

Building Regulations Part M4 Compliance

The reserved matters scheme has been designed to meet the requirement of the Outline Planning approved Planning Condition 14 - Access for all which states the following:

'The application for Reserved Matters shall demonstrate how no less than 10% of market dwellings and 100% of affordable housing dwellings will be accessible and adaptable in line with M4(2) of the Building Regulations 2010 (as amended) (or any other standard that supersedes it).'

The diagram on this page describes how the requirements of Planning Condition 14 are met taking into account the topography of the site which in some locations has steeply sloping plots:

- 10% of the market dwellings are designed to be M4(2) compliant and have been located on the flatter parts of the site to meet the requirement of the planning condition and are illustrated with a green dot on the plan. The remainder of the market homes are M4(1) complaint including those plots which are at steeply sloping locations and have steps to the front and rear entrance doors as this is allowable under part M4(1)
- 100% of the affordable housing dwellings are designed to be M4(2) compliant and satisfy the building regulations as follows:
 - Plots 16-23 and 29: Access to the home is provide to the rear door via step-free access along the drive and rear patio due to stepped access being required, due to site topography, to the front door
 - Plots 27-28, 42, 44-49 and 50: Front door access can be achieved as these plots are located on the flatter areas of the site
 - Plots 30-34: These plots step down the topography which allows for step-free access to the front door
 - Plot 25, 43 and 51: The homes are upper level maisonettes and meet all the external and internal requirements of M4(2), except for providing step-free access to the principal storey

It should be noted that the internal layouts of all homes, whether they be affordable or market dwellings, are M4(2) compliant throughout



Open Space

The approved Parameters Plan - Rev F of Outline Planning consent requires a the minimum area of Green Infrastructure, including existing vegetation to be removed, to be 2.31Ha. The Reserved Matters proposal is in excess of this amount and achieves a total area of Green Infrastructure 2.62Ha.

 Site Boundary - 5.52Ha

 Primary Access

 Pedestrian/Cycle Access

Quantum of Development:

 Built Area (including as required, incidental landscaping and all necessary infrastructure) - 3.21Ha (58% of Site Boundary)

 Green Infrastructure - 2.31Ha (42% of Site Boundary) - To include:

 Drainage Features

 Existing Vegetation to be Retained

 Existing Vegetation to be Removed



Parameter Plan extract

Drawing Key

-  Planning Application Redline
- Green Infrastructure (2.62 Ha) To include:
- Existing Vegetation to be retained:
-  Public Open Space (1.80Ha)
Including Drainage Features

 LEAP (0.065Ha)
Minimum Required 0.6Ha (S106)

 Amenity Greenspace (0.31Ha)
Minimum Required 0.17Ha (S106)

 Ecology Buffer/Maintenance (0.20Ha)

 Parks and Gardens (0.21Ha)
Minimum Required 0.19Ha (S106)

 Existing Vegetation to be removed



Parking Types and Location

Car parking provision for homes is to be provided to the levels required by Wokingham Borough Council, with 1 bedroom homes having 1 allocated car space and 2+ bedroom homes having 2 allocated spaces, with the majority of these being on-plot. Parking for visitors is compliant with the council's requirement.

Parking for houses is primarily provided on-plot with larger homes having some of their parking spaces within a carport. All homes have electric vehicle charging. Parking spaces are 2.5m wide x 5m long with driveway widths for on-plot parking designed to be compliant with M4(1) and M4(2) requirements to suit the home they are associated with. Unallocated parking is located on-street and distributed evenly across the development.

Cycle parking is provided on-plot for houses and maisonettes, with cycle allocation per dwelling in accordance with Wokingham standards. These stores are proposed to be enclosed, secure and easily accessible.

Drawing Key

- Planning Application Redline
- Individual store for bicycles located secure store in the rear garden
- 122no. Allocated Parking Space
- 2no. Allocated Garage Parking Sp
- 37no. Allocated Carport Parking S
- 24no. Visitor Parking Spaces
- Electric Vehicle Charging Point



Refuse Servicing

The refuse strategy is designed to meet Wokingham Council's kerbside collection requirements, using black wheelie bins for general waste and designated bags for recycling.

The drawing on this page illustrates collection points for each plot and access arrangements for the refuse vehicle to the collection points which are compliant with Approved Document Part H of the Building Regulations.



Drawing Key

- Planning Application Redline
- Distance to Vehicle
- Bins Within Private Curtilage
- Refuse Route

Enclosures and Boundary Treatments

Enclosure of space and associated boundary treatments form a key element of the design for the scheme and have been designed with the street character and integration with the built form in mind.

A controlled palette of enclosures are proposed including hedges, railing and fencing; all of which reference to the wider context area, vernacular and character area in which they are located.

Drawing Key

- Planning Application Redline
- 1.8m Close Board Fence
- 1.8m Vertical Hit-and-Miss Fence
- 1.8m Timber Post and Rail Fence
- 0.9m Hedge
- Timber Gate for dwellings
- Timber Gate for Maintenance Strip



Surface Materials

The proposed hard surface materials are of a limited palette in order to unify the masterplan and to characterise the area in which the specific street is located whilst identifying which streets have pedestrian priority.

The proposed hard standing surface materials are designated on a character area basis, with a mixture of tarmac and block paving for roads. In some instances of tarmac drives, block detailing/edging is utilised to segregate ownership between homes. Changes in materiality, in conjunction with boundary treatments, will delineate public, semi-public and private zones.

Hoggin is used for central green and leisure route paths, in keeping with the green open spaces aesthetic.

Drawing Key

- Planning Application Redline
- Tarmac (Road)
Colour: Dark Grey. Kerbs: Standard
- Tarmac (Pavement)
Colour: Dark Grey. Kerbs: Standard
- Tarmac (Private Driveways) with Block Edge
Colour: Dark Grey with Autumn Gold. Kerbs: Laid Flush
- Granite Setts
Colour: Light Grey.
- Block Paving
Colour: Autumn Gold with Brindle Detailing
- Block Paving
Colour: Neutral with Brindle Detailing
- Paving Slabs. Colour: Neutral
- Patio
Paving Slabs. Colour: Neutral
- Hoggin
Colour: Light Brown
- Grasscrete



Southern Boundary Interface and Levels Study

The plan and cross section on the page illustrate the intricate levels relationships that are an inherent part of the existing site topography. The diagrams illustrate how levels are traversed from the southern boundary towards the proposed access street. This has been developed to work with the requirements of the maintenance buffer, existing tree root protection areas, usable garden gradients whilst maintaining an attractive treelined and landscaped street scene as can be seen on the following pages.

