

Bridge Farm - Twyford

Design and Access Statement

December 2024

Document No.	DES-703-401
Revision:	3
Description:	Design and Access Statement
Date:	30/04/2025
Initial:	ZW

Contents

1	Introduction	1	5	The Proposal	39
	Who Are We	2		Layout - Movement Plan	40
	The Vision	3		Layout - Street Hierarchy	41
	Site Introduction	4		Street Typologies	42
				Layout - Housing Mix	48
2	Site Analysis	7		Layout - Housing Tenure	49
	Existing Site	8		Layout - Parking Provision	50
	Site Photographs	9		Layout - Boundary Treatments	51
	Constraints Plan	10		Layout - Surface Materials	52
	Opportunities Plan	11		Layout - Refuse Strategy	53
				Layout - Lighting Provision	54
3	Planning Statement	13		Layout - Scale	55
	Site Location and Description	14		Layout - Amenity Provision	56
	Planning History	14		Layout - Highways Details	57
	Planning Policy	14		Design And Access Summary	58
	Principle of Development	15		Secured By Design	59
	Design, Character and Appearance	15		Building for a Healthy Life	60
	Housing Mix and Affordable Housing	16		Design Proposal - Site Access	62
	Impact on Amenity	17			
	Highways and Parking	17	6	Character and Appearance	67
	Refuse and Recycling	19		Character Assessment	68
	Drainage	19		Proposed Materiality	70
	Landscaping and Open Space Provision	19		Proposed Elevations	72
	Ecology and Biodiversity	21		Character Area Plan	73
	Sustainability	23		Character Area - Railway Edge	74
	CIL	23		Character Area - Bath Road	75
	Summary and Conclusion	24		Character Area - Central	76
				Character Area - The Green	77
4	Design Approach	27		Character Area - River Edge	78
	Outline Development	28		House Type Study - Harrier	79
	Design Evolution	30		House Type Study - Heron	80
	Community Engagement	32		House Type Study - Charlock	81
	Site Layout	33		House Type Study - Siskin	82
	Focused Layout - Homestead	33		Visual - Open Space	83
	Visual - Homestead	34			
	Focused Layout - Railway Edge	36			
	Focused Layout - Orchard House Access	37			

Bridge Farm, Twyford
Design & Access Statement

1

Part 1:
Introduction

Who Are We

Croudace Homes is a well established regional residential developer founded in 1946 and to this day remains a family run business.

Our mission is to create homes of the highest quality for our customers, to exceed their expectations regarding service.

We take care to design our dwellings and site layout to meet the needs of local people, and recognise that consideration of the environment is of ever increasing importance.

Our uncompromising commitment to quality extends to the first class service we offer customers after they have moved in. We are proud of our excellent ratings in national customer satisfaction surveys which place us amongst the top echelon in the house building industry.

Croudace Homes developed 500 new homes at Hermitage Park which lies directly adjacent to this site.

Examples of the development at Hermitage Park are shown to the right, exhibiting a range of building forms and architectural styles.



The Vision

The proposal for Bridge Farm will deliver a vibrant new neighbourhood on the western edge of Twyford. To achieve the vision for the site, careful development of the detailed design seeks to preserve the aspirations and deliver the design philosophy of the initial design intent established at outline planning with key elements of the scheme being as follows:

- Diverse, high quality homes across a tenure blind development providing much needed affordable and private homes
- A permeable layout of walk-able streets providing greater pedestrian and cyclist connectivity to the immediate and wider context
- Rich and vibrant landscape buffers and green open spaces knitting together the wider urban, woodland and farmland landscape contexts
- Creation of a visually attractive residential development with open spaces for all to use and enjoy
- Utilising and strengthening existing vegetation with new trees and planting to provide screening, yet filtering, of views towards the development from the surrounding edges
- A scheme layout that manages the transition from the existing town/suburban edge to rural village edge through careful and considered placement of building mass, heights, housing typologies and landscape treatments
- A carefully crafted design aesthetic that acknowledges and embeds the best of the local traditional vernacular into the design of homes



Image of The Site (Jan 2024)

Introduction

This Design and Access Statement has been carefully prepared in support of the Reserved Matters submission for Bridge Farm, Twyford. This application comprises of 200 dwelling with associated landscaping, estate roads and open space.

The intention of this Design and Access Statement is to display the design principles and concepts of the site. It will present the details which have informed the current proposal.

The key objectives of this statement are:

- To describe how the design has developed based on the Illustrative Masterplan submitted at Outline
- To show compliance with the Outline permission including the approved Storey Heights Plan, Land Use Plan and Illustrative Masterplan
- How the proposals take advantage of the site constraints and opportunities to maximise the potential of a new housing development in this location

The Proposal

Bridge Farm, Twyford proposes 200 dwellings ranging from 1 bedroom apartments to 4 bedroom family homes. The scheme provides 40% affordable housing in compliance with the approved Section 106 agreement and local policy.



Site Aerial View

THIS PAGE IS LEFT
INTENTIONALLY BLANK

2

Part 2:
Site Analysis

Existing Site

The photographs on the following pages highlight the key aspects and characteristics of the site.

The site is in a sustainable location within the town of Twyford. It is within walking distance of Twyford town centre which provides a number of retail, community and health facilities. The site is also within a 15 minute walk of Twyford station which is served by Great Western Railway connections to London Paddington, Didcot and Henley, as well as Elizabeth Line services to Reading and Central London.



Image of the site looking north from the river bank (Jan 2024)



Image of the site looking east from the river bank (Jan 2024)

Existing Site Photographs



Image of the site looking east from the existing track (Jan 2024)



Image of the site looking north to the A4 (Jan 2024)



Image looking east to Orchard House from the site (Jan 2024)



Image looking east from the River Loddon (Jan 2024)

Constraints Plan

The constraints and opportunities presented by the site are utilities to inform and structure the development proposal. These are outlined and illustrated where appropriate on the constraints and opportunities plan.

The site comprises of three fields.

The north-west field is small and rectangular in form, and the eastern field is long and rectangular. These two areas lend themselves to providing the majority of the development space within the scheme. The third field to the south-west is broadly triangular in form and provides the majority of the open space, sustainable drainage and community functions of the scheme.

The site is accessed via the A4 New Bath Road to the north. A new roundabout will be implemented via the approved access at outline stage.

In the centre of the site the existing Orchard House remains in situ, creating a constraint on the scheme masterplan.

The primary constraints of the site are the positioning of the existing track which has a right of access for the existing dwelling on the site as well as the proximity of the River Loddon and the low speed railway.

Key

Root Protection Area

Contours

Opportunities Plan

The site has a range of potential opportunities which can be taken advantage of in the proposed layout.

While the River Loddon creates a constraint for the scheme, it also creates a great opportunity providing a space for natural open space which new dwellings can front onto.

The land is well surrounded by well established vegetation, which is to be retained and enhanced wherever possible, creating a strong buffer between the new housing and the existing road and railway.

This enables the development of a design concept which responds to the setting of the site. It aims to sit within the landscape of the site and take advantage of the lands key features.

Key

-  River View
-  Existing Vegetation
-  Vehicle Access Points
-  Natural Green Space
-  Green Connectivity
-  Potential SUDS Locations
-  Focal Buildings at Entrance
-  Opportunity to reinforce Green Buffer Connections
-  Potential for 3 storeys to frame open space within the site
-  Frontage to open space
-  Informal Pedestrian Connectivity
-  Create a positive interface with Orchard House



3

Part 3:
Planning
Statement

Planning Statement

Site Location and Description

The application site known as Bridge Farm is located approximately 0.5km to the north-west of the centre of Twyford. The site extends to approximately 12.2 hectares and comprises agricultural land, previously used for the grazing of cattle, and includes associated agricultural buildings and an agricultural track running through the site from north to south, known as Muddlers Lane. There is an existing dwelling located in the centre of the site known as ‘Orchard House’ however this is excluded from the application red line boundary. Adjoining the site to the north-west is a single dwelling, ‘Loddon Acres’ and to the south lies a pair of semi-detached dwellings (‘Wythe Cottages’) and beyond these is the Cedar Park children’s day nursery. Again, these properties are all excluded from the application site boundary.

The east boundary of the site borders the Henley Branch railway line and its associated cutting and beyond this lies the edge of the built-up area which defines the current boundary of the Major Development Location of Twyford. The site is therefore located close to but sits outside of the current development limits of Twyford. The site is therefore located in the countryside. The site is not, however located within designated Green Belt or within a Conservation Area.

The north of the site borders the New Bath Road (A4) and the River Loddon to the west, beyond which are further fields and the Old River. Vehicular access into the site is currently via Muddlers Lane access track off the A4 to the north and Bridge Farm Road which is accessed off the Wargrave Road to the south. Open views into the site are limited from the south and east due to the existing

extent of the Twyford settlement boundary, and therefore the main views into the site are from the A4 New Bath Road. The site contains a number of established mature trees, both along Muddlers Lane within the site, as well as along its boundaries and along the edge of the River Loddon.

The site is located within Wokingham Borough Council.

Planning History

The site benefits from an Outline planning permission (LPA reference: 212720) granted on 05.07.23 for:

Outline application (all matters reserved except access to the site) for the development of up to 200 dwellings, including 40% affordable housing and associated infrastructure, open space, biodiversity enhancements, landscaping and green infrastructure, following demolition of existing agricultural buildings. (Means of access into the site from New Bath Road to be considered).

Access was approved as part of the Outline permission. The main vehicular access into the development is from a new roundabout junction located on the A4 New Bath Road at the north-western side of the site, with a secondary access located further along the A4 to the east.

The Outline Permission Decision Notice approved the following documents:

- 5563.003 Rev I Proposed Access Arrangements
- PRB-TWY-013E Illustrative Land Use Plan
- PRB-TWY-012F Illustrative Storey Heights Plan

Key Relevant Planning Policies

The following adopted Wokingham Borough Council Local Plans and associated policies are relevant to this RM Submission:

Core Strategy (2010)

- CP1 - Sustainable Development
- CP3 - General Principles for Development
- CP5 - Housing mix, density and affordability
- CP6 - Managing Travel Demand
- CP7 - Biodiversity

Managing Development Delivery Local Plan (2014)

- CC03 - Green Infrastructure, Trees and Landscaping
- CC04 - Sustainable Design and Construction
- CC05 - Renewable energy and decentralised energy networks
- CC06 - Noise
- CC07 - Parking
- CC09 - Development and Flood Risk
- CC10 - Sustainable Drainage
- TB05 - Housing Mix
- TB07 - Internal Space standards
- TB08 - Open Space, Sport and Recreational Facilities Standards
- TB21 - Landscape Character
- TB23 - Biodiversity and Development
- Appendix 1: Noise & Vibration
- Appendix 2: Car Parking Standards

The Local Plan Update: Proposed Submission Plan publication (Regulation 19) is out for consultation at the time of preparing this Planning Statement and is due for submission in December 2024 – January 2025, with an anticipated adoption in May 2026. It has not been assigned weight during the preparation of this RM application due to its premature

status (and as confirmed by the LPA).

The Twyford Neighbourhood Plan was adopted on 20.07.23 and forms part of the Development Plan for the Wokingham Borough, alongside the adopted Wokingham Borough Core Strategy and Managing Development Delivery Local Plan 2014.

Twyford Neighbourhood Plan (2018-2038) (Published: August 2023)

- TW1 - Encouraging Sustainable Travel
- TW2 - Sustainable Accessibility and Mobility
- TW6 - Improving Air Quality
- TW7 - Nature Recovery and Climate Change
- TW8 - Tree Canopy Cover
- TW9 - Zero Carbon Buildings
- TW10 - Water Infrastructure and Flood Risk
- TW11 - New Homes: Tenure and Mix

The following Borough-Wide SPDs are also material considerations and have been considered in relation to the proposed development:

- Sustainable Design and Construction Supplementary Planning Document (2010)
- Borough Design Guide Supplementary Planning Document (2012)
- Affordable Housing Supplementary Planning Document (2013)
- Living Streets: A Highways Guide for Developers in Wokingham (2019)
- Wokingham SuDS Strategy (January 2017)

As Wokingham Borough Council does not currently have guidance for applicants to calculate canopy cover, the adopted Wycombe Tree Canopy Cover Supplementary Planning Document (SPD) provides a Canopy Cover calculator. This guidance will assist applicants in calculating how their proposed scheme

Planning Statement

should seek to meet the requirements of the policy, until such a time that WBC adopts its own guidance.

The following documents have also been considered in relation to the proposed development:

- NPPF (2023)
- National PPGs
- Technical Housing Standards – NDSS – (March 2015)
- National Design Guide (2021)
- The National Model Design Code (2021)

Planning Assessment

Principle of Development

The principle of development is considered to be acceptable as the site benefits from an Outline planning permission granted on 05.07.23 for:

Outline application (all matters reserved except access to the site) for the development of up to 200 dwellings, including 40% affordable housing and associated infrastructure, open space, biodiversity enhancements, landscaping and green infrastructure, following demolition of existing agricultural buildings. (Means of access into the site from New Bath Road to be considered).

Access was approved as part of the Outline permission. The main vehicular access into the development is from a new roundabout junction located on the A4 New Bath Road at the north-western side of the site, with a secondary access located further along the A4 to the east.

As Access was approved as part of the Outline permission, this Reserved Matters application is only in relation to matters regarding Appearance; Landscaping; Layout; and Scale.

Design, Character and Appearance of Proposed Development

The Site features five character areas, each with its own architectural approach and landscaping based on its surrounding locality. The various character areas include variations relating to materiality, window style, window detailing, porches and canopies, bay windows, roof form, and roof details, as covered in more detail in the submitted Design Code.

The scheme features dwellings comprising 2-storeys, 2.5-storeys and a limited number comprising 3-storeys. The higher density, taller buildings are located at the centre of the scheme opposite Orchard House to relate to its context and character. Lower density development is proposed to front onto the proposed open spaces to ensure the proposal is sensitive and appropriate to its natural surroundings.

Railway Edge
This area backs onto the existing railway line. A 3m buffer is incorporated from the railway land to ensure minimal disruption to future residents.
These properties will be characterised by semi-detached and terraced dwellings ranging from 2 to 2.5 storeys.
The character of the dwellings in this area will be informed by architectural qualities found on Station Road in Twyford and features commonly found on Railway Cottages.

Central
These areas form the central two spaces of the site and provide transition spaces between other defined characters. Some of this area is characterised by informal roads and lanes, with foot-ways and swales in the verge. This area features some sub-characters, in particular the mews and avenue areas which will take cues from the overall character approach while maintaining an independent and considered architectural response.
Landscaped front gardens serve semi-detached and terraced dwellings to provide a consistent frontage to the housing in these areas. Dwellings in these areas range from 2 to 3-storeys. The taller dwellings will be located towards the centre of the site to provide a cohesive transition from The Green area to the rest of the site.

The Green
This area forms the formal centre of the site, facing onto the existing Orchard House. The design of this area creates a cohesive frontage to the existing dwelling and be framed by buildings of a similar scale and form. The open space between Orchard House and the character area creates a more formal open space with tree lined streets, rain gardens and landscape buffers. This informal character area features semi-detached dwellings and apartment blocks up to 3-storeys in height.
The open space and avenue surrounding this area demand larger built form to successfully frame the proposed amenity

spaces. The architectural character of this area has been informed by the existing property as well as buildings found overlooking green spaces in the local area.

River Edge
This area fronts onto the proposed natural open space, flood plain and established vegetation buffers. This area benefits from views towards the River Loddon and will be characterised by shared surface roads and informal foot-ways. Deep front gardens to detached dwellings provide privacy and a unique character in this area of the site. This informal character area features larger detached dwellings up to 2-storeys in height. The character is informed by housing found around Twyford in streets adjacent to the River Loddon. Predominantly rural in character, this area features unique elevations with a wide range of materiality.

River Edge
This area fronts the A4 (Bath Road). A secondary road and enhanced existing vegetation provide a buffer between the road and proposed dwellings. A low-level hedge and a landscaped verge provide a protected foot-way between the proposed road and private residential spaces. These properties are characterised by semi-detached, detached and terraced dwellings which are predominantly 2-storeys.
The character of the dwellings in this area will be informed by architectural qualities found around Twyford, in particular on Wargrave Road which runs adjacent to the eastern boundary of the site.

Planning Statement

According to the Borough Design Guide SPD (2012), the Council’s minimum garden length of 11m is a generally accepted guideline for private garden space, provided the space is usable. Private gardens are a minimum of 47sqm, with a variety of sizes available to suit different household needs. Most gardens feature a depth of 11m, as per the SPD requirements, and where this depth cannot be achieved additional width compensates to deliver a generous, useable area. All rear gardens will feature a water butt and compost bin.

The character of the scheme has been carefully developed to reflect the local vernacular – see Section 6 of the DAS. The proposed materials aim to be simple, high-quality, and reflective of the surrounding area, particularly Station Road, Wargrave Road, and London Road in Twyford. A red brick is proposed for the main avenue, with a multi-red brick used for the majority of the scheme. To further enhance the visual appearance and character, the material strategy includes variations such as random knapped flint, vertical tile hanging, and boarding. The proposed palette of materials will include red facing brickwork, contrasting brick features, render, white weatherboard, cream painted brick and tile hanging with a variety of bays and entrance porches, set under a mix of plain tile and slate roofs.

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. Roof pitches will range from 30 to 50 degrees dependant on location.

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. All houses will have PIR front door lights. Simple boundary treatments, have been designed to provide a good level of security without creating a cramped layout within the private realm.

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.

All properties within the scheme will feature secure enclosures for rear gardens, achieved through a combination of 1.8m high screen walls, 1.8m high close-board fencing, or 1.8m high close-board fencing with an integrated ready hedge along street facing boundaries. Frontage boundaries for certain dwellings are formed by low-level hedging, maintained at a maximum height of 0.6m (to ensure clear visibility at road junctions), or 1.2m estate rail fencing which provides a defined but open front garden. Each plot with a private garden features a patio area, leading up to a timber gate for convenient and secure access.

Significant natural features on site, such as trees, have been retained wherever possible. The scheme features a coherent and logical layout, with active frontages and good natural surveillance. Furthermore, the proposal increases accessibility to open spaces where possible and reinforces existing pedestrian

connections and creates new ones. The scheme also mitigates against flooding and climate change through incorporating features such as trees and planting and permeable paving, amongst others.

The proposed scheme therefore complies with Core Strategy: CP1 as it maintains / enhances the high quality of the environment, Core Strategy: CP3 as the scheme is of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life, and Core Strategy: CP4 as it delivers a high quality sustainably designed and constructed development.

Furthermore, the Borough Design Guide Supplementary Planning Document (2012) states that the materials used for walls and fences should relate to the materials used for the remainder of the building. Boundaries to public areas, such as streets, should be robust, for instance brick walls or railings, or other appropriate boundary treatments, while avoiding the use of less robust solutions such as close boarded timber. The proposal aligns with this requirement.

Housing Mix and Affordable Housing

The proposed scheme features a total of 200 dwellings (120 dwellings are market and 80 dwellings are affordable) and the site comprises a mix of 1, 2, 3 and 4 + bed units (including two apartment blocks). The dwellings are primarily 2-storey, with some 2.5-storey and a limited number of 3-storey dwellings.

The proposed housing mix for the site features:

- 16 x 1-bedroom dwellings
- 67 x 2-bedroom dwellings
- 70 x 3-bedroom dwellings
- 47 x 4+-bedroom dwellings

Within the 80 affordable units (40%), 20 units (25%) are First Homes, 56 units (70%) are Social Rent and 4 units (5%) are Shared Ownership. This is in accordance with the signed Outline S106 which requires:

No, of Affordable Housing Dwellings	Affordable Housing Dwelling Size	Percentage of total Affordable Housing Dwellings
16	1-bedroom flats	20
12	2-bedroom house/maisonette	15
24	2-bedroom houses	30
16	3-bedroom house	20
12	4-bedroom house	15
80		100%

The proposed dwelling mix very closely aligns with the relevant Local Housing Needs Assessment (2023) which sets out target % for different dwelling sizes (market and affordable) reflective of the Borough’s needs.

In Section 9.7 the statement sets out that:

The council’s Local Housing Needs Assessment (LNHA) (2023) identifies the overall need for different types of market and affordable dwellings as a percentage of the Local Housing Need, which should act as the starting point when bringing forward proposals for individual sites.

Planning Statement

Table 7: Indicative housing mix

Number of bedrooms	Affordable Housing	Total Market Housing
1 bedroom	17%	5%
2 bedrooms	38%	13%
3 bedrooms	33%	47%
4+ bedrooms	12%	36%

Regarding the proposed mix, 41.5% of dwellings are 1 and 2-bed and 59.5% are 3 and 4-bed dwellings. Although the Twyford: Neighbourhood Plan (Policy TW11) requires an even split between the provision of 1 and 2-bed dwellings and 3 and 4-bed dwellings, it has been recognised by the LPA during the Pre-Application process that it is always going to be difficult to align with both the Twyford NP policy and the 2023 LHNA guide on the mix. Consequently, the private housing mix has been amended during the Pre-Application process to provide more 2-bed dwellings in order to move closer towards the Twyford NP policy. With reference to the market housing mix specifically, to provide 1-beds would result in the need for further apartment blocks on the site, which would then further impact upon the character and appearance of the development. The LPA have stressed previously that they do not consider this site to be suitable for lots of apartment blocks but acknowledge that it is unavoidable regarding meeting the requested and secured affordable housing mix. The submitted proposed dwelling mix has been agreed in principle with the LPA and Twyford Parish Council.

The proposal aligns with the Outline permission: S106 requirement which states regarding clustering, that First homes shall not be visually distinguishable from the open market dwellings based upon their external appearance. All dwellings have internal layouts which comply with Building Regulations Part M4(2).

The scheme aligns with Core Strategy: CP5 which requires residential developments to provide a mix and balance of densities, dwelling types, tenures and sizes and that affordable housing must reflect the sizes and types that meet the proven needs of people who are not able to compete in the general housing market.

The scheme also aligns with Policy TB05 which requires that residential development proposal shall provide for an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households. Any scheme that requires the provision of affordable housing should provide an appropriate mix of accommodation on a site by site basis, which reflects the Council's Housing Strategy and the Affordable Housing SPD. The scheme also accords with Policy TW11 which states that development proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs and contribute to the objective of creating a mixed and balanced community. To achieve this, schemes of ten dwellings or more should include provision of smaller dwellings (1-2 bedrooms) in at least equal numbers to larger dwellings (3 bedrooms and above). The proposal also accords with the Affordable Housing Supplementary Planning Document (2013).

Impact on Amenity of Existing Neighbouring Occupiers

The proposed dwellings are located at a significant distance from existing neighbouring properties. Consequently, the proposal avoids detrimental impacts on the amenities enjoyed by the occupiers of neighbouring properties in terms of daylight,

sunlight, outlook and overlooking.

Impact on Amenity of Future Occupiers

The submitted Noise Report (produced by: SMA; dated: November 2024) states that all plots will have an area within their gardens below 50 dB during the daytime and it is considered that with the proposed glazing specification and MVHR presented in this report, internal and external noise levels would be below the daytime guidance levels of 35 dB in living rooms and bedrooms (resting) and night time guidance levels of 30 dB in bedrooms. This is therefore considered in accordance with Outline permission: Condition 40.

The scheme accords with Policy CC06 as the proposal has demonstrated how it has addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD. The noise impact of the development has been assessed, and as there is no adverse impact (No Observed Effect Level) noise will not be a material consideration. It also accords with Appendix 1 – Noise & Vibration.

The scheme fully complies with NDSS and complies with the below (except 2-bed house). The scheme therefore accords with Policy TB07 which requires that new residential units should ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers. The Council will assess all development proposals against the below minimum standards to ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers.

Dwelling Type*	Minimum gross internal area (GIA) (sq m)	Designed occupancy (Bed spaces per property)
1 bedroom flat	50 (538.2 sq ft)	2
2 bedroom flat	61 (656.6 sq ft)	3
2 bedroom house	83 (893.4 sq ft)	4
3 bedroom house	87 (936.46 sq ft)	5
4 bedroom house	100 (1,076.4 sq ft)	6

The scheme complies with the Borough Design Guide Supplementary Planning Document (2012) which states that the Council's minimum distance of 22m is a generally accepted guideline for there to be no overlooking or material loss of privacy between the rear of two buildings that directly face one another. Across a street, the Council's minimum distance of 10m is an accepted guideline for the distance to provide sufficient privacy. These distances will generally be considered adequate for the relationships within new developments but may not be appropriate in relation to existing properties.

The submitted Air Quality Assessment demonstrates that the impacts from development generated traffic are negligible or result in no change. Air quality within the site is well below the NAQO levels and presents no constraints on development. This accords with Policy TW6: Improving Air Quality, which states that development proposals should aim to be at least 'Air Quality Neutral' and not cause or contribute to worsening air quality.

Highways and Parking

The proposed car parking provision aligns with the Wokingham Borough Council: Parking Standards Guidance Calculation Document (Supplementary Guidance Document) which counts each allocated parking space, carport,

Planning Statement

visitor space, single space in a double garage, and a single garage which is calculated as half a space. The Wokingham Parking Calculator identifies a requirement for 381 allocated spaces and 58 unallocated spaces. In response, the proposed scheme provides 405.5 allocated spaces and 40 unallocated spaces, totalling 445.5 parking spaces. This results in an over-provision of 6.5 spaces to ensure ample parking for residents and visitors.

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. The scheme therefore complies with Policy CC07 as the proposal demonstrates how the proposed parking provision meets the standards set out in Appendix 2 of the MDD and that the new scheme retains an appropriate overall level of off-street parking. The scheme accords with Appendix 2 – Car Parking Standards.

The street hierarchy begins with a primary avenue extending from the approved site access, complemented by a secondary loop to the south that provides a continuous adoptable route across the site. A further secondary loop branches to the north of the primary avenue, allowing for the inclusion of smaller tertiary lanes, roads and private drives to create a well-defined division of housing parcels.

All roads are designed to adoptable standards

however, only the main primary road and the secondary loop are intended for adoption – with other roads maintained privately. Adoptable areas primarily consist of tarmac paths and roads, with raised tables in block paving to provide visual cues for safe crossings and traffic calming. Shared surfaces, private roads, and drives incorporate a combination of block paving and tarmac, adding variation and complementing the distinct character of each area. For private tarmac roads, granite setts are used to demarcate visitor parking and distinguish private boundaries, adding clarity and enhancing the visual coherence of the development. The majority of driveways are designed to meet Wokingham's 3.1m width requirement.

All parking spaces will include electric vehicle charging points, and each dwelling is equipped with either a secure cycle store for two bicycles in rear gardens or storage space within a double garage. Additionally, visitor cycle parking is available for apartment buildings, supporting sustainable and flexible travel options across the site. buildings are served by shared secured cycle stores. The cycle parking provision aligns with the Borough Design Guide Supplementary Planning Document (2012) and the Sustainable Design and Construction Supplementary Planning Document (2010).

The movement plan for the site prioritises sustainable transport options, creating a layout that supports walking, cycling, and access to public transport. Access has been designed according to the approved Outline scheme, with a variation to the approved secondary access – as agreed in principle with the LPA and Highways due to topography site constraints.

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 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.

A primary pedestrian and cycle route is integrated within the site's central green link, extending from north to south and running parallel to the existing track alignment. This route provides convenient connectivity to Twyford town centre to the south, encouraging active travel to local amenities.

Informal pedestrian pathways are dispersed throughout, meandering through open spaces and shared surfaces to create a network that promotes exploration and ease of movement across the development.

Key parameters including radii, road widths, and service margins, meet the specific requirements outlined in the Wokingham: Highways Design Guide, ensuring functionality and safety. Tracking analysis has also been carried out to confirm compliance with these guidelines. The Site Layout includes

raised tables for traffic calming. Whilst shown as indicative, the exact locations of the pedestrian crossing points will be confirmed at the Technical Design Stage.

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. Primary routes through the development are lit with lighting columns.

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.

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.

Streets prioritise sustainable transport with 2m-wide foot-ways and a 3m cycle network

Planning Statement

aligned with natural desire lines. Streets are designated 20mph zones, enhancing safety for pedestrians and cyclists.

The scheme accords with Policy CP6 as it enhances road safety, does not cause highway problems or lead to traffic related environmental problems, improves the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users, and provides appropriate vehicular parking, having regard to car ownership.

Refuse and Recycling

The proposed refuse strategy includes vehicle tracking to verify that collection vehicles can access all necessary areas efficiently. For the few plots where the boundary is beyond reach of the refuse lorry, designated collection areas have been provided, each within the 25-metre distance from the parked collection vehicle (but on the adopted or public highway) as required by Planning guidance.

With regard to collection points, most properties will be able to place black-wheeled rubbish bins and recycling refuse bags at the end of their private drive or front path, ensuring compliance with kerbside collection guidelines and accessibility for the Council-specified refuse lorry. Additionally, the apartments in the centre of the site feature a communal bin store with collection points conveniently located within 15 metres of the roadside to facilitate ease of access.

The scheme complies with WOKINGHAM BOROUGH COUNCIL: Waste Management Facilities in New Developments (Updated

November 2024) and Living Streets: A Highways Guide for Developers in Wokingham (2019). It also complies with the Borough Design Guide Supplementary Planning Document (2012) which requires bin stores to be as close to the highway edge as possible and no greater than 10m from a point of access for the collection vehicle.

The refuse strategy for Bridge Farm, Twyford is designed to meet Wokingham Council's kerbside collection requirements. The maximum walk distances between a refuse vehicle and the refuse collection point are:

- 25m for standard collections
- 10m for bin stores such as at communal buildings and/or 'Euro bins'

The recommended maximum walk distance for residents to the roadside or collection point is 30m. The proposal complies with these requirements.

Drainage

The development will be carried out in accordance with the submitted Flood Risk Assessment (ref 5563.FRA Issue 04; Dated: 24.03.2022, produced by Stuart Michael Associates Limited) and the mitigation measures it details (pursuant to Outline permission: Condition 25).

Following Pre-App comments issued by WBC: Drainage Officer regarding Drainage design, the submitted Drainage Strategy: Technical Note (produced by: SMA; dated: 28.10.24) provides the information required to formally discharge Outline permission: Conditions 25-29 relating to the submitted FRA, drainage system for the site, infiltration of surface water, exceedance flow route plan, and surface run-off.

The proposed finish floor levels are not set lower than 35.83m AOD and no part of the development is proposed within the modelled flood extent. The surface water drainage strategy is based on no infiltration possible across the site due to high groundwater levels and insufficient freeboard between the basin and ground water levels. Due to the high ground water levels, SuDS features will be lined with an impermeable membrane which will prevent groundwater ingress / seepage from any local groundwater into the SuDS features. The LLFA have confirmed that due to high groundwater levels in the proximity of the site, that infiltration is not feasible and that a rate of 2l/s/ha is acceptable. Calculations contained within the submitted Drainage Strategy show there is no flooding for all storm events up to, and including, the 100yr plus climate change rainfall event.

The proposed drainage consists of a series of swales, bioretention and a basin. Swales and bioretention are proposed adjacent to roads throughout the development and provide treatment and conveyance of surface water towards the basin. The basin discharges surface water runoff to the watercourse located adjacent to the western boundary. The proposed SuDS Management Train provides sufficient treatment prior to discharge to the watercourse.

Due to the high groundwater levels found at the site, it is now proposed to discharge surface water to the watercourse located adjacent to the western boundary. Flow routes will follow the topography of the site, being directed to highways and areas of public open space and away from dwellings. The basin is proposed at the low point of the site, with exceedance and overland flow routes being directed towards

the low point, away from the development. Exceedance flow routes will only be used during exceedance flood events.

The scheme accords with Policy CC09 as all sources of flood risk, including historic flooding, have been taken into account at all stages and to the appropriate degree at all levels in the planning application process to avoid inappropriate development in areas at risk of flooding. It also accords with Policy CC10 as the development proposal ensures surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner -as demonstrated through the Flood Risk Assessment / Surface Water Drainage Strategy. The proposal also incorporates Sustainable Drainage Systems (SuDS), where practicable, which are of an appropriate design to meet the long term needs of the development and which achieve wider social and environmental benefits. The scheme provides clear details of proposed SuDS including the adoption arrangements and how they will be maintained to the satisfaction of the Council [as the Lead Local Flood Authority (LLFA)].

The scheme aligns with POLICY TW10 as the sewer network can accommodate the additional demand for sewerage disposal either in its existing form or through planned improvements to the system to ensure sufficient wastewater treatment is in place in advance of the first occupation of the development.

Landscaping and Open Space Provision

The scheme features an overarching landscape design concept for the site that is inspired by its riverside context. The landscape

Planning Statement

design concept is to create a visual and physical connection between the development and its natural surroundings by:

- Using water (SuDS) as a unifying element through the development
- Integrating SuDS swales as attractive landscape features along streets, and SuDS basins as landscape features within the open space
- Potentially harvesting meadow seed from the existing flood plain grasslands for the production of site-specific wet meadow turf to be laid in swales
- Retaining the flood plain as a nature-rich open space with strong connections back into the development

The application of the concept serves to create a locally distinct and biodiverse character for the development that is anchored to and integrated with its context. The submitted Landscape Master Plan embeds the principles established at the Outline stage. It integrates the development into the broader landscape, provides a high-quality setting for new homes and a good standard of amenity for residents whilst enhancing biodiversity.

Green streets and a range of engaging, nature-rich open spaces are suitable for active and passive recreation. It includes a space allocated for a Neighbourhood Equipped Area for Play (NEAP). SuDS elements are integrated as landscape features.

An area towards the edge of the water meadows will provide a NEAP. It will be set within shrub and hedge planting and provide a variety of thematic play experiences for a

range of age ranges, divided into a number of connected zones. The NEAP will connect to a path leading through the open space that will be designed as a 'nature trail'.

The proposed site layout has progressed since the Outline approval. It delivers a variety of open space types linked by SuDS features that run through the development area, including:

- Shared surface courtyards and plazas appear along minor streets at the core of the development. These are predominantly hard landscaped spaces with integrated parking. Trees are set in areas of planting to provide amenity and /or to help to define gateways and thresholds.
- Soft landscape buffers are comprised of retained trees, native tree planting in a woodland / scrub planting matrix as well as areas of meadow grassland.
- 'The Water Meadows' occupy the flood plain and provide nature-rich, recreational open space between the development and the River Loddon. Mown paths meander through it and around the attenuation basin. They provide a circular route and connect to a swathe of short grassland around the edge of the built area from which the amenity of the riverside can be appreciated. Native tree and shrub planting and the provision of ecological features enhances the existing habitat.
- 'Loddon Green' is a semi-formal open space along the historic 'Muddlers Lane' north-south route.
- Connective spaces provide links between the water meadows and the heart of the development. Amenity lawns and mown paths are flanked with meadow and tree

planting.

- The community orchard includes local Berkshire varieties. The existing grassland will be retained and managed for biodiversity in native meadow areas
- An area towards the edge of the water meadows will provide a NEAP.
- SuDS features include swales and bioretention strips along streets connecting to a large attenuation basin in the water meadows.

Each proposed open space type features various planting details as set out below.

The Water Meadows
Trees along the river edge and along the eastern boundary; Scrub planted in a matrix as transplants; and existing grassland will be retained short in species rich amenity grass areas and along mown paths.

The Orchard
Orchard trees; along the street edge; native trees along the southern boundary; scrub will be planted in a matrix as transplants; existing grassland will be maintained short in amenity grass areas and along mown paths.

Loddon Green
Trees; pre-formed instant hedge; ornamental shrub planting; species rich amenity grass seed

NEAP
Native trees; low pre-formed hedge; ornamental shrub planting; species rich amenity grass

Buffer with Bath Road
Native trees and feature trees; woodland planting matrix; existing grassland will be retained and managed for biodiversity in native meadow areas; native hedge will be pre-formed 'instant hedging'

Site Gateway
New roundabout to be planted with coniferous trees; wide swales flank the entrances and enclosed with estate railing on the front edge of Bath Road and native hedge planting on the back edge with the development

The attenuation basin is designed as an integrated landscape feature. It has shallow 1:5 banks that negate the need for fencing or railings. Mown paths provide circular routes around it with informal boulder seating set at its edge. Scrub is planted in pockets around its banks. The basins will be turfed or seeded with native wet meadow (with the potential to use seed harvested from the water meadows). The base of the basin will also be planted with native marginal plants.

The planting design has an important role to play in contributing to the definition of the five character areas. It is the structural elements of planting that have the most

Planning Statement

impact; particularly the trees and hedges that sometimes form front and rear plot boundaries. The tree and hedge species planned for each character area is shown in the submitted Landscape Design Strategy (produced by ilex; dated: 10.09.24).

Outline permission: S106 (Appendix 5 – Landscape Strategy Plan) requires a total open space provision of 5.29ha, comprising:

- Amenity Green Space = 0.9ha
- Children’s Play Area = 0.13ha
- Natural and Semi-Natural Open Space = 3.24ha
- Parks and Gardens (incorporating 700sqm Landscaped Civic Space) = 1.02ha

The proposed type and quantity of open space provided as part of this RM application aligns with the above requirement.

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.

The scheme aligns with Policy TB08 which requires that open space; indoor or outdoor play; sport and recreational facilities should be provided on-site, and Policy TB21 which requires proposals to retain or enhance

the condition, character and features that contribute to the landscape.

Ecology and Biodiversity

A baseline botanical assessment indicated that the Site largely comprises four parcels of modified grassland (g4), with fields F1 and F4 found to be in poor condition and fields F2 and F3 in good condition.

Other habitats recorded included other broadleaved woodland (w1g) in poor condition, wet woodland (w1d) in moderate condition, three hedgerows (h2a) in varied condition, a tree line separating F3 and F4 in moderate condition (w1 33), an individual London plane tree in good condition (g 32), buildings (u1b5) and hardstanding (u1b).

The River Loddon (r1a) and associated riparian habitat is located along the western Site boundary. The river forms part of The River Loddon Local Wildlife Site (LWS), designated for its diversity of river features (including adjacent marsh, islands, inlets riffles, river cliffs, and extensive and varied channel vegetation), rare plant species, Water Vole, and a variety of dragonflies and damselflies.

No other priority habitats were recorded within the Site. A single hybrid black poplar Populus x Canadensis previously recorded within hedgerow H3 on the southern Site boundary (Aspect Ecology, 2022) had since failed and was no longer recorded in the hedgerow.

The majority of habitats to be affected by the Proposed Development are the modified grassland parcels and species-rich native hedgerow H1 (h2a5).

A Biodiversity Net Gain Assessment has been carried out in relation to the proposed residential development at the site, which concludes the proposal will result in a net gain in habitat biodiversity of +19.37% (+6.61 habitat units), a net gain in hedgerow biodiversity of +133.91% (+5.75 hedgerow units), and a net gain in watercourse biodiversity of +15.60% (+1.07 watercourse units). The Proposed Development does not violate any trading rules within the Metric.

A post-intervention habitat map is contained within Figure 3 in the submitted BNG Assessment (produced by Nicholsons; dated November 2024) which shows the habitats that will be retained, enhanced, and created by the proposed development:

Habitat Retention
Hedgerows: Species-rich native hedgerow with Trees <i>Approximately 160m of hedgerow H1 will be retained</i> Hedgerows: Native hedgerow with trees <i>Hedgerow on the west boundary of field F4 and the south boundary of field F2 will be retained in their entirety and in their current condition.</i> Line of Trees <i>Habitat will be retained in its entirety and current condition.</i> Wet Woodland <i>Thin strip of woodland bordering the River Loddon on the west Site boundary will be retained in its entirety and in its current condition.</i>

Habitat Enhancement
Grassland: Other neutral grassland <i>Fields F2 and F3 are to be enhanced from modified grassland to wild-flower meadow.</i> Woodland: Other broadleaved woodland <i>Approximately 0.179ha of the woodland strip in the centre of the Site will be retained.</i> River: Priority habitat <i>Riparian habitat on the east bank of the River Loddon will be improved to secure a net gain in watercourse biodiversity through the proposals.</i>

Habitat Creation
Urban: Developed land; sealed surface <i>Areas of hard-standing forming access, pathways and parking spaces across the Site, and new residential buildings totalling 5.761ha.</i> Urban: Artificial un-vegetated, unsealed surface <i>Areas of hoggin pathways made of soluble materials totalling 0.018ha.</i> Urban: Vegetated garden <i>Areas of garden associated with the newly created buildings totalling 1.40ha, to be laid with amenity grassland turf.</i> Urban: Introduced shrub <i>Areas of new ornamental shrub planting covering approximately 0.444ha in association with the newly constructed buildings.</i>

Planning Statement

Habitat Creation
Urban: Sustainable drainage system (SuDS) <i>Areas of aquatic and marginal shrub planting associated with the newly created SuDS attenuation basins will amount to 0.13ha.</i> Urban: sustainable drainage system <i>Newly created SuDS attenuation basins and swales totalling 0.55ha to be seeded with wet meadow mix.</i> Individual tree: Urban tree <i>An approximate total of 169 native trees, 89 street trees, 29 feature trees, 42 orchard trees, and 58 multi-stem trees are to be planted as part of the Proposed Development.</i> Grassland: modified grassland <i>Area totalling 1.564ha of Emorsgate EL1 flowering lawn mix to be seeded around the Site, forming pathways and amenity spaces.</i> Heathland and scrub: Mixed scrub <i>An area totalling 0.106ha will be created within the enhanced area of wild-flower meadow grassland. This habitat will consist of nine native species.</i> Woodland: Other broadleaved woodland <i>An area of new native woodland totalling approximately 0.138ha will be planted to add to existing landscape buffers on the north and south Site boundaries. New woodland will consist of nine native species.</i> Hedgerow: ornamental hedgerow <i>Sections of low and tall pre-formed instant hedgerow totalling approximately 1.36km</i>

<i>are to be planted in association with the buildings and areas of hard-standing.</i> Hedgerow: species-rich native hedgerow <i>Sections of native hedgerow totalling approximately 0.526km are to be planted throughout the Site.</i> Hedgerow: species-rich native hedgerow with trees <i>Sections of native hedgerow near the wild-flower grassland area totalling approximately 0.140km are to be planted throughout the Site.</i> As per the submitted Ecological Permeability Report (produced by: Nicholsons; dated: November 2024), the site features the following enhancements for fauna:
Wildlife Boxes
New cavity roost and nest features will be provided within the Proposed Development (for bats and birds, respectively) and are to be erected on newly created buildings and on retained trees.
Bird Boxes
A total of 59no 1bstock swift boxes (or similar type) and 18no are to be integrated into the fabric of the newly constructed buildings. In addition, 5no Schwegler 2GR bird box (or similar type) will be affixed to suitable retained trees.

Bat Boxes
Total of 73no 1bstock 'C' type bat box are to be integrated into the fabric of the new buildings within the Site, providing new roosting opportunities for bats
Insect Boxes
Nine insect houses suitable for solitary bees are to be installed within areas of wild-flower meadow grassland, adjacent to the SuDs attenuation basin
Habitat Piles
Total of 7no hibernacula will be included within the development to increase the value of the Site for reptiles, amphibians and small mammals such as hedgehogs.
Hedgehog Highways
Areas of wild-flower meadows, hedgerows and Site boundaries are to be maintained as functional commuting habitat for hedgehogs. Features including the hibernacula will provide additional refugia opportunities for hedgehogs utilising the Site. To support connectivity opportunities for hedgehog throughout the Site, gaps will be created in any fence-lines to be installed as part of the Proposed Development. Gaps will measure 130mm by 130mm to ensure small mammal species can have unobstructed access. Signage will be affixed near gaps within the fencing to inform residents to keep these features open and accessible.

The submitted Lighting Strategy (produced by: WLC; dated 2024) has been produced in accordance with best practice and in consideration of the important Ecological factors within the Site. The notable habitats for bats as identified during the activity surveys were the River Loddon, the tree line separating fields F3 and F4 and the woodland strip adjacent to Muddlers Lane. There will not be any lighting used ensuring that the river corridor remains unlit post-development.

The tree line and woodland will not be directly lit however, some light spill may occur from the lights positioned along the new and existing access roads. To prevent this, lights adjacent to these habitats will be cowled and directed downwards as much as possible. Both habitats will be unlit on one side, minimising the potential negative impact of light spill and ensuring these habitats can still be used by light-sensitive species, e.g. bats and hedgehogs.

To complement the character of the development, the scheme proposes heritage-style lighting columns ensuring the design aligns with the character and appearance of the scheme.

The scheme aligns with Policy CP7 as mitigation measures have been put in place to prevent damaging impacts / ensures appropriate compensation measures to offset the scale and kind of losses are provided. It also aligns with Policy CC03 as the scheme demonstrates how it has considered and achieved the following criteria within scheme proposals: a) Provides new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development b) Promotes accessibility, linkages and

Planning Statement

permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways c) Promotes the integration of the scheme with any adjoining public open space or countryside d) Protect and retain existing trees, hedges and other landscape features e) Incorporate high quality, ideally, native planting and landscaping as an integral part of the scheme.

The scheme also accords with Policy TB23 as the proposal provides opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing and provides appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation, and ensures that all existing and new developments are ecologically permeable through the protection of existing and the provision of new continuous wildlife corridors, which shall be integrated and linked to the wider green infrastructure network.

Furthermore, the scheme aligns with Policy TW7 as existing trees, hedgerows and other landscape features have been retained, and where possible enhanced, as an integral part of development proposals. This includes appropriate measures to secure their protection during any construction works.

Sustainability

As per the submitted Sustainability and Energy Statement (produced by: Stroma; dated: 29.11.24), the proposed development meets Building Regulations 2021 Part L1A and the requirements of Wokingham Borough Council Core Strategy policies CP1, and CC04 and CC05 of the Managing

Development Delivery Local Plan (Feb 2014), the Sustainable Design and Construction Supplementary Planning Document (2010). The energy strategy will undertake a fabric first approach and incorporate renewable technology on-site via air source heat pumps which are a zero NOx solution at the source. Water consumption by occupants of each new dwelling does not exceed 105 litres per person per day.

The provided results show that the development can achieve a 60.33% reduction on the dwelling (carbon dioxide) emission rate (DER) against Target Emission Rate (TER) as defined in the 2021 Building Regulations. This aligns with the Sustainable Design and Construction Supplementary Planning Document (2010) - Major developments to secure at least 10% of their energy from decentralised, renewable or low carbon sources.

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. The layout will take advantage of passive solar design where practical. The dwellings are dual aspect with open-able windows to capitalize on daylight and allow natural, through ventilation.

All plots will be provided with a water butt and compost bin to promote sustainable living, pursuant to Outline permission: Condition 43. This aligns with Sustainable Design and Construction Supplementary Planning Document (2010) - Developments with an existing or proposed garden or other green area should look to include provision for

rainwater harvesting for irrigation purposes. Croudace are part of the Considerate Constructors scheme and during construction will implement a site waste management program ensuring the development has as little impact on the environment as possible. All parking spaces will include electric vehicle charging points, in accordance with Policy TW2.

The scheme aligns with Policy CC04 in respect of all new homes seeking to achieve the requirements of the full Code for Sustainable Homes Level 4 and meeting internal potable water consumption targets of 105 litres or less per person per day (as part of the requirement to meet full Code for Sustainable Homes Level 4).

It also accords with Policy CC05 as the proposal delivers a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.

CIL

The Wokingham Borough Council CIL was adopted in February 2015 and under the adopted CIL Charging schedule, the rate for the site = £365 per sqm (subject to Indexation).

According to RICS: Code of Measuring Practice (May 2015), the proposed development features a total CIL chargeable GIA of 20,866.54sqm. This GIA total has deducted 2339.56sqm of the existing warehouse / agricultural barn GIA to be demolished as part of the development of the site.

Summary and Conclusion

The Outline permission (LPA reference: 212720: granted; 05.07.23) has established

the principle of delivering a residential scheme on the application site. The proposed scheme has been designed in accordance with relevant Planning policy and delivers a landscape-led, high quality residential development featuring a total of 200 units. The total quantum of dwellings to be provided across the site features a mix of 1, 2, 3 and 4+ -bed units (including two apartment blocks). The dwellings are primarily 2-storey, with some 2.5-storey and a limited number of 3-storey dwellings. The development features 40% affordable housing (as per the signed Outline S106) comprising First Homes, Social Rent and Shared Ownership. Market and affordable units are integrated on site and the scheme is tenure blind. All dwellings have internal layouts which comply with Building Regulations Part M4(2).

The proposed scheme is made up of five different character areas defined by their own elevational differences that reflect their location of the site. The character areas enhance the local character and distinctiveness, taking into account existing patterns of development, urban form, building typology and detail, amongst others. The proposal has an acceptable impact on the amenities of existing neighbouring occupiers and future residents.

The scheme delivers a biodiversity net gain and various opportunities for ecological enhancements have been identified. Significant natural features on site, such as trees, have been retained wherever possible. The scheme delivers a variety of open space types linked by SuDS features that run through the development area. The proposed type and quantity of open space provided as part of this RM application aligns with the Outline permission: S106 requirement.

Planning Statement

The scheme incorporates a NEAP within the open space.

The proposed drainage consists of a series of swales, bioretention and a basin. Swales and bioretention are proposed adjacent to roads throughout the development and provide treatment and conveyance of surface water towards the basin. The basin discharges surface water runoff to the watercourse located adjacent to the western boundary. Flow routes will follow the topography of the site, being directed to highways and areas of public open space and away from dwellings. The basin is proposed at the low point of the site, with exceedance and overland flow routes being directed towards the low point, away from the development.

Refuse and storage collection has been considered and designed in line with Waste Management Facilities in New Developments (Updated November 2024) – Guidance Note. The proposal comprises a sustainable development, featuring EV charging points and the energy strategy will undertake a fabric first approach and incorporate renewable technology on-site via air source heat pumps. The layout will take advantage of passive solar design where practical.

Due to the above, it is therefore considered that this Reserved Matters application should be approved by the LPA.

THIS PAGE IS LEFT
INTENTIONALLY BLANK

4

Part 4:
Design Approach

Outline Development

The proposed reserved matters design has been carefully developed to build upon and enhance the outline principles established for the site, creating a cohesive and community-oriented scheme that respects its surroundings.

The outline principles, including defining access, preserving open space, and maintaining historical connections, have been honoured and enriched in the current layout.

The approved primary access remains as designated at outline, with improved pedestrian pathways integrated into the landscape design, reinforcing connectivity and creating welcoming entry points. The retained pedestrian access enhances movement across the site while preserving and emphasising its original alignment and rural character.

Open space provisions from the outline proposal have been expanded upon, with the layout preserving significant natural green spaces and the orchard area.

Additional larger green spaces have been introduced within the development parcel, collectively increasing the green open space available for residents and reinforcing a rural, community-focused setting.

The historic track has been reimagined in a generous 13-metre-wide green corridor, running parallel with a pedestrian and cycle path while integrating sustainable drainage swales and planted areas. This corridor preserves the track's historic linearity while adding valuable ecological and recreational elements.

To create a strong sense of place and enhance the site's identity, areas along the track have been developed into a formal green square positioned between the proposed apartments and Orchard House. This feature space not only recognises the site's context but also fosters community interaction within a thoughtfully designed green setting.

Sustainable drainage features are incorporated into the layout, expanding the "blue connectivity" towards the River Loddon and embedding drainage features throughout the landscape.

Rain gardens and swales provide a visual and functional network of surface water management, connecting to key nodes and feature ponds to bring added value to the environment.

The play area has been thoughtfully integrated into the open space, evolving from the original NEAP concept into a dynamic community space that includes educational features and natural play elements, enriching the open space with purpose and connectivity.

This careful approach ensures that the proposed layout goes beyond the foundational principles, creating a high quality development that is responsive to its historical and ecological context while encouraging active community use.



Illustrative Masterplan as submitted at Outline

Outline Development



Storey heights parameters plan as approved at Outline



Land use parameters plan as approved at Outline

Design Evolution



Site Layout Revision 1 - Presented at Pre-Application Meeting (17th September 2024)



Site Layout Revision 2 - Presented at Pre-Application Meeting (14th October 2024)

Design Evolution

The proposed scheme for Bridge Farm has evolved through extensive pre-application consultation with the Local Planning Authority, with a focus on key design matters and ensuring that the development aligns with local policies and community aspirations.

Throughout this process, Croudace Homes has worked closely with the LPA and relevant consultees to refine the scheme, addressing various concerns raised and integrating their feedback into the design.

A significant aspect of the consultation was the refinement of the housing mix. Following feedback from the LPA, the number of two-bedroom homes was increased to better align with the Twyford Neighbourhood Plan policy.

This adjustment moves the scheme closer to the required housing mix and meets local demographic needs.

The inclusion of more one-bedroom homes was also discussed, but it was acknowledged that this would lead to the need for additional apartment buildings, which would impact the character and appearance of the development.

To avoid this, the number of apartments has been kept to a minimum, in line with the LPA's preference to avoid a high concentration of apartment blocks on this site.

In terms of design, several other key changes were made based on the pre-application feedback. One notable change was the number of three-storey dwellings proposed.

Initially, the proposal included 21 three-storey dwellings (including two apartment blocks), but following consultation, this has been

reduced to seven three-storey dwellings, with two apartment blocks remaining. The three storey dwellings are located to effectively frame the central open space in front of Orchard House. This revision was made to better balance the site's density and character, addressing concerns about the scale of development.

Landscaping and drainage were also heavily consulted on during the pre-application process.

Feedback from the LPA has been incorporated, resulting in the inclusion of natural swales and drainage features that not only address the technical requirements of the site but also enhance the ecological value of the development. This approach helps to ensure that the design is sustainable and sensitive to the local environment.

The location of visitor parking was another key consideration during the consultation process. Originally, visitor parking was proposed at the outer extremities of the site, but following discussions with the LPA, the parking has been more evenly dispersed throughout the development. This change ensures that parking is conveniently located and integrated into the design without detracting from the site's overall character.

Finally, in response to comments from the landscape officer, the frontage of the development to the west of the access has been increased. This adjustment improves the visual integration of the site with its surroundings and contributes to a more cohesive and attractive streetscape.

Overall, the pre-application consultation has been an essential part of refining the design,

ensuring that the development meets local policy requirements, respects the character of the area, and responds positively to the feedback provided by the LPA and other consultees.

The scheme has been carefully adapted to balance the needs of the community with the ecological, character, and design considerations of the site.

Community Engagement

Outline Engagement

During the outline application a programme of community engagement was undertaken, ensuring local residents had the opportunity to understand and contribute to the emerging proposals. Due to the COVID-19 pandemic, the consultation was conducted virtually, with a dedicated project website and letters distributed to over 3,000 local addresses to maximise participation.

The project website provided detailed information about the proposals, including plans and visual materials, and invited residents to share their views. To encourage meaningful feedback, residents were asked specific questions about the design approach, such as whether a traditional or contemporary architectural style was preferred, as well as suggestions for features to include within the proposed riverside park. This feedback was collated and used to inform the detailed design at the Reserved Matters stage.

In addition to the community consultation, extensive pre-application discussions were held with the Local Planning Authority, Local Highway Authority, and Lead Local Flood Authority. These discussions supported the development of the proposals and informed the submission of the outline planning application. The community engagement process ensured that local perspectives were considered and provided a strong foundation for the development's subsequent design process.

Parish Council Engagement

On 21st November, representatives from Croudace Homes met with Twyford Parish Council to present the Bridge Farm scheme and conduct a site visit. Attendees included:

Twyford Parish Council

- Cllr Bridget Ditcham
- Cllr Charles Wickenden
- Cllr Martin Alder
- Lynn Povey (Deputy Clerk)

Croudace Homes

- Rachel Caplin (Planning Manager)
- Zoe Wainwright (Architectural Assistant)

The meeting was constructive, and the Parish Council raised a number of queries, which have been addressed as follows:

Crossing Provision at the A4

The Parish Council sought clarification on the type of crossing proposed. Croudace Homes confirmed that the crossing will be a Toucan crossing, and the Section 278 drawings will be provided to the Parish Council for reference.

Pathways Connecting to Twyford Town Centre and Railway Station

The Parish Council queried the proposed pedestrian connections. Croudace Homes confirmed that access to Wargrave Road is via the existing track, which will be secured with an electric vehicle gate and a manual pedestrian gate. Vehicular access will remain for Orchard House and utility companies.

Inclusion of Owl Boxes

The Parish Council requested the provision of owl boxes as part of the scheme's ecological measures. Croudace Homes confirmed that the ecology report will be updated to include owl boxes.

Waste Provision, Cycle Parking, and Tree Coverage

The Parish Council requested additional details on waste provision, cycle parking, and tree coverage. Croudace Homes agreed to issue this information, which forms part of the application pack.

Management Costs for Private Roads

Concerns were raised about potential management costs associated with private roads. Croudace Homes clarified the preference for private roads, highlighting that they reduce the visual impact on the scheme's design. Further details were provided on existing Croudace-managed sites, including confirmation that all management agents appointed by Croudace must agree to a 10-year cost projection to ensure transparency and affordability.

This engagement reflects Croudace Homes' commitment to collaboration with local stakeholders and ensures that the scheme aligns with the community's expectations while maintaining high design and ecological standards.

Orchard House Engagement

Croudace Homes has actively engaged with the residents of Orchard House, located centrally within the site, to discuss the proposed scheme and address any concerns. Key matters raised included soft landscaping, boundary treatments, and the installation of bollards to prevent their frontage from becoming a cut-through. In response, updates have been made to the plans to reflect these concerns.

Key proposed plans and supporting reports were shared with the residents for their review and feedback, ensuring their views were considered throughout the design process.

Site Layout

The adjacent plan presents the proposed Site Layout.

The proposed site layout for the development has been thoughtfully designed, guided by the unique constraints and opportunities presented by the site.

This landscape-led approach integrates the natural context into the heart of the residential scheme, creating a visually appealing and cohesive environment that draws on local natural features to shape the setting.

A key element of the design is the emphasis on blue and green connectivity, establishing vital links with the River Loddon through a carefully planned network of swales, rain gardens, and attenuation basins. These water-sensitive design elements pull the riverside setting into the development, creating a series of visual and ecological corridors that enhance biodiversity and reinforce the natural setting within the residential spaces.

A north-south oriented green link threads through the site, establishing a continuous ecological corridor that supports the movement of wildlife and offers a green, linear focal point for residents. This green connection is mirrored by two smaller east-west links that further enhance the site's permeability and visual interest, displaying the layered blue and green connectivity.

Access into the site is designed to naturally introduce a strong sense of arrival through a primary avenue, which is marked by a wide, inviting road bordered by rain gardens, planted verges, and a broad 2-metre-wide footway, ensuring both practicality and aesthetic appeal.

From this primary road, the movement network fans out into secondary roads, tertiary lanes, and intimate mews streets, creating a structured but varied circulation pattern that offers residents and visitors multiple ways to navigate and experience the site. This hierarchy of street typologies has been carefully designed to establish a strong sense of place, drawing from the established design code to create streetscapes that are inviting, memorable, and harmonious with the surrounding landscape.

The layout incorporates five distinct character areas, each shaped to respond meaningfully to the specific conditions and context of its location within the site. For instance, the river-edge character area embraces an informal, organic aesthetic, framing open, natural spaces that blend into the riverside landscape. In contrast, the housing along the main avenue adopts a more formal and regular character, enhancing the sense of structure and arrival along this key axis.

Throughout the site, existing vegetation is preserved and enhanced wherever possible, reinforcing a sense of maturity and continuity with the local landscape.

The design seamlessly combines natural and architectural elements, ensuring the development is both environmentally responsive and visually cohesive. Full details on the character areas and architectural approach, with specific references to the material palette and design details, are provided in the Design Code which accompanies the Reserved Matters Application.



Focused Layout Sketch

The layout to the right depicts a sketch detailing the design of the courtyard at the access of the site.



Focused Layout Sketch



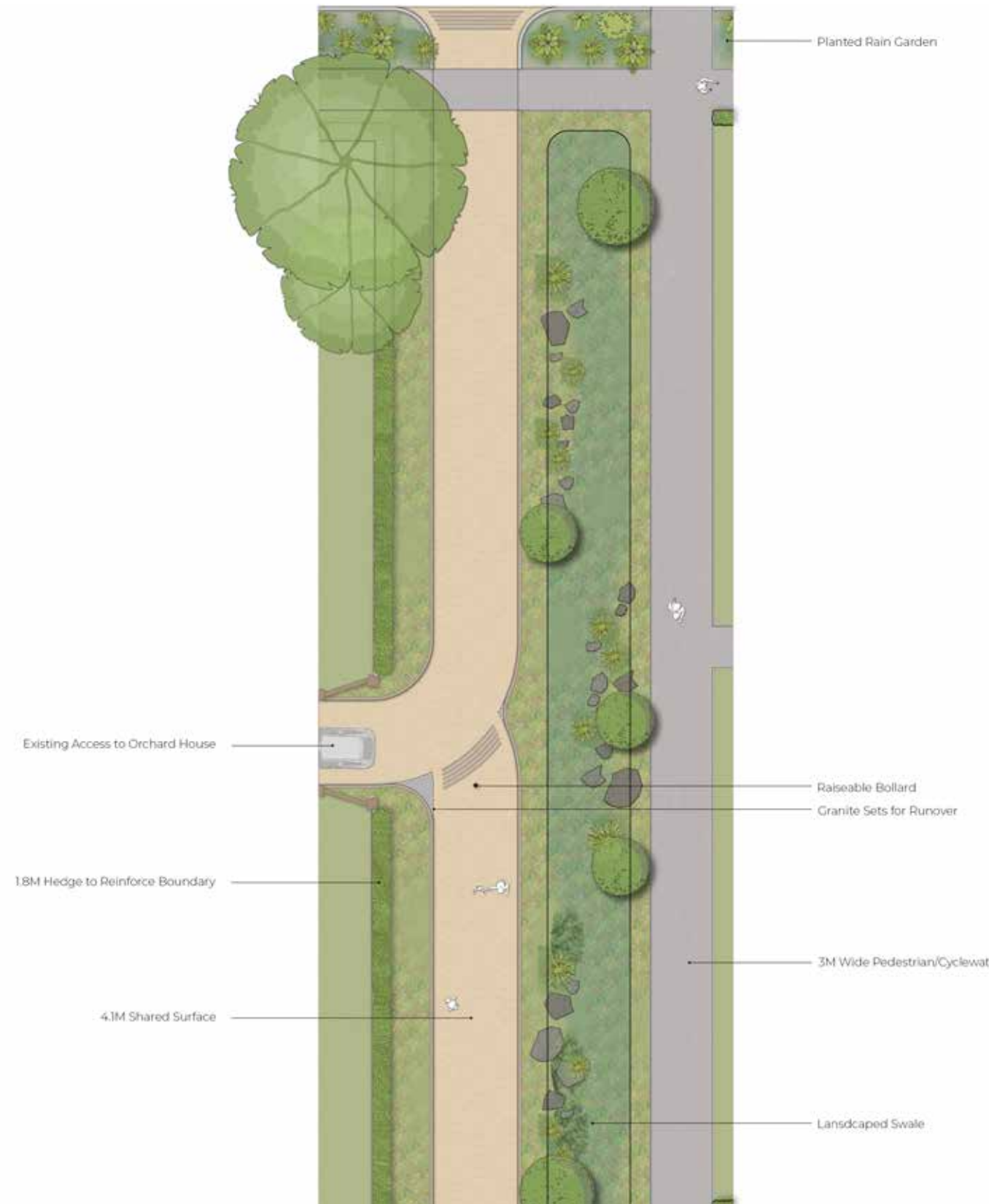
Focused Layout Sketch

The layout to the right depicts a sketch detailing the treatment of frontage parking along the Railway Edge secondary streets.



Focused Layout Sketch

The layout to the right depicts a sketch detailing the treatment at the access to the existing Orchard House.



5

Part 5:
The Proposal

Layout - Movement Plan

The movement plan for the site prioritises sustainable transport options, creating a layout that supports walking, cycling, and access to public transport.

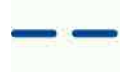
Access has been designed according to the approved outline, with a variation to the approved secondary access as detailed in Section 5 (pages 50-51).

A primary pedestrian and cycle route is integrated within the site's central green link, extending from north to south and running parallel to the existing track alignment. This route provides convenient connectivity to Twyford town centre to the south, encouraging active travel to local amenities.

Informal pedestrian pathways are dispersed throughout, meandering through open spaces and shared surfaces to create a network that promotes exploration and ease of movement across the development.

The layout to the right shows the movement strategy for the development.

Drawing Key

-  Primary Pedestrian and Cycle Route
(3M Wide Tarmac Path)
-  Secondary Pedestrian Route
(2M Wide Tarmac Path)
-  Tertiary Pedestrian Route
(Hoggin Path and Block Shared Surface Areas)
-  Informal Pedestrian Route
(Mown Path)
-  Primary Vehicular Route
(Tarmac or Block Paved Roads)
-  Shared Surface Areas
(Tarmac or Block Paved Shared Surfaces)



Layout - Street Hierarchy

The street hierarchy has evolved from the initial movement strategy to establish a clear and legible network of streets, supporting both natural way-finding and a distinctive sense of place within the development.

As shown in the plan to the right, this hierarchy begins with a primary avenue extending from the approved site access, complemented by a secondary loop to the south that provides a continuous adoptable route across the site.

A further secondary loop branches to the north of the primary avenue, allowing for the inclusion of smaller tertiary lanes, roads, and private drives to create a well-defined division of housing parcels.

All roads are designed to adoptable standards, with specific details on highway proposals and adoptable extents available in the Highways Plan (DES-703-109-2).

The hierarchy contributes to the character of each area, with street typologies set out in the following pages to illustrate how the hierarchy informs the unique character of each street.

Drawing Key

- Primary Route
- Secondary Route (Loop Road)
- Secondary Route
- Tertiary Route
- Tertiary Lane
- Private Drive



Street Typology A

Street Typology Key



Street Typology A forms the main avenue of the site, incorporating a number of landscape features.

Blue connectivity is incorporated through rain gardens within the verges, with street trees included on the north side of the road. Rain gardens will be planted with suitable aquatic shrubs to create a visually attractive formal avenue.

2 and 3 storey dwellings will frame the street, creating a sense of place and presence.

The existing vegetation is enhanced and retained to balance the proposed street trees.



Street Typology B

Street Typology Key



Street Typology B forms frontage between the natural open space, including the River Loddon and the development parcels.

This typology incorporates deep amenity grassed front gardens enclosed with low level hedges. The surface materials seek to create informal shared surfaces with pedestrian and cyclist priorities. The hard surface strategy looks to use a combination of tarmac, block-work and block kerbs to enhance the character of the area.

Informal tree planting and wetland meadows will feature within the soft landscaping of this area.



Street Typology C

Street Typology Key



Street Typology C fronts the north-south blue connection.

This street typology incorporates a deep 5m landscaped swale alongside 5m deep private front gardens.

A 3m wide foot and cycleway divides the public verge and private front gardens, providing a sustainable travel connection.

Block detailing to driveways and run-overs creates a distinct character for dwellings in this area.



Street Typology D

Street Typology Key



Street Typology D forms the buffer between the proposed development and the existing A4 (Bath Road). The typology builds upon the existing vegetation which is to be enhanced to strengthen the space between the main road and the new housing.

Tarmac roads with informal block kerbs will create an edge of settlement character which is enhanced by informal tree planting, shrub planted gardens and low level hedges in key locations.



Street Typology E

Street Typology Key



Street Typology E runs parallel to the existing railway.

With footpaths on one side and a green verge on the other, this typology provides positive green spaces within the development parcels.

Street trees create visual amenity, located in various positions on the street where frontage depth is increased.

Dwellings push and pull to create further variety and to allow for meaningful planting beds to frontages.

Predominantly 2 Storey Housing with 2.5 Storey Housing in localised zones (refer to Storey Heights Plan)



Ornamental Planted Front Garden

Blockwork detailing to driveways based on character area



Street Typology F

Street Typology Key



Street Typology F forms part of the mews sub character within the Central character area.

A 1.2m path circumnavigates the mews area, demarcated with two block colours and detailing.

Lighting bollards define verges and public spaces, with visitor parking incorporated into the typology.

Key areas of soft landscaping provide visual relief within the hard standing and create amenity spaces for residents.



Layout - Housing Mix

The site offers a thoughtfully designed range of housing types to meet the diverse needs of the local community.

As illustrated in the plan, the housing mix includes:

- 1-bedroom homes (8%)
- 2-bedroom homes (33.5%)
- 3-bedroom homes (35%)
- 4+ bedroom homes (23.5%)

This mix has been carefully crafted to accommodate a broad spectrum of residents, from first-time buyers to downsizers, ensuring suitable options for various life stages.

Additionally, many homes include studies and dedicated workspaces, reflecting the evolving lifestyles and work-from-home needs of today's society. This responsive approach ensures the development meets the community's needs both now and into the future.

The table below sets out the housing mix by property type and bedroom numbers.

Drawing Key

- 1 Bedroom Dwellings
- 2 Bedroom Dwellings
- 3 Bedroom Dwellings
- 4+ Bedroom Dwellings



	Market Housing		Proposed Affordable				Total Housing	
			First Homes		Shared Ownership		Total	
	No	%	No	No	Rented	No	No	%
1 Bed Apartment	0	0.0%	8	0	8	16	16	8.0%
2 Bed Maisonette	0	0.0%	12	0	0	12	12	6.0%
2 Bed House	31	25.8%	0	0	24	24	55	27.5%
3 Bed House	54	45.0%	0	3	13	16	70	35.0%
4+ Bed House	35	29.2%	0	1	11	12	47	23.5%
			20 (25%)	4 (5%)	56 (70%)		200	100.0%

Layout - Housing Tenure

The layout to the right depicts the tenure of the proposed development. All dwellings at Bridge Farm comply with the Nationally Described Space Standards and Building Regulations Part M4(1). In addition, all dwellings have internal layouts which comply with Building Regulations Part M4(2).

The affordable housing provision is in accordance with the signed Section 106 agreement which was produced as part of the Outline Approval (Ref - 212720).

Full details of the affordable housing provision can be found on the Tenure Layout (DES-703-105-3) which accompanies this application.

The table below sets out the affordable housing provision and splits.

Drawing Key

- Private - Market Housing
- Affordable - Shared Ownership
- Affordable - First Homes
- Affordable - Rented

	Bed No's	Typology	No Of	Total	Total (%)
Shared Ownership	3 Bed	House	3	4	5%
	4 Bed	House	1		
Affordable Rented	1 Bed	Apartment	8	56	70%
	2 Bed	House	24		
	3 Bed	House	13		
	4 Bed	House	11		
First Homes	1 Bed	Apartment	8	20	25%
	2 Bed	Maisonette	12		
			80		



Layout - Parking Provision

The proposed scheme includes a total of 445.5 parking spaces, taking into account that each garage is calculated as half a space in line with local guidelines.

This provision also includes 40 evenly distributed visitor spaces. Parking calculations follow Wokingham's standards, counting each allocated parking space, carport, visitor space, and single space in a double garage, with a single garage calculated as half a space. The accompanying Wokingham Parking Calculator identifies a requirement for 397 allocated spaces and 75 unallocated spaces. In response, the scheme provides 405.5 allocated and 78 unallocated spaces, creating an over-provision of 11.5 spaces to ensure ample parking for residents and visitors.

The majority of driveways are designed to meet Wokingham's 3.1m width requirement, with any exceptions clearly indicated on the submitted Highways Plan (DES-703-109-2).

All parking spaces will include electric vehicle charging points, and each dwelling is equipped with either a cycle store for two bicycles or storage space within a double garage. Additionally, visitor cycle parking is available for apartment buildings, supporting sustainable and flexible travel options across the site.

Cycle sheds in private gardens can hold two adult bikes (1.64m x 1.83m x 0.83m). Where plots have three or more bed spaces, two sheds will be provided.

Full details are shown on the submitted Parking Layout (DES-703-106-3).

Drawing Key

-  Allocated Parking Space (298 No)
-  Allocated Car Port (74 No)
-  Allocated Single Garage (10.5 No)
-  Allocated Double Garage (23 No)
-  Visitor Parking Space (40 No)
-  On Plot Visitor Parking Space (38 No)
-  Electric Vehicle Charging Point
-  Individual Cycle Store (2 Cycles)
-  Visitor Cycle Space (2 Cycles)
-  Communal Cycle Store
-  Cycle Access Route



Individual Cycle Shed



Layout - Boundary Treatments

All properties within the scheme will feature secure enclosures for rear gardens, achieved through a combination of 1.8m screen walls, 1.8m close-board fencing, or 1.8m close-board fencing with an integrated ready hedge along street-facing boundaries.

Frontage boundaries for certain dwellings are formed by low-level hedging, maintained at a maximum height of 0.6m to ensure clear visibility at road junctions, or by 1.2m estate rail fencing, providing a defined but open front garden area.

Each plot with a private garden is also equipped with a patio area, leading up to a timber gate for convenient and secure access, reinforcing both privacy and ease of use across the development.

Full details are shown on the submitted Enclosures Layout (DES-703-112-2).

Drawing Key

1.8m Screen Wall

1.8m Close Board Fence

1.2m Estate Rail

0.6m Ready Hedge

1.8m Ready Hedge

Timber Framed and Lugged Gate

Pedestrian Gate

Electric Vehicular Gate

Dropable Bollard



Layout - Surface Materials

The proposed surface materials for Bridge Farm, illustrated in the plan to the right, reflect a thoughtfully planned approach aligned with the area’s character.

Adoptable areas primarily consist of tarmac paths and roads, with raised tables in block paving to provide visual cues for safe crossings and traffic calming. Shared surfaces, private roads, and drives incorporate a combination of block paving and tarmac, adding variation and complementing the distinct character of each area.

For private tarmac roads, granite setts are used to demarcate visitor parking and distinguish private boundaries, adding clarity and enhancing the visual coherence of the development.

Detailed specifications for each material are outlined in Section 6 of this Design and Access Statement, with comprehensive information provided in the Surface Materials Layout (DES-703-108-2).

Drawing Key

Tarmac

Granite Setts

Block Paving
Brett Omega in Autumn Gold with Brindle Detailing

Block Paving
Brett Alpha in Autumn Gold with Brindle Detailing

Block Paving
Brett Omega in Neutral with Charcoal Detailing

Paving Slabs (All Rear Gardens)
Neutral by Brett

Hoggin



Layout - Refuse Servicing

The refuse strategy for Bridge Farm, Twyford is designed to meet Wokingham Council’s kerbside collection requirements, using black wheelie bins for general waste and designated bags provided by the Local Planning Authority for recycling.

The strategy map outlines collection points for each plot, with most properties able to place refuse bags at the end of their private drive or front path, ensuring compliance with kerbside collection guidelines and accessibility for the council-specified refuse lorry.

The refuse strategy also includes vehicle tracking to verify that collection vehicles can access all necessary areas efficiently. For the few plots where the boundary is beyond reach of the refuse lorry, designated collection areas have been provided, each within the 25-metre distance required by planning guidance.

Additionally, the apartments in the centre of the site feature a communal bin store with collection points conveniently located within 15 metres of the roadside to facilitate ease of access for both residents and collection services.

Full details and dimensions are set out on the submitted Refuse Strategy Layout (DES-703-110-2).

Refuse Collection Point (Kerbside)

Route to Collection Point

Route to Refuse Vehicle

Refuse Vehicle Tracking

240L Wheelie Bin



Layout - Lighting Provision

The application includes a comprehensive lighting strategy (WLC1233-1300-001 to 002), with a simplified version shown on the plan to the right, highlighting the proposed locations for lighting columns and parking bollards.

A detailed lighting strategy has been submitted alongside this, assessing the potential impact of the lighting on the development and its surroundings.

To complement the character of the development, the scheme proposes heritage-style lighting columns, ensuring the lighting design aligns with the overall aesthetic and enhances the sense of place.

Drawing Key

-  Lighting Bollard
-  Lighting Column

