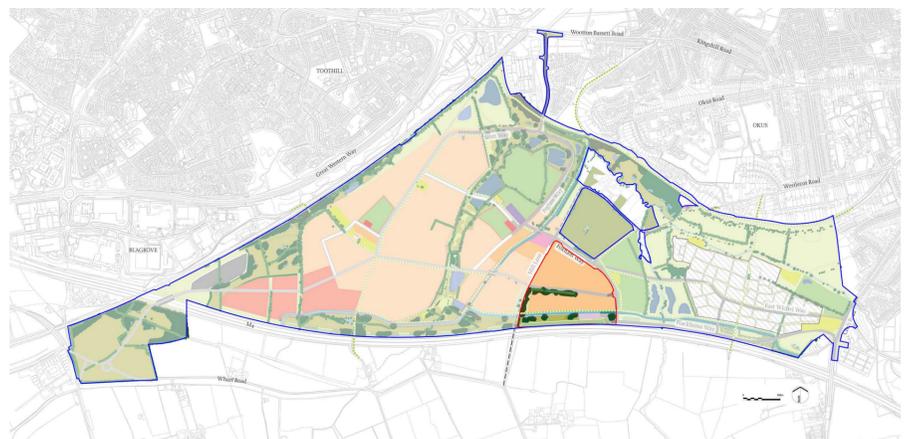
To the east of the site lies East Wichel. This development is traditional in design and ornate in detail. The public open space and sports hub provide a large area of separation between the development at East Wichel and Wichel Fields. The canal and towpath, cycleway and bus link connect these two neighbourhoods.

To the north of the site is the Scheduled Monument. This Scheduled Monument site is separated from Wichel Fields by the bus interchange, Foxham Way and existing mature vegetation.



Wichel Fields Site Boundary Outline Planning Application Boundary

Site Location Plan



LUMP 2 Masterplan



FRAMEWORKS

LAND USE

Wichel Fields will be composed of residential development.

The development will provide around 450 dwellings, including affordable housing, comprising a mix of house types and sizes, from 1 bedroom apartments to 4 bedroom detached houses.

Public Open Space and Landscaping

The open space is a key component, providing a setting for the development as well as providing green spaces within the built area. Existing important mature trees and hedgerows will be retained where possible and new strategic landscaping is proposed. The continuation of the Wilts and Berks Canal and the provision of a noise bund provide the setting to the southern section of development.



Figure 1: Land Use Plan

Mandatory:

- Residential development
- Extension of Wilts and Berks Canal
- Noise Bund and strategic planting

TOWNSCAPE FRAMEWORK

In order to aid legibility and wayfinding throughout Wichel Fields, a series of key spaces and buildings have been identified.

It is important that these are celebrated and highlighted in order to further enhance legibility and placemaking. Possible ways of achieving this are architectural treatment, landscaping, enhanced height, materiality and detailing. Specifically these aspects should come together within Wichel Fields to enhance the key routes through it and characterise the key areas within it.

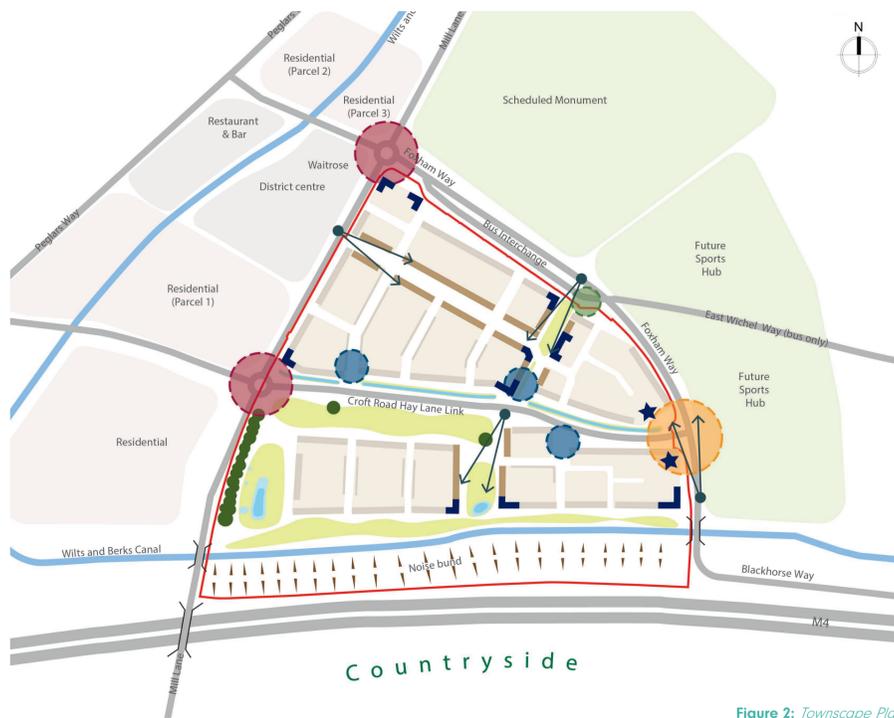
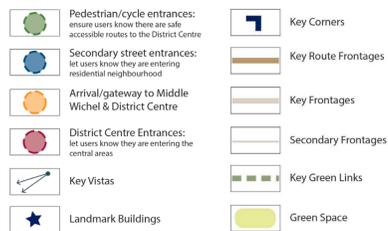


Figure 2: Townscape Plan

Mandatory:

- Landmark buildings must be distinct in some way from their immediate surroundings, either through architectural treatment, detailing or scale.

Guidance:

- The designers are encouraged to ensure key corners are achieved where all key nodes are highlighted in order to frame entrance points and create a sense of arrival. There is flexibility in how this is achieved, whether this be by public space, landscape treatment or build form.

HEIGHT FRAMEWORK

The heights of the buildings serve to reinforce the legibility of the development. The heights of buildings increase along the strategic routes to highlight these routes and in so doing aid legibility for those moving in and around the development. The increase in height also serves to increase the natural surveillance over these important movement routes.

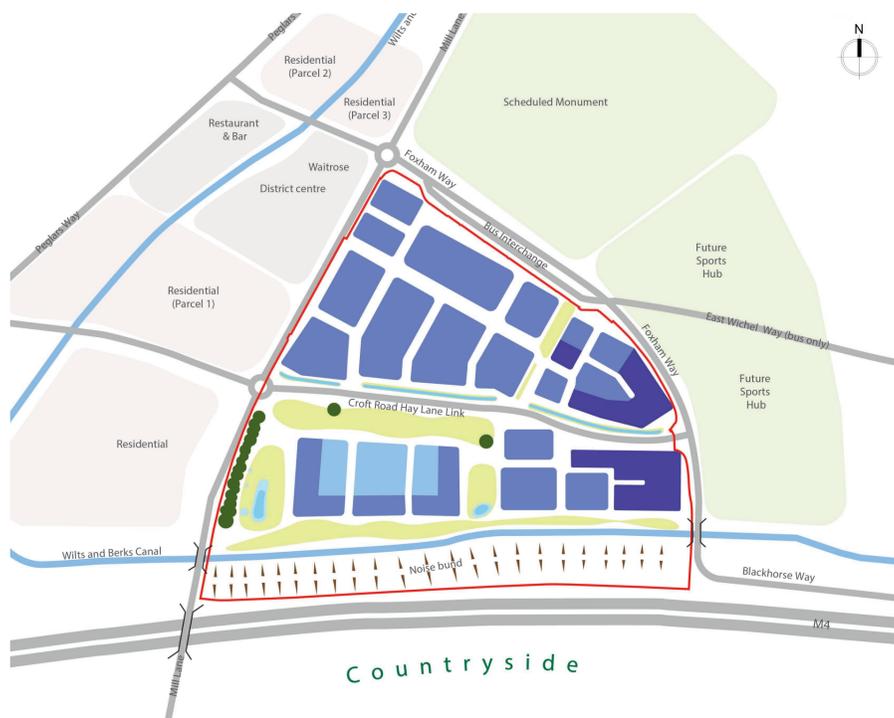


Figure 3: Height Plan

Mandatory:

- The maximum height of buildings as shown on the plan must not be exceeded except when responding to key views/corners.

Guidance:

- It is expected that buildings will reach the maximum height at some point within each block.



STREETS FRAMEWORK

The street framework will create a walkable neighbourhood with a clear hierarchy of interlinking streets to form a safe and legible development.

The new development will provide a range of dwellings within easy distance of public transport, and will have good pedestrian and cycle links providing easy access to services and facilities. Legibility, through a hierarchy of routes and streets will be important to provide a sense of orientation.

Vehicular access to the site will be from Foxham Way and Mill Lane.

The new east west Croft Road Hay Lane Link (CRHLL) will ultimately link East Wichel to West Wichel and extend under the M4 to connect with junction 16 of the motorway. The CRHLL provides access to the residential areas to the north and south of this road.

An important bus route runs along the north of Wichel Fields, coming along East Wichel Way on to Foxham Way and into the Bus Interchange located in the centre of the northern edge of the area. From here, a bus route will be provided to the district centre and to West Wichel beyond, completing a vital section of the public transport network connecting East, Middle and West Wichel.

The circulation pattern within the site has been developed on the basis of the following principles;

- Permeability
 - The network of cycleway / footpaths proposed will encourage alternative modes of travel such as walking and cycling and will knit the proposed development with the existing developments.

- Safety
 - A network of streets will help spread traffic volumes through a choice of routes. This approach will create a safer, less congested network.
 - With the exception of the CRHLL, which is 30mph, all roads have been designed with a maximum speed of 20mph. This will help to create safe conditions for pedestrians and cyclists.
 - All routes will be well lit with natural surveillance from adjacent housing provided where possible

The hierarchy of routes include;

- Footpaths/Cycleways
- Primary Route / Bus route
- Secondary Street
- Green Streets
- Residential Streets
- Mews
- Lane / Close

This hierarchy is set up to serve different functions. The placemaking section further in the document sets out the character for each street.

Mandatory:

- The location of the primary and secondary streets shown on the plan are fixed.
- The tertiary streets and private drives must support the hierarchy and block structure.



Figure 4: Street Hierarchy Plan

Guidance:

- The location of the tertiary streets are shown as guidance and can be adjusted to reflect detailed parcel layouts.

CYCLE & PEDESTRIAN FRAMEWORK

A network of cycle and pedestrian links ensure accessibility across Wichel Fields from all directions.

The pattern of circulation for pedestrians, cyclists and vehicles is identified in the plan alongside.

Other arrangements may be acceptable subject to meeting the same criteria set out in this section.

The main pedestrian and cycleway access points to the site are set out below;

- Via the footpath / cycleway from East Wichel.
- Via the towpath along the canal.
- Via existing footpath that runs from Waitrose from the bus interchange immediately north of the site

Mandatory:

- Shared footway / cycleways of 3m wide must be provided on one side of the Primary routes.
- Separate footpaths, of 2m wide must be provided on at least one side of the primary, secondary and tertiary streets.
- The cycleway and footpath network must be well lit, and where they pass through the residential development must be overlooked by a number of dwellings.

Guidance:

- Pedestrians and cyclists will have priority along the lower levels of the road hierarchy including within shared surface lanes and mews areas, where traffic speeds will be designed to be lower.

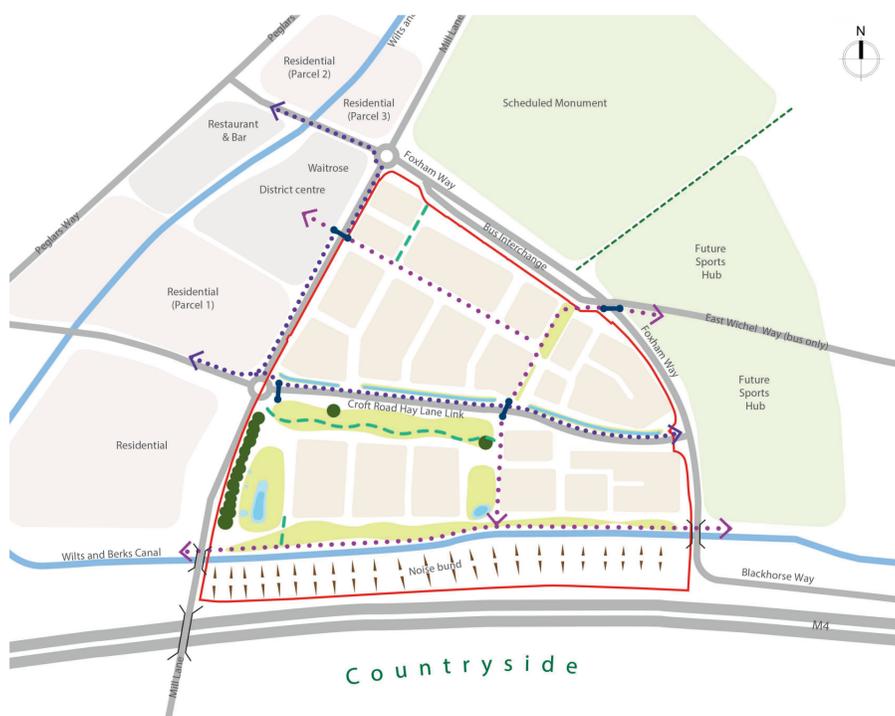
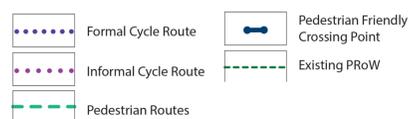


Figure 5: Cycle and Pedestrian Plan



PLACEMAKING

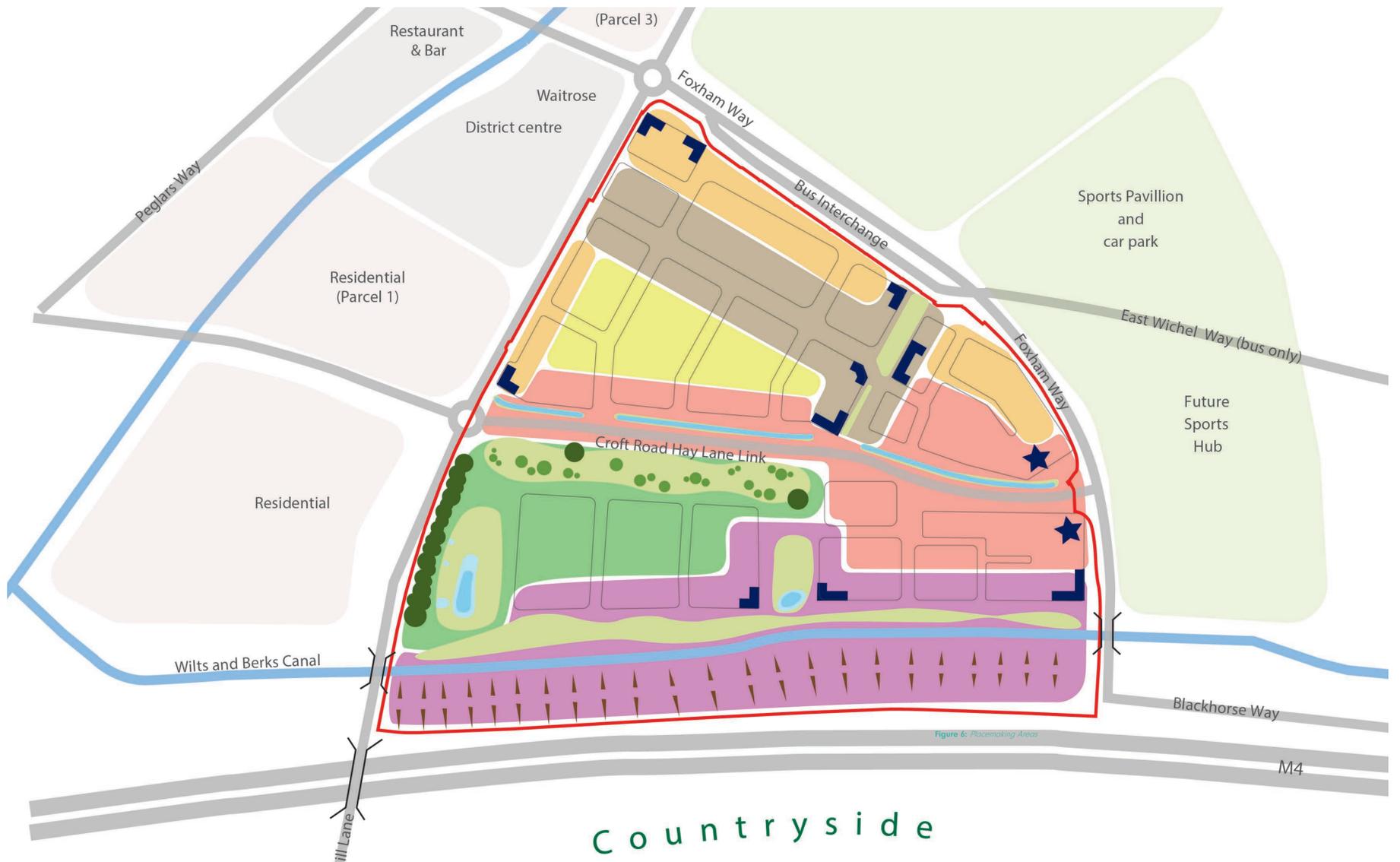


Figure 6: Placemaking Areas



CANALSIDE

The extension of the existing Wilts and Berks canal westward creates an exciting opportunity for a new waterside community that is well connected and enhanced by the landscape led environment immediately to the south. The new buildings are inspired by the emerging District Centre architecture. They will be contemporary in design, made distinctive with a repetition of 2 and 3 storey gable fronted buildings, with vertical cladding and brickwork. Large, well-proportioned windows will allow the south facing views over the canal to be enjoyed. The proposed bunding and associated landscaping will protect the residential development from the visual and acoustic effects of the M4 motorway beyond. The extension to the existing towpath will provide a strategic pedestrian link with East Wichel and in future the District Centre. The bridge crossing of the canal makes this area of development a crucial transition point and an opportunity for a change in the architectural language of the two communities.



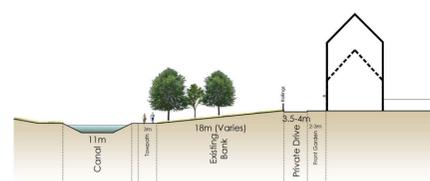
Figure 7: Canalside Placemaking Area



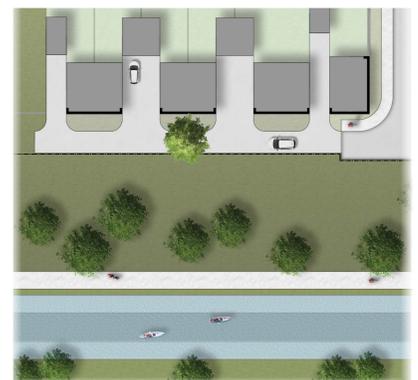
View looking west along canal



Figure 8: Canalside Key Space Plan



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CROFT ROAD HAY LANE LINK (CRHLL)

The Croft Road Hay Lane Link (CRHLL) in the main east west movement corridor through Wichel Fields

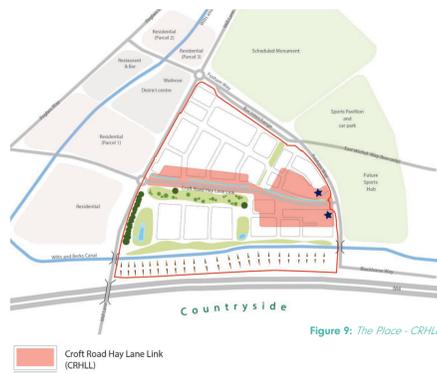
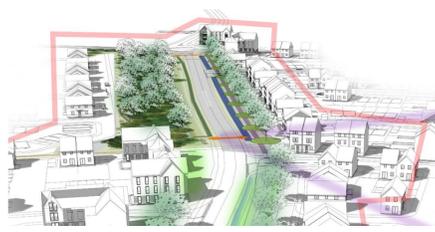


Figure 9: The Place - CRHLL



Aerial view of approach to CRHLL from Foxham Way



Indicative Street Study



Indicative Street Study

WICHEL WOOD

Nestled between wooded area and the Canal, the Wichel Wood properties will have a unique character. Properties will generally be smaller in scale and there will be limited traffic movement.

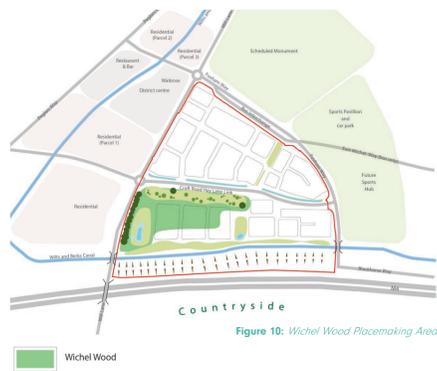


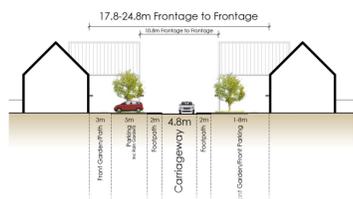
Figure 10: Wichel Wood Placemaking Area



View looking west along canal



Wichel Wood Key Space Plan



Indicative Street Study



- | | | | |
|--|--|--|--|
| Existing Elements
Trees and vegetation
Existing planting to be retained
Hydrology
Pond retained
Watercourses and ditches retained
Levels
+100.21 | Proposed Elements
Trees, Vegetation and Planting
Woodland Tree planting
Tussock Grass and Woodland Understorey
Marginal planting
Tree planting
Hedge planting | Access
Footpath
Pedestrian/Cycle Path
Formal crossing point
Drainage
SuDS basin and earthworks | Furniture and structures
Timber bollards
Seating
Swale
Built Form
Development Frontage |
|--|--|--|--|

THE CORE

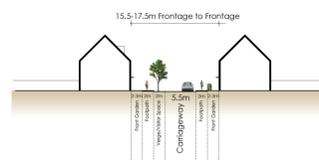
The urban design of the Core Area should create a simple residential urban structure focused on simple, good quality residential homes situated on attractive streets.



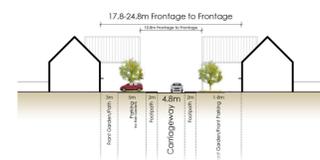
Figure 11: The Place - The Core



View looking into Tertiary Street 'room'



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WICHEL LINK

Wichel Link is an extension of the existing Waitrose walk, and forms a strategic link through the residential parcel, connecting the District Centre to Wichel Fields and on to the playing fields and eventually East Wichel. The link will embed the development alongside the District Centre whilst also marking the entrance to the more compact and contemporary area of Wichel Fields.



Figure 12: The Place - Wichel Link



View down Wichel Link



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Wichel Link Key Space Plan

FOXHAM WAY/MILL LANE

The main front of the Wichel Fields area onto the existing highway network, the urban design of this area must respond appropriately to this context.



Figure 13: The Place - Foxham Way/Mill Lane



View from Bus-link towards Bus Interchange on Foxham Way



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Thank you for attending the Wichelstowe Design Code Exhibition. If you have any comments, please leave these on the comment sheets provided or send via e-mail to emma.leake@dwh.co.uk

It is anticipated that the Design Codes will be updated to reflect any comments received and submitted to the Local Planning Authority in the next couple of months. There will be a further opportunity to comment through the formal planning process.

