

4.0 PROPOSAL



4.07 PROPOSED SCALE

The majority of the dwellings are 2 storeys in height with a group of 2.5 storey dwellings proposed in the north-west corner of the site to provide an increase in scale on the approach from Park Lane north of the site.

The apartment building is 3 storeys in height and is positioned to address the roundabout junction of New Mile Ride Extension, where an increase in scale to mark this key junction is appropriate.

- KEY:
- 3 Storeys
 - 2.5 Storeys
 - 2 Storeys
 - 1 Storey



Proposed building heights Parcel 13

The proposed building heights are compliant with Parameter Plan 003, as can be seen from the adjacent overlay diagram. The 3 storey flat block is positioned next to Nine Mile Ride Extension, with the rest of the parcel being 2-2.5 storey.

[illegible]

	Site Boundary		Upto 2.5 Storeys (11.5m) *
	Employment (9m)		Upto 2 Storeys (10m) **
	Upto 3 Storeys (13m)		Primary School Area

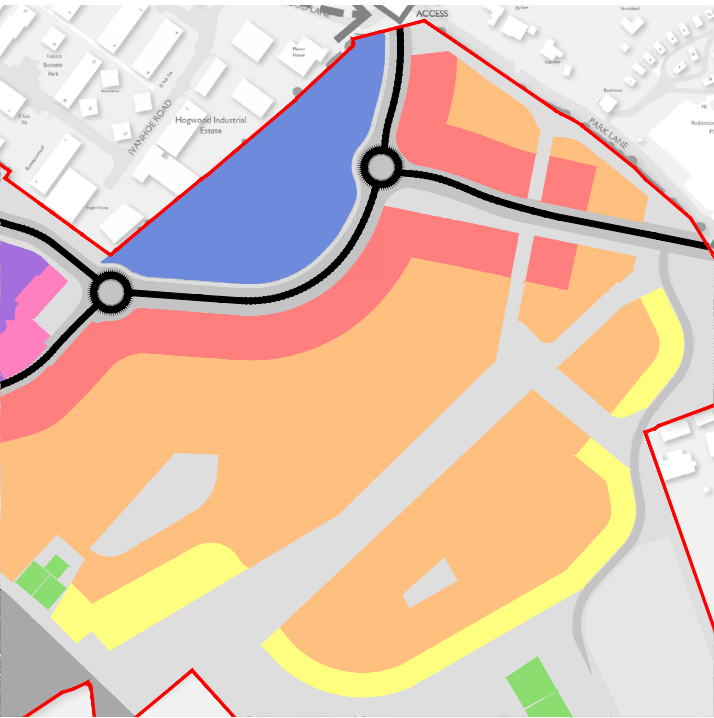
*With intermittent 3 Storey in key locations
** With intermittent 2.5 Storey in key locations

4.0 PROPOSAL



4.09 DENSITY

Parameter Plan 005 establishes the principles of density variation across the site, with areas designated for high density (40-50dph), medium density (30-40dph) and low density (15-30dph). In relation to Parcels 13 this is evident as high density fronting NMRE, with medium density across the remainder of the Parcel. The adjacent density diagram utilises measurement areas that are based on the parameter plan, whilst coordinated to align with the detailed proposals and dwelling layout. It shows that the proposals can be considered to comply with the principles established in Parameter Plan 005.



Site Boundary
Highest Density
40-50 dph
Medium Density
30-40dph
Lowest Density
15-30 dph
Playspaces

Parameter Plan 005 Extract - Density



Proposed Density Parcel 13

4.0 PROPOSAL



4.10 MOVEMENT HIERARCHY

Within the site it is intended that the street hierarchy would follow a set of general principles as follows:

- A secondary road 5.0m wide provides access from Nine Mile Ride Extension;
- This then leads to a series of 4.1-6m wide private drives, leading to cul-de-sacs or parking courts.
- An additional access is provided from Park Lane to serve 5no. dwellings in the eastern portion of the Parcel. This is served by a shared surface road and courtyard for vehicle turning.

The following amount of allocated, visitor and unallocated parking spaces have been provided in line with the WBC Parking calculator output for the Parcel:

Allocated Spaces:	97
Unallocated Spaces:	7
Visitor Spaces:	12
TOTAL	116

KEY:

- Nine Mile Ride Extension
- Secondary Roads - 5.0m
- Tertiary Roads - 5m
- Private Drives - 4.1 - 6.0m
- Pedestrian Route
- Cycle Route



Access and Movement diagram ①

4.0 PROPOSAL



4.11 ACCESS STRATEGY

Vehicle access to Parcel 13 is principally provided from a priority junction with Nine Mile Ride Extension (see below). A 5m wide secondary access road from this junction links to the east of the site.

A secondary vehicle access is provided from Park Lane, providing access for 5 dwellings with a courtyard arrangement for vehicle turning. A pedestrian footpath links this area of the site with the larger western portion and access road.



4.12 FLOOD RISK AND DRAINAGE

The site is located entirely in Flood Zone 1, therefore the proposed residential site is appropriately located in an area of very low risk of flooding from rivers.

To confirm the strategy approved to date that Parcel 13 follows, the surface water runoff from the site has been separated into 3 networks.

A. One network serving surface water runoff for 46 plots (parcel 13A) and associated roads, discharging west into an existing surface water manhole constructed within the existing parcel access road.

B. A second network serving surface water runoff for 8 plots (within parcel 13B) and associated roads. This discharges south out of the parcel into an existing surface water sewer within the Nine Mile Road Extension.

C. The third network is located within the eastern end of the parcel serving 5 plots as part of parcel 13b. This area is predominantly drained using permeable paving due to a significantly shallow outfall within the Nine Mile Road Extension and connects to a surface water sewer located directly south of the eastern end of the parcel.

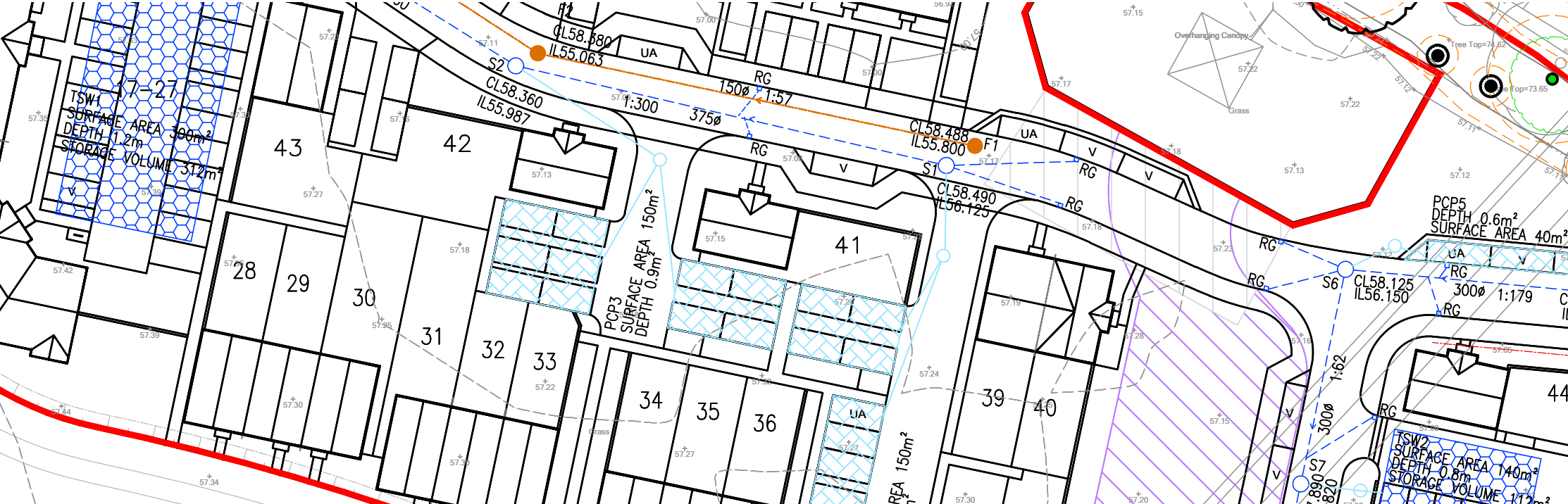
The reserved matters surface water drainage strategy follows the principles and details set out during the outline application with a slight deviation to parcel 13b's strategy to split the networks.

Network A is comprised of SuDS features for storage & treatment such as porous pavements and attenuation crates before discharging at an agreed restricted rate of 5l/s into the existing sewer. Network B is also comprised of porous pavements and attenuation

crates and discharges at 3.3l/s whilst network C utilises only porous pavements and discharges at 1.7l/s. In the drainage strategy network B & C were originally connected and were restricted to an overall discharge rate of 5l/s, now these are split, the discharge rate has been divided based on the network catchment area's impermeable area. The networks have been designed to allow for storage of the surface water for all storm events up to and including the 1:100 year plus 40% climate change.



Principal vehicle access to Parcel 13 from Nine Mile Ride Extension



Excerpt from the proposed Drainage Strategy by Stuart Michael showing the location of attenuation tanks and permeable paving

4.0 PROPOSAL



4.13 OVERALL LANDSCAPE STRATEGY

The aim of the overall landscape strategy for Parcel 13 is to retain and respect local landscape character. A series of design considerations have been identified to respond to the ecological requirements to enhance the biodiversity and encourage wildlife to thrive within the site. The following principles have been adopted to help steer the design process:

- The existing tree belt and understorey planting along the northern boundary will be enhanced with native hedgerow, native shrub mix planting and wildflower meadow where appropriate to provide visual screening, biodiversity enhancement as well as food source for pollenators.
- The proposed open space features native hedgerows, amenity grass, wildflower meadows, and native trees, creating naturalistic landscapes that enhance visual appeal and biodiversity for both residents and wildlife.
- Strategically placed seating areas provide opportunities for residents to relax and enjoy the outdoor environment.
- Planting around the existing sealing compund and bunker has been carefully considered, incorporating dense layers of native trees and native planting to enhance visual screening and support ecological diversity.
- Proposed ornamental trees, shrubs and herbaceous planting are carefully selected for the frontage of each dwelling to provide visual amenity, seasonal interests.
- Proposed hard landscape materials will be high quality, appropriate in scale and seek to unify the scheme by using a warm, welcoming material palette.



Landscape precedent images by FINC



Extract from landscape proposals by FINC

4.0 PROPOSAL



4.14 AFFORDABLE HOUSING

There is a considerable need for affordable housing within Wokingham Borough Council. During the design development of the proposed scheme, the amount and mix of affordable housing has been discussed with Wokingham Borough Council’s Housing Needs team. The proposed scheme provides 20 affordable dwellings in accordance with the parameters set as part of the Outline Planning Permission / S106 Agreement, which is supported by Wokingham Borough Council and will help meet the housing needs of the local community.

The entire scheme will be constructed to ensure a high quality, community-led and tenure blind development and accompanied by a large green space to benefit all residents and visitors of the site.

The 20 affordable dwellings will be split between affordable rent, social rent and shared ownership. 2 dwellings will be affordable rent in 4 bedroom dwelling size, and 12 dwellings will be social rented in a mixture of 1, 2 and 4 bedroom dwellings. There will also be 6 shared ownership dwellings in 2 bedroom dwelling size.

KEY

Private

Affordable Rented

Social Rented

Shared Ownership



4.0 PROPOSAL



4.15 USE & AMOUNT

The proposed site layout for Parcel 13 provides 56no. dwellings and has been carefully considered to accommodate a range of sizes, types and tenures to respond to the local housing needs.

MARKET	1 BED	2 BED	3 BED	4 BED +
MARKET DWELLINGS	0	0	33	3

TOTAL: 36

AFFORDABLE	1 BED	2 BED	3 BED	4 BED +
SOCIAL RENTED	5	3	0	4
AFFORDABLE RENTED	0	0	0	2
SHARED OWNERSHIP	0	6	0	0
TOTAL	5	9	0	6

TOTAL: 20

- KEY:
- 1-2 Bedroom Apartments
 - 2 Bedroom House
 - 3 Bedroom House
 - 4 Bedroom House



Use and Amount Plan

4.0 PROPOSAL



4.16 ACCESSIBILITY

The proposed site layout for Parcel 13 provides 3 affordable dwellings which meet M4(2) standards equating to 15% of the total affordable dwellings. 2 open market dwellings which meet M4(2) standards are provided, equating to 8.3% of the total open market dwellings.

- KEY:
- Private - Part M4(2) Dwelling 2no. (5.5%)
 - Affordable - Part M4(2) Dwelling 3no. (15%)
 - Part M4(2) Parking space with future provision to 3.3m width



Accessibility Plan

4.0 PROPOSAL



4.17 PRIVATE AMENITY

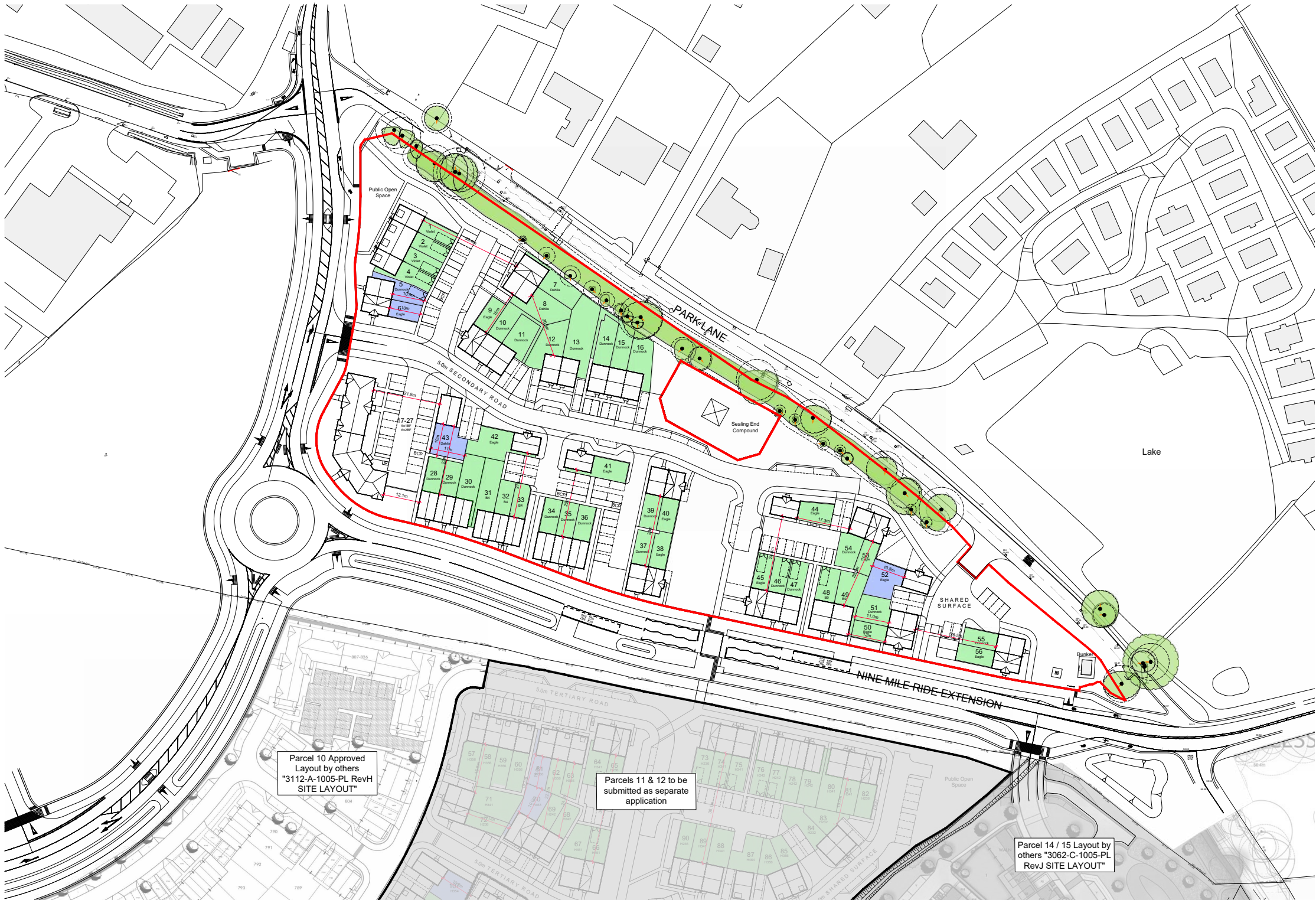
The proposed site layout provides private amenity space to each dwelling following the guidance within the WBC Design Guide. 92% (52) of houses in Parcel 13 have a garden length of at least 11m, with all others being between 10m-11m. Minimum separation distances are either met or exceeded, as is illustrated on the adjacent diagram.

The rear gardens are independently accessible and provide access for refuse and cycle storage. All private rear gardens are contained within blocks to protect the security and privacy of residents in line with the recommendations of Secured by Design.

All ground floor apartments have direct access to an amenity space at least 2m deep. All upper floor apartments are provided with a balcony at least 2m deep and 3m wide. None of these spaces are wholly north facing.

Separation distances to maintain privacy and limit sense of enclosure		
No. Storeys	Type of separation	Min. distance (metres)
1 to 2 storeys (height measured to eaves)	flank to boundary	1
	front to front elevation	10
	back to back elevation*	22
	back to flank	12
Over 2 storeys (height measured to eaves)	flank to boundary	2
	front to front elevation	15
	back to back elevation (houses to houses)*	26
	back to back elevation (flats to houses)*	30
	back to back elevation (upper floor living room on a house above gd. fl.)*	30
	back to back elevation (flats to flats)*	30
	back to flank	15

Source: Design SPD, February 2012, Appendix 13, Page 46



Private Amenity Provision

4.0 PROPOSAL



4.18 RENEWABLE ENERGY RESOURCES

It is essential to reduce energy demands as far as possible, in-line with the energy hierarchy, before considering the introduction of energy generation and supply technologies; adopting a 'fabric first' approach.

There are several key design elements that have been applied at high level through the development of the detailed site layout:

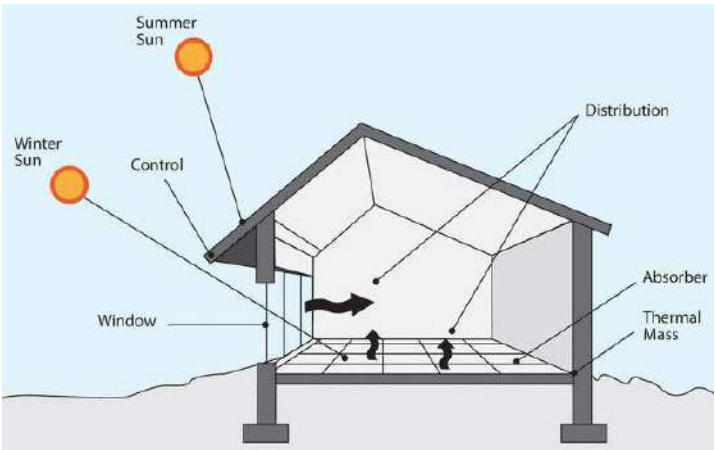
- Passive solar design principles - with dwellings have been oriented to benefit from a southerly or westerly orientation where possible and appropriate to the Site Plan, with internal room layouts configured to provide appropriate aspects to main living rooms;
- Daylighting – the properties will benefit from good levels of natural daylighting because the development will be built at a density that ensures appropriate spaces around dwellings, including appropriately sized front and rear gardens;
- Building fabric – a highly energy efficient building envelope will minimise energy demand, heat loss and, carbon emissions;
- Air tight structure - the air tightness of a building is important in minimising heat loss, but also in the prevention of draughts that can make homes feel uncomfortably cold;
- By integrating the principles outlined above, the proposed development will become a very attractive and sustainable place to live.

4.19 WASTE AND RECYCLING

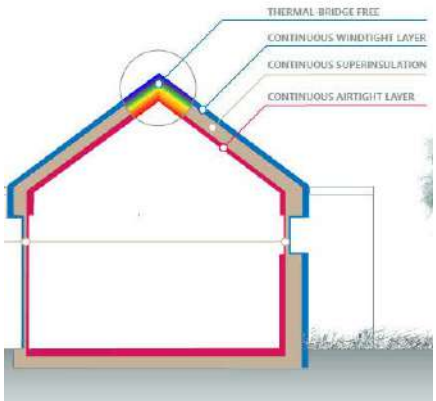
The approach to waste management within the scheme, concerning the generation, storage, treatment and disposal of waste will be through the active use of the Waste Hierarchy which lists the prevention of waste as the top priority.

There will be several measures in place to facilitate high levels of reuse and recycling throughout this period, including but not limited to the development of a Site Waste Management Plan at the construction stage. The Site Waste Management Plan will:

- Identify all waste streams and plan for their management through the construction process;
- Set targets for waste reduction in building;
- Identify a specific person responsible for the Plan oversight and implementation;
- Require all site contractors to be aware of the importance and requirements of the Site Waste Management Plan;
- Designate areas for waste management and sorting with colour coded skips and other receptacles provided;
- Designated areas for safe and secure storage of materials prior to use;
- Re-use materials on site wherever possible, such as timber.



Fabric First - Thermal massing diagram



Air tight structure



Recycling storage and water butts provided in rear gardens

4.0 PROPOSAL



4.20 LIFESPAN

A mix of spaces will be provided including private gardens, public open spaces and shared public surfaces, helping to establish a sense of ownership within the site. Dwellings will face private parking and open landscaped areas to provide a natural surveillance.

A well landscaped, enhanced ecological environment will be provided that considers the biodiversity of the proposal and future benefits of the site.

A provision of 1 electric vehicle charge point per house and flat has been allocated.

Boundaries have been implemented to distinguish the public and private realm, including hedges, post and rail fencing and brick walls, providing another level of screening and privacy.

A walkable scheme is provided with pedestrian paths throughout the site linking landscaped parcels within the site and connecting them to the surrounding infrastructure and services.



EV charging points fitted to all dwellings

4.21 SUSTAINABILITY

The key sustainability objectives of the scheme can be summarised as follows:

- Consider the need to address climate change, ensuring lower water use and efficiency, creating energy efficient design and layouts;
- Manage surface water through the provision of a Sustainable Drainage Systems to reduce the risk of flooding;
- Create a place where a sense of community can be developed and where a safe and attractive environment can be created.

The proposed site will be constructed using a fabric first approach with energy-efficient building fabric and highly insulated floors, walls and roofs to prevent heat loss and reduce energy demand, complete with high-efficiency double-glazed windows throughout. The quality of build will be confirmed by achieving good air-tightness results throughout. Efficient-building services including low carbon high-efficiency heating and ventilation systems will be installed as well as low-energy lighting throughout the buildings.

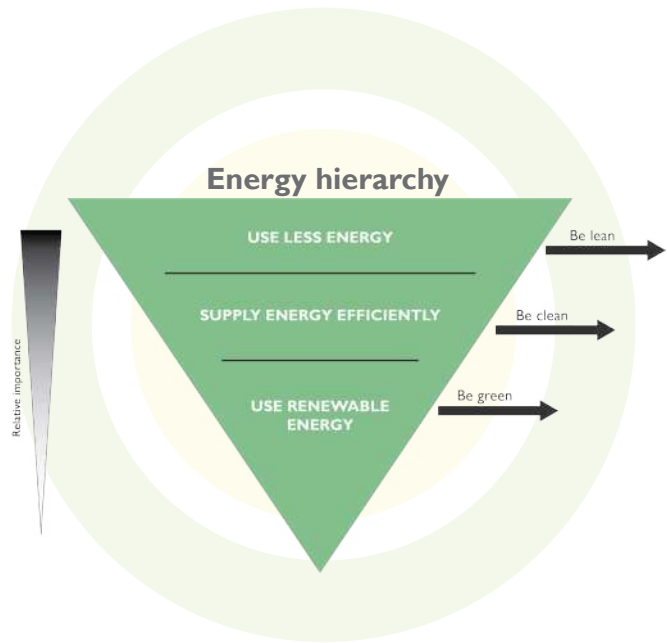
- All homes will be fitted with 100% dedicated low energy/ LED light fittings;
- All houses will be provided with electric vehicle charging points. Water
- Water reducing bathroom appliances will be fitted and the daily water consumption per person will be less than 105 litres (excluding external water use), which is the enhanced standard required by the Building Regulations.
- Water meters will be fitted to all homes.

All construction waste will be minimised through the use of a Site Waste Management Plan and on-site water and energy use will be monitored.

Other Sustainability Matters

51. The reserved matters for each phase of the development shall include provision for all dwellings within the phase with a garden with:

- a. A water butt of an appropriate size installed to maximise rainwater collection; and
- b. Space for composting



Energy Hierarchy Diagram

4.22 CRIME PREVENTION

Crime prevention measures have been considered within the scheme design to achieve a development that responds to the seven key principles of 'Secured-by-Design'.

The dwellings have defensible private amenity space, creating a safe feel for residents and visitors. The main pedestrian thoroughfares through the site are also substantially overlooked by a number of dwellings. Blank walls have been avoided within the design through the use of secondary windows.

Lighting of the public realm will be to current British Standards. External lights will be provided to the communal entrances, operated by PIR sensors.

Front doors and patio doors will have laminate glass and locks to the relevant British Standard, whilst windows on all floors will have locks to the relevant British Standard.

Parking for vehicles within the development has been designed so it has natural surveillance from dwellings making residents feel safe.

Open space & landscaping is considered to be an appropriate size and will be maintained by a nominated management company in perpetuity alongside the parking areas so that it does not fall into disrepair.

5.0 PROJECT SUMMARY

5.01 PROJECT SUMMARY

5.0 PROJECT SUMMARY

5.01 PROJECT SUMMARY

The aim of the proposed scheme is to respond to its surroundings and context, integrating with the existing landscape and built form;

- Where residents can enjoy a healthy and active lifestyle being well connected to green space, in an energy efficient new home;
- Be well connected to existing local services, facilities and travel connections in Finchampstead;
- Is designed with sustainability at its core;
- Provides well-designed family-sized homes with a mix that suits local people and their requirements.
- Comprehensively redevelop the site and delivers 56 new homes with a sustainable-led design approach;
- Provide 20 affordable dwellings in a mixture of shared ownership and affordable rent to help meet local housing needs;
- Reduce the construction time, environmental impact and construction traffic during build period;
- Enhance the Nine Mile Ride Character Area, whilst also retaining coherent features across the whole site;
- Seek to respond creatively to the built and cultural heritage assets within the locality.



