

Layout - Highways Details

The highways design for the proposed development has been thoughtfully designed in alignment with the Wokingham Highways Design Guide to ensure functionality, safety, and adherence to local standards.

Key parameters, including radii, road widths, and service margins, meet the specific requirements outlined in the design guide, supporting a well-structured and efficient road network.

Tracking analysis has also been conducted to confirm compliance with these guidelines, ensuring suitable access and manoeuvrability throughout the site.

The layout includes raised tables for traffic calming, encouraging slower speeds and safer conditions within residential areas. While indicative pedestrian crossing points are illustrated, their exact details will be refined further in the technical design stage to optimise safety and accessibility.

All roads within the development will be constructed to adoptable standards, ensuring they are suitable for use by the local community. However, only the main primary road and the secondary loop are intended for adoption, with other roads maintained privately. This approach balances the need for accessible, durable infrastructure with the character and functionality of the site, contributing to a cohesive and well-integrated highways strategy.

Full details can be seen on the submitted Highways Layout (DES-703-109-1).

Drawing Key

-  Adoptable Extent
-  Pedestrian Crossing Location
-  Road Dimensions
-  Raised Tables
-  Driveway Dimensions



Design and Access Summary

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| <b>Amount</b>                  | Overall the site is 12.31Ha. 200 dwellings are proposed on a net development area of 6.99Ha. This gives a density of 29 dwellings per hectare.                                                                                                                                                                                                                                                                                   | can be found in the Supporting Statements (DES-703-402) document which is submitted in support of this application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Layout</b>                  | <p>The layout has been formulated with the best design principles in mind.</p> <p>Street frontage and public spaces are overlooked by dwellings to create a safe public realm with private gardens to the rear of houses.</p> <p>Key buildings have been positioned in prominent locations or to terminate vistas within the development.</p> <p>A total of 445 parking spaces are proposed, of which 40 are visitor spaces.</p> | <p>Roof pitches will range from 30 to 50 degrees dependant on location.</p> <p>The layout will take advantage of passive solar design where practical.</p> <p>The dwellings are dual aspect with open-able windows to capitalize on daylight and allow natural, through ventilation.</p> <p>All dwellings will comply with extant Building Regulations and it is anticipated that the type of renewable energy will primarily be through improved fabric efficiency coupled with the use of Photovoltaic panels mounted on the roofs of properties where required.</p> <p>Croudace are part of the Considerate Constructorscheme and during construction will implement a site waste management program ensuring the development has as little impact on the environment as possible.</p> <p>As a new development in the area, the resultant building works and additional families will benefit the wider community through the patronage of local services.</p> <p>The development will generate monies through the unilateral undertaking contributions which will be used to benefit the wider community.</p> <p>All plots will be provided with a water butt and compost bin to promote sustainable living.</p> <p>Further details of the sustainability approach</p> |
| <b>Appearance</b>              | <p>The proposals will incorporate the best of local architecture styles and features found within the areas of Twyford. It has been proposed following a thorough character appraisal of the local area.</p> <p>The proposed palette of materials will include red facing brickwork, contrasting brick features, render, white weatherboard, cream</p>                                                                           | <p>Security and Crime Prevention Measures</p> <p>The proposed development is designed with security in mind, with the majority of houses and principle living accommodation orientated to overlook the public realm and car parking areas to provide natural surveillance.</p> <p>All houses will have PIR front door lights.</p> <p>Simple boundary treatments, have been designed to provide a good level of security without creating a cramped layout within the private realm.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Sustainable Development</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

Secured By Design

The following section of this Design and Access statement sets out the schemes compliance and consideration of Secured By Design for residential development.

Roads and Footpaths

Roads have been designed to provide safe and natural permeability throughout the scheme. Primary routes are 5.5M wide with 2M verges and 2M foot-ways, providing safe access for vehicles and pedestrians.

Primary routes through the development are lit with lighting columns.

The scheme proposes a clear street hierarchy to contribute to the safety of the new neighbourhood as well as reflect the architectural character of the area. Shared surfaces have natural surveillance from properties and foot-ways are overlooked by active functions within homes and apartments.

The development incorporates dedicated pedestrian routes and cycleways for safe and clear navigation of the scheme. Dwellings and streets have been designed to provide a strong sense of place and aid natural way-finding. Foot-ways are provided to the front of dwellings, are well lit and oriented to create straight and direct routes for cyclists and pedestrians.

Communal Areas and Play Spaces

The scheme incorporates a NEAP within the open space. Details of the play strategy are set out as part of the landscape package submission.

The open space of the development, including

the play space is fronted by multiple dwellings with active frontages for safe natural surveillance.

Amenity spaces within the development are accessed via foot and cycleways, and are located to discourage vehicular access.

Dwelling Boundaries

*All dwellings are bound by a minimum of 1.8M high enclosures. Fences, brick screen walls or hedges backed with fencing provide secure boundaries to all dwellings within the scheme. Rear gates at 1.8M high will be provided to all dwellings.*

*Some dwelling frontages are enclosed with low level hedging or walls depending on their character and location within the development.*

*Planted areas are provided to the frontages of dwellings to provide informal boundaries between public and private space.*

Dwelling Orientation

The proposed scheme is designed to discourage crime, with dwellings fronting each other to provide passive surveillance and natural deterrents to crime.

A broad range of dwelling scales, tenures and types have been included to provide greater opportunities for natural surveillance.

All dwellings provide considered elevations, with corner plots which incorporate two active frontages to discourage anti-social behaviour.

Wherever possible footpaths to the rear of properties have been designed out.

Boundary walls, storage areas and street furniture have been designed with consideration for climbing aids to private properties.

Parking

Wherever possible all dwellings are served with private driveways with hard standing and incorporate a carport or secure garage for safe vehicle parking.

Parking has been designed wherever possible to be adjacent to or in front of dwellings. Where required, rear hard standing courts provide gated and well lit parking areas for up to 5 dwellings. Parking courts are overlooked by dwellings and active frontages where designs allowed for this.

Cycle Storage

All dwellings are provided with secure cycle storage. Apartment buildings are served by shared secured cycle stores. Dwellings are served by either a secure cycle store in rear gardens or storage space within a garage.

Lighting

All adopted roads incorporate street lighting through lamp columns at 30m intervals. Shared surfaces and private roads are lit with lighting bollards.

Walkways between apartment buildings incorporate wall mounted lights for safe access. Parking courts incorporate lighting bollards and wall mounted lights for safety.

Building for A Healthy Life

The scheme for the development aligns strongly with the principles of Building for a Healthy Life, supporting healthy lifestyles, sustainability, and a strong sense of community.

The following section sets out how the scheme has been designed with Building for a Healthy Life.

It clearly describes the characteristics of the development and how these respond positively to the requirements of Building for a Healthy Life.

Walking, Cycling, and Public Transport

The site’s strategic location within walking distance of Twyford station and multiple bus routes to High Wycombe and Reading promotes easy access to public transport, encouraging reduced car use.

The layout incorporates walkable, cycle-friendly streets, designed to promote sustainable travel, with cycle parking provided in private gardens and visitor spaces for apartments. Streets are designated 20mph zones, enhancing safety for pedestrians and cyclists.

Facilities and Services

The design promotes active frontages and uses corner units with multiple active elevations to create safe, engaging public spaces.

A network of well-integrated public squares and amenity areas offers various scales and formats to foster a sense of place and community.

Seating and information boards throughout these spaces enhance usability and engagement with the landscape.

Homes for Everyone

To address local housing needs, 40% of the scheme is affordable housing, including a mix of First Homes, shared ownership, and affordable rent properties.

A diverse selection of housing types—from apartments and maisonettes to coach houses and traditional houses—ensures inclusivity. All homes have access to private or communal

gardens, contributing to residents’ well-being.

Making the Most of What’s There

The design respects the site’s natural context, particularly the setting of the River Loddon, incorporating blue and green links that frame and enhance the layout.

The architecture complements the local scale, notably respecting Orchard House, while ecological considerations are embedded throughout, ensuring protection and biodiversity.

A Memorable Character

This scheme was crafted through multiple design iterations, integrating urban design principles, local policies, and development needs.

A thorough character assessment of the area identified key forms, materials, and details that inform the five character areas across the site.

These areas, alongside key nodes such as the public green square and blue connectivity points, create a distinctive sense of place.

Well-Defined Streets and Spaces

The layout follows perimeter block principles with active frontages, layered with a clear street hierarchy responding to site constraints.

Corner buildings feature active elevations on all sides, while the streetscape is framed by landscaping that reflects the character of each street, with vistas that connect to green spaces and existing landscaping.

Easy to Find Your Way Around

The development is easily navigable with a distinct character and street hierarchy that naturally guides movement.

Views are thoughtfully framed towards the River Loddon, greenspaces, and key landmarks within the site, enhancing orientation and visual interest.

Healthy Streets

Streets prioritise sustainable transport with 2m-wide footways and a 3m cycle network aligned with natural desire lines.

Tree-lined streets vary in character by area, while landscapes range from hedged front gardens to ornamental plantings, creating inviting and varied streetscapes.

Cycle and Car Parking

All homes have secure cycle storage, and additional cycle parking is available in amenity areas. Visitor vehicle parking is dispersed to avoid concentration and maintains green breaks.

EV charging is available at every plot, with rear parking courts that are well-lit and overlooked for security. Parking is set back to prevent cars from dominating the streetscape.

Green and Blue Infrastructure

The scheme achieves Biodiversity Net Gain through habitat enhancement and new habitat creation, with bird and bat boxes incorporated into dwellings and trees. A landscape-led design reinforces green and blue connectivity, integrating existing

### Building for A Healthy Life

vegetation and establishing new habitats where feasible.

A NEAP and MUGA are included within the open space, providing recreation for all ages.

#### **Back of Pavement, Front of Home**

Boundaries reflect street character and hierarchy, with treatments like low hedges and estate railings.

Generous front gardens promote social interaction, and direct access from rear gardens to the street encourages easy movement, fostering a welcoming community feel.



## Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces



Design Proposal - Site Access

Through the detailed development of the scheme, it has been identified that the secondary access, which was approved at outline, requires a review to establish its suitability.

The proposal has been discussed with the local authority and the following pages display the proposed amendment and sets out the reasons for the variation.

Whilst undertaking the detailed development of the scheme to support this RM submission, it has been identified that the secondary access is not deliverable in the location approved at Outline (LPA reference: 212720 - Approved plan - 5563.003 Rev I Proposed Access Arrangements).

This is due to a combination of technical, environmental and safety considerations, which has resulted in its relocation slightly closer towards the main access roundabout into the site. The revised location is considered to improve the design, Highways safety and functionality of the development.

The site's existing topography presents significant challenges with delivering the secondary access in its approved Outline location. Due to levels issues, the development parcels and open space distribution could not be delivered as per the Outline parameter plans and S106 plans. Such changes would disrupt the scheme's intended balance, ultimately impacting both the design quality and community amenities.

Moreover, the site already includes a secondary access to the south designated for emergency use which satisfies the necessary safety and accessibility requirements. This existing southern access point allows the scheme to maintain compliance without the need for an additional secondary road access.

It was agreed following extensive discussions with the LPA Case Officer and Highways Officer that removing the approved secondary access could be supported in principle provided that an alternative emergency access was introduced along the Bath Road, to maintain

safety standards.

The alternative secondary access proposed is located at the entrance to the existing track along the A4 Bath Road, which currently provides pedestrian and vehicular access to the site. It will therefore integrate seamlessly with the proposed site layout and require minimal adjustment to the site frontage.

The revised Access Plan also strengthens sustainable travel options. The new emergency access features a 3.7-metre-wide shared surface tarmac path, primarily serving pedestrians and cyclists while doubling as an emergency access when required.

A drop-down bollard will control emergency vehicle access, providing a robust yet flexible solution that prioritises sustainability. This pathway offers direct connectivity into the development, enhancing the overall pedestrian and cyclist experience.

The decision to relocate the secondary access is also supported by Technical and Safety considerations. From a road safety perspective, reducing the number of junctions can help prevent traffic conflicts as junctions are commonly sites of high accident concentration.

By eliminating an access point, the development avoids introducing an unnecessary hazard and reduces the potential for accidents.

The existing main northern and southern access points are fully capable of managing traffic volumes without impacting local congestion, as confirmed by the Outline

permission: Transport Assessment (produced by: SMA).

Although the approved secondary access was intended to offer an additional route for pedestrians and cyclists, this need is met by the existing pedestrian and cycle access point located approximately 30-40 metres to the west, as well as connections via the new roundabout.

Widening the existing track access point retains strong pedestrian and cyclist connectivity without requiring further infrastructure, supporting both the transport needs and the sustainability goals of the scheme.

The relocation of the approved secondary access aligns with Highways safety and environmental priorities, supports a balanced site layout, and ensures compliance with Planning requirements. The development remains well-connected and accessible, while reducing potential safety risks and maintaining the integrity of the original design vision.