

Date: 14 January 2025
Application: 243229



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 243229

Applicant: Palatine Homes Ltd

Site Address: 109 Victoria Road, Wargrave, Wokingham, RG10 8AG

Parish:

Grid Reference: Easting - 479260, Northing - 178804

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the proposed erection of 8no. dwellings following demolition of the existing buildings and structures plus alterations to the existing access.

Case Officer: Marcus Watts

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 243229. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	AC		
Service	WBC Highways	App No:	243229
Address:	109 Victoria Road, Wargrave, Wokingham, RG10 8AG.		
Proposal:	Full application for the proposed erection of 8no. dwellings following demolition of the existing buildings and structures plus alterations to the existing access.		
Type of Development:	Minor Dwellings (1-9)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

Revised plans received 24/6/25 – comments below (in red)

General

Highways are disappointed that a pre-application has not been submitted prior to this submission. Notwithstanding this, a Transport Statement (TS) accompanies the planning application, and this is welcome.

The proposal is for 8 dwellings and this would replace an existing horticultural nursery use. The nursery, if in full operation, could generate a number of daily vehicle trips (not specified within the TS). The submitted TS states that the development would generate between 48 - 64 trips/day. An ATC recorded 1590 vehicles/day on Victoria Road. The traffic generated by the development would be no more than 4% and this is well within the threshold for any significant traffic impact (c.10%). This, combined with the removal of trips associated with the existing use, confirms that the development would not have an adverse impact on the highway network.

The site is located within Wargrave village centre. It is acknowledged that future occupants are within walking and cycling distance of a number of services, amenities and schools. There are bus stops within 400m of the site however the bus services serving these are not considered to represent a frequent service (Weds & Sat). However, Wargrave railway station provides an alternative public transport

option, and this is within the recommended maximum walking distance to the site. Therefore, Highways consider that the development is not in an unsustainable location.

Pedestrian accessibility to the west of the site is substandard due to the lack of footway along part of the way (outside No.s 95-103 Victoria Road). There is demand for pedestrians to walk this direction, including towards the Junior School, High Street and Railway Station. Highways consider that future occupants walking to/from the proposed development would be likely to walk on the carriageway rather than cross the road, and this is not in the interest of highway safety or convenience. Therefore, Highways request that the applicant explores and demonstrates a potential highway improvement scheme to deliver a 1.2m wide (min) footway between the application site and 95 Victoria Road.

The access has been revised to provide a footway crossover junction arrangement. This gives pedestrians priority and provides a continuous footway across the frontage. On balance, Highways consider this to be an improvement on the existing situation and consideration has also been given to the existing lawful use of the site. There is a dropped kerb opposite the site that is considered suitable for pedestrians to use to walk to the west. The footway across the frontage shall be dedicated as public highway and an appropriate Highways agreement entered into.

For a development of this size Highways would require the road to be designed to meet adoptable standards. The applicant shall also confirm if it is their attention to offer the road for adoption or if it is to remain private. A s106 agreement will be required to be entered into if the road is to be private.

The road has been revised to provide a 4.8m wide shared surface and a service margin has been provided along one side of the carriageway. However, it is not considered to meet full adoptable standards, and on that basis a S106 agreement will be required to ensure the road remains private and a management company put in place.

Access & Layout

The TS includes details of a speed survey and visibility splays available at the junction with Victoria Road. Visibility splays of 2.4m x 43m (east) and 2.4m x 36m (west) can be provided and this meets Manual for Streets guidance. Highways have also considered that this is an existing access with some existing traffic generation. The proposed visibility splays are therefore considered acceptable to serve the development.

There is an existing access to the site, and this consists of a dropped crossing extending the width of the frontage. The proposed layout seeks to provide a kerbed radii junction, however, if the site is to remain private Highways would consider the provision of a footway crossover junction to provide a continuous footway link to the adjacent convenience store (similar to Bird Gardens private road). The junction design should also reflect the desire to provide a highway improvement scheme to the west of the site and incorporate this as necessary. A separate footway crossover access would be provided for plot 1.

The driveway parking for plot 1 will block access to the front door. The visibility splay to the west from this driveway is also obstructed due to third party land. A revised access arrangement for plot 1 is recommended.

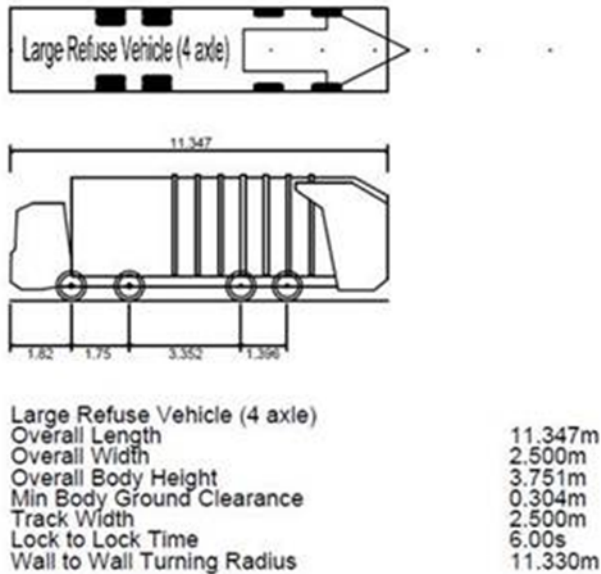
Swept path analysis for a refuse vehicle and fire tender should be reviewed to accommodate any revisions to the junction layout and shall include assessment of existing on-street parking on Victoria Road, opposite the access (see photo).

This is still required to be provided.



To meet adoptable standards the road shall be designed to accommodate turning area for a WBC 11.3m refuse vehicle (see dimensions below). It is not considered appropriate in this instance for a refuse vehicle to reverse into the site due to the level of on-street parking on Victoria Road.

Swept path for a refuse vehicle has yet to be provided.



For a development of this size, Highways do not consider it necessary for a footway to continue into the site and therefore the road could be designed as a shared surface. Service margins shall be provided alongside both sides of the carriageway, consisting of 2.0m width on one side and 0.5m (min) on the other side.

This has been partly incorporated, however, service margins are not of the correct dimensions.

The layout shall consider provision of street lighting and a lighting strategy shall be provided.

This will be subject to the road being adopted.

Parking

The proposed level of parking has been reviewed against WBC parking standards. The layout provides two allocated parking spaces per 5-habitable room dwelling and at least one allocated parking space for the 2-habitable room unit. An additional visitor parking space has been indicated and this is welcome, however, to fully meet the standards, 1 x unallocated space is also recommended.

An additional visitor parking space has been provided and therefore the overall level of parking meets WBC parking standards. Swept path analysis, using a large saloon car, shall be provided for the two spaces at the top of the site to ensure suitable turning is available.

The proposal provides 4 x car port parking spaces underneath Unit 8. The TS refers to 3 car ports being provided for use by the adjacent convenience store and this would cater for the informal parking arrangement that currently exists. Clarification is required on the 4th car port space and if it's not for the proposed flat above then how this would be accessed with the driveway parking space in front.

The floor plan for plot 8 has been revised, however, the site plan does not appear to provide 12.0m wide forecourt to access the car ports.

Subject to unallocated parking being reviewed, the overall level of parking is considered acceptable.

The proposed car ports shall be retained as such and shall have no doors fitted. The internal dimensions of each car port space should be increased to 3.0m wide, making the overall internal width dimension 12.0m for 4 x car ports.

This has been amended, and the car ports are now considered acceptable.

All parking spaces have minimum dimensions of 5.0m x 2.5m and shall be located behind all service margins. Layby parking shall be min 6.5m long per space (inc. tapers).

Cycle storage

Secure and covered cycle storage will be required. Cycle stores suitable size for 2 cycles have been indicated for all plots except plot 8. The store indicated for plot 8 is not considered suitable dimensions for one cycle and an alternative design is recommended. In addition, it is recommended that the cycle storage is located in an accessible location with footpath access identified to each cycle store.

Cycle store for Plot 8 has now been revised and considered acceptable. Footpath provision for each plot is still to be indicated.

Refuse collection

WBC waste services will need to be consulted and advise on the acceptability of the refuse collection arrangements including location and size of the bin collection point.

A refuse and servicing strategy is yet to be submitted. In addition to a communal collection point, individual refuse/recycling areas are required to be indicated for each plot. These shall be located so as to cause no obstruction to access or parking.

Construction Method Statement

A construction method statement will be required. This can be secured by planning condition should the application be recommended for approval.

Electric vehicle charging

In accordance with Building Regulations, one electric vehicle charging point shall be provided for each unit. The submitted drawing demonstrates this and is therefore considered acceptable in principle.

Date:	26/6/25	Signed:	AC
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