Ladds Garden Centre, Bath Road

Transport Statement

Client: Westbourne Homes

i-Transport Ref: TW/BB/TE/ITB210007-001CR

Date: 17 September 2025

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 i-Transport LLP have been appointed by Westbourne Homes to provide highways and transportation advice in relation to a full planning application for a residential development of 19 dwellings at the site of the Ladds Garden Centre in Hare Hatch, Wokingham.

1.2 Site Location

1.2.1 The site is located to the east of the village of Hare Hatch and is bordered to the north by A4 Bath Road, and to the south by Scarletts Lane. Access to the Site is provided by an existing priority junction onto the A4 Bath Road, with an associated right-turn lane.

1.2.2 A plan showing the site within the context of the local highway network is presented in **Figure 1** (extracted at **Image 1.1**).

Image 1.1: Site Location

Source: Extract of Figure 1

1.3 Existing Use

1.3.1 The site currently comprises the existing Ladds Garden Centre, which has been in operation at the site for some significant time, albeit now no longer functioning at full capacity. To the immediate south and east of the existing buildings at the site are a number of additional business premises which are also accessed via the existing site access onto the A4 Bath Road.

1.3.2 The site therefore comprises brownfield development, where the existing development at the site is lawfully operating (and could be intensified lawfully). The principle of development at the site has therefore been established.

1.4 Transport Vision

1.4.1 In line with national planning policy and other related guidance on the vision-led approach to transport planning, the vision for the proposals will be to enable development focused on the prioritisation of active travel whilst encouraging that safe and suitable access for all is provided. Specifically in the context of the development, integration with the existing walking and cycling network, proximity of key local service centres and the delivery of an access and associated infrastructure that meets local and national standards will prioritise active travel and seek to ensure the use of the private car is minimised – given the type of development and its location.

1.5 Purpose of the Transport Statement

1.5.1 In line with the requirements of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Statement (TS) has been prepared to assess the transport impacts arising from the proposed development of the site, and to consider the proposal against relevant transport policies and guidance documents.

1.5.2 Specifically, this TS has been prepared to assess the scheme against the four key transport tests set out in the NPPF set out below:

- Will sustainable transport modes be prioritised taking into account the vision for the site and the type of development and its location?
- Will safe and suitable access be provided for all users?
- Will the development be designed in accordance with national design guidance?
- Will the traffic and road safety impacts be acceptable, through a vision-led approach?

1.6 Structure of the Transport Statement

1.6.1 Accordingly, the remainder of this TS is structured as follows:

- **Section 2** summarises the relevant national and local transport policies;
- **Section 3** provides a review of existing transport conditions and accessibility;
- **Section 4** confirms the details of the development proposal;
- **Section 5** demonstrates how the site is suitable for development and is in a suitable location to prioritise sustainable transport modes;
- **Section 6** considers the likely impacts of the proposal;
- **Section 7** assesses the development proposals against national and local transport planning policy; and
- **Section 8** provides a summary of the report and conclusions.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (NPPF) - December 2024

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied by local planning authorities / decision makers when drawing up local development plans and when determining planning applications.

2.1.2 Section 9 ('Promoting Sustainable Transport') of the NPPF discusses promoting sustainable transport with paragraphs 115 – 118 setting out specific transport matters when considering development proposals.

2.1.3 Paragraph 115 provides the four critical Transport tests that new developments should achieve:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code[48]; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.1.4 Paragraph 116 confirms that new development should only be refused if there is an unacceptable impact on highway safety or the residual cumulative impact on the road network, following mitigation, would be severe.

2.1.5 Paragraph 117 that within the context of Paragraph 116, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

National Planning Policy Guidance (NPPG)

2.1.6 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.1.7 NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

2.1.8 This TS complies with the PPG in terms of the requirements for Transport Statements, in particular the following key principles:

"Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

2.2 Local Policy

Wokingham Borough Council's Adopted Core Strategy Development Plan 2014

2.2.1 WBC's Core Strategy provides the current Development Plan policy for the Wokingham Borough and covers the period up to 2026. A number of objectives are identified within the Core Strategy Including the following related to transport

"Promote a transport system that enables access to services by a variety of modes."

2.2.2 This objective is supported by Policy CP6 which states:

"Planning permission will be granted for schemes that:

- ***Provide for sustainable forms of transport to allow choice;***
- ***Are located where there are or will be at the time of development choices in the mode of transport available which minimise the distance people need to travel;***
- ***Improve 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;***
- ***Provide appropriate vehicular parking, having regard to car ownership;***
- ***Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;***
- ***Enhance road safety; and***
- ***Do not cause highway problems or lead to traffic related environmental problems."***

2.2.3 Core Policy CP1 relates to Sustainable development. The policy identifies that new developments should be well integrated with existing or proposed transport infrastructure, including pedestrian, cycle, and public transport networks, to ensure that a development is accessible by a variety of transportation modes.

2.2.4 Policy CP1 requires that development proposals demonstrate how they support opportunities for reducing the need to travel, particularly by car. This is broadly consistent with the NPPF Para 115 which requires the reasonable opportunities to be identified and taken to promote sustainable travel, but it is implicit that these opportunities will vary by location (NPPF para 109).

Wokingham Borough Council Local Transport Plan (LTP4) – March 2025

2.2.5 Wokingham Borough Council (WBC) Local Transport Plan 4 (LTP4) was adopted in March 2025 and aims to improve transport and accessibility across the borough across a fifteen-year period. The vision for the LTP4 has three key themes supported by associated objectives:

1 **Create Healthy and Safe Places -** Seeking to provide safer streets for all, 50% active travel in Towns by 2030 and thriving villages and rural centres.

2 **Develop the Economy** – Protecting and enhancing strategic connectivity, delivering a well-maintained transport network and supporting sustainable development.

3 **Reduce Environmental Impacts** – Providing high quality travel corridors, delivering net zero carbon emissions and providing clean air.

2.2.6 An LTP Action Plan has been prepared to identify some of the actions proposed to deliver the objectives of the plan. Pertinent to the proposed development at the application site are the following proposed actions:

i Deliver the Local Cycling and Walking Infrastructure Plan (LCWIP) and Rights of Way Improvement Plan.

ii Deliver a network of greenways, quiet rural roads and green lanes for commuting and leisure purposes to improve accessibility and safety for walking, cycling, wheeling and horse riding.

iii Provide a range of secure cycle parking options at local destinations.

iv Develop a sustainable plan to enable better access to Twyford station for all users.

v Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all.

2.2.7 The LTP also comments on how the way people travel, and access services is changing:

"There is a growing use of digital and home delivery services which, for some, can reduce the need to travel for work and shopping. The number of trips made by individuals has also been reducing, with the National Travel Survey showing that each person made 12% fewer trips in 2019 than they did in 2000."

"Many of the changes to why and how often we travel were accelerated by the pandemic in 2020. For example, hybrid and full-time working, made possible by new technology, is now a realistic choice for some."

Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP)

2.2.8 The WBC LCWIP was adopted in March 2023 and identifies a number of routes within the borough that could be improved to encourage active travel. The LCWIP outlines a draft cycling network plan that details the aspirational cycling routes within the borough. Further detail is provided in **Section 3**.

WBC Parking Standards

2.2.9 WBC published the Parking Standards sets out the parking standards for the Borough.

2.2.10 The parking requirements vary based on accessibility and the character of the area, with four key categories identified: Urban, Town and Fringe and Village. The application site falls within a village location. A parking demand calculator accompanies the Parking Standards Study Report and has been utilised to calculate the required level of parking provision at the development. Further detail on this has been provided in **Section 4** of this report.

SECTION 3 Existing Conditions

3.1 This section of the Transport Statement sets out a review of the existing transport conditions in the vicinity of the site, including opportunities to travel/from the site by sustainable modes and the accessibility of the site to local facilities and services.

3.2 Walking and Cycling Opportunities

Walking

3.2.1 A footway runs along the northern side of Bath Road forming part of a continuous route towards Hare Hatch and Kiln Green, as well as local bus stops. A footway is also present on the southern side of Bath Road following the Bath Road / Milley Lane junction c. 300m to the west of the site. The footways vary in width between 1.5m – 2.0m along their lengths, however are well overlooked and are street lit.

3.2.2 To the west of the site, the footways connect to the wider footway network at Mumbery Hill and London Road respectively. Whilst there are currently no pedestrian crossing facilities within the vicinity of the site frontage, a new pedestrian refuge island crossing is proposed as part of the development proposals. This improvement is set out in detail within **Section 4** of this report.

3.2.3 The existing footway along Mumbery Hill runs along the western side of the carriageway and provides a continuous route to the nearby village of Wargrave. The footway varies in width along its extent (between c. 1.0m – 2.0m) and in places is set back from the carriageway by a width of grass verge. Within the village of Wargrave there are a network of pedestrian routes that provide access to a range of higher-order facilities and services which are within an acceptable walking distance of the site.

3.2.4 Similarly, the footway on London Road provides a continuous route towards the nearby key service centre of Twyford. The footway is c. 1.0m – 1.5m in width along its extent and is generally set back from the carriageway by a grass verge. Twyford is a key local service centre and provides a significant range of higher-order services and facilities.

Cycling

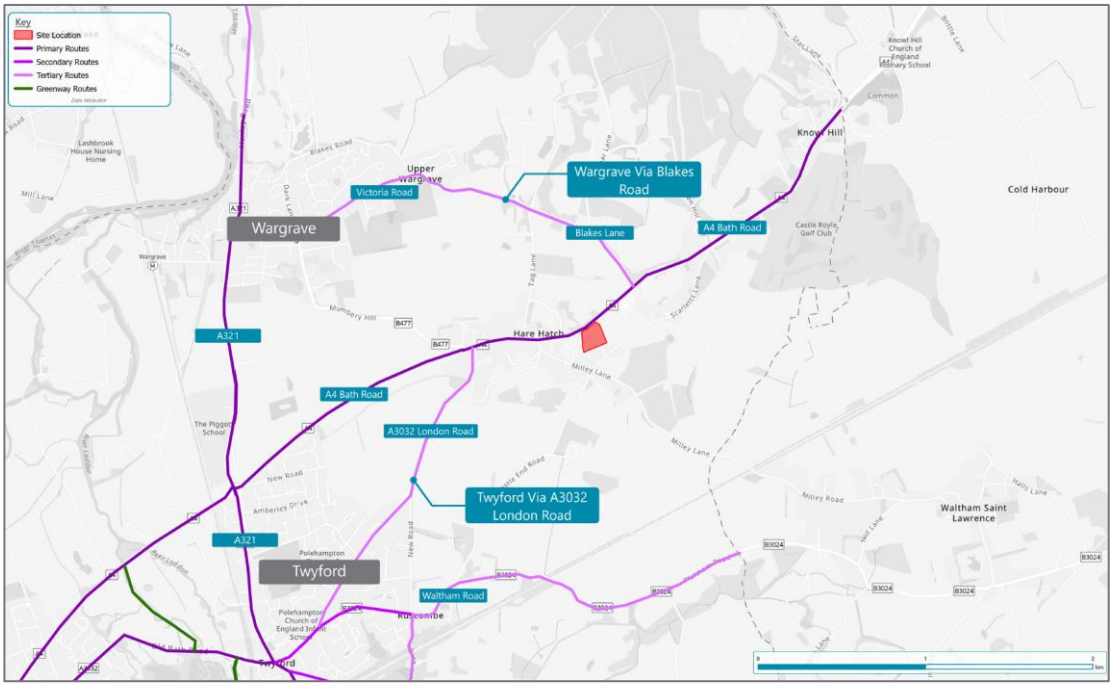
3.2.5 The WBC LCWIP was published in March 2023 and sets out the Primary, Secondary and Tertiary Cycle Network Plan within WBC (as established by key desire lines), through a Propensity to Cycle Assessment.

3.2.6 The routeing classifications are defined as:

- ***Primary cycling route: these are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads and rail corridors. Primary routes are vital to all sorts of cycle trips, including medium or long-distance commuting, recreational, training and tourism trips.***
- ***Secondary cycling route: these routes have a moderate level of demand, providing connectivity between primary routes and key activity centres such as retail centres, major development areas, healthcare centres or education facilities.***
- ***Tertiary cycling route: these routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.***

3.2.7 A figure showing the Cycle Network Plan across the borough is shown as **Figure 2**, and is extracted as **Image 3.1**:

Image 3.1: Draft Network Plan for Cycling



Source: Recreation of WBC LCWIP Cycle Plan

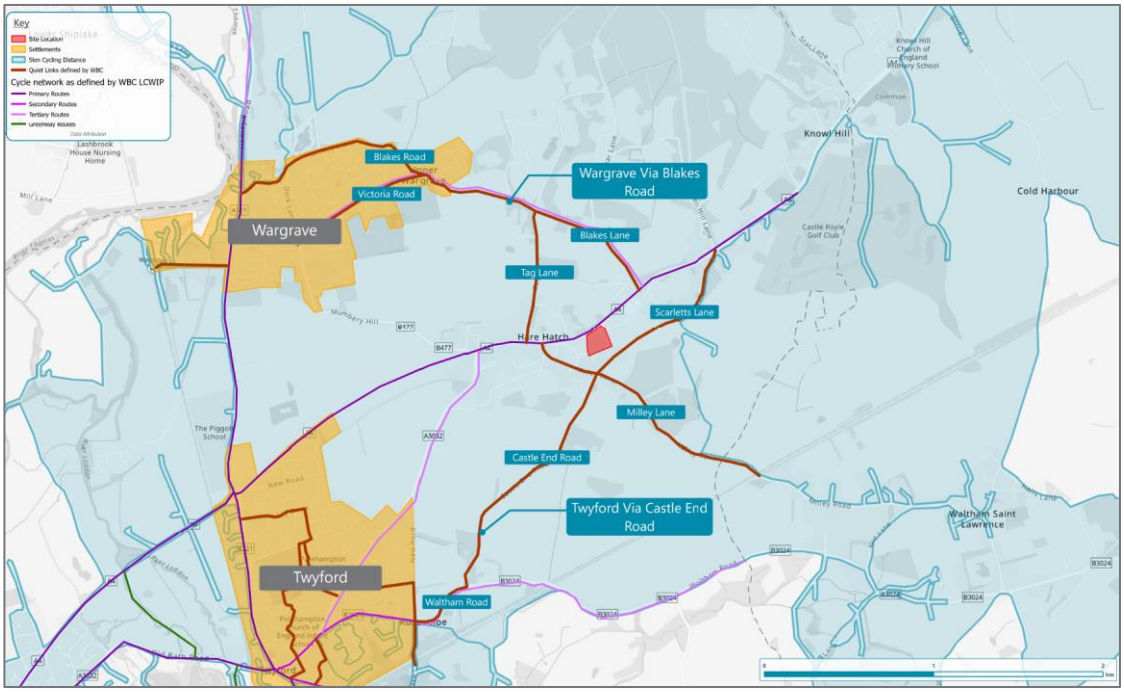
3.2.8 The A4 through Hare Hatch has been identified as a Secondary Cycle Route, experiencing a moderate level of demand, providing connections to primary routes located in Twyford and Wargrave respectively. In addition, Blakes Lane and London Road are identified as Tertiary Cycle Routes and themselves provide direct connections to the nearby settlements of Twyford and Wargrave.

3.2.9 Furthermore, several of the rural streets within the vicinity of the site in Hare Hatch are designated as 'Quiet Links' suitable for cycling by WBC's '*My Journey*' campaign including:

- Blakes Lane;
- Blakes Road;
- Tag Lane;
- Milley Lane;
- Scarletts Lane; and
- Castle End Road.

3.2.10 These streets form part of a network of other 'Quiet Links' that provide access to the nearby settlements of Wargrave and Twyford respectively, which are well within a reasonable cycling distance of the site[1] (**Figure 3**). The site therefore provides appropriate access to the Council's promoted cycle network and provides genuine opportunities for residents to travel by active modes of travel.

Image 3.2: Local Cycle Routes to Wargrave and Twyford and Cycle Catchment



Source: Extract of Figure 3

[1] Discussed in greater detail within Section 5 of this report.

3.3 Public Transport

Bus

3.3.1 The nearest bus stops to the site are located on either side of the A4 c. 280m east of the site access. These stops are accessible by the footway that routes along the northern side of the A4 and are supported by bus flagpole and timetable information. Further bus stops are also located c. 400m to the west of the site adjacent to the Horse and Groom public house.

3.3.2 Access to the 127 and 227/227A services is provided at these bus stops, which provide routeing to destinations including Maidenhead, Twyford and Reading. A summary of these services is shown below in **Table 3.1**.

Table 3.1: Summary of Local Bus Services

Bus Service	Destinations	Frequency		
		Weekday	Saturday	Sunday
127	Maidenhead – Twyford – Reading	One service per hour (07:25 – 18:25)	-	-
227	Maidenhead – Twyford	Two services in the morning, four services in the afternoon (06:09 – 19:12)	-	-
227A	Maidenhead – Twyford (School Service)	Two services per day (07:44, 15:36)	-	-

Source: Bustimes.org

3.3.3 The 127 bus service operates hourly Monday-Friday and provides a valuable connection to key destinations including Maidenhead, Twyford and Reading as well as several schools / colleges within Maidenhead and Reading respectively. It is also possible to use the 127 service to access the nearby Piggot CE Secondary School via the bus stops within Twyford, which are a c. 4-6 minute bus journey from the site. Journey times to Maidenhead are c. 15-minutes and the timing

of the services provides adequate opportunities for residents to make onward journeys to/from their places of work.

3.3.4 The 127 bus service also stops at bus stops that are a c. 350m walk from Twyford railway station and therefore can be utilised as part of a linked journey to onward destinations such as London and Reading. The 227 bus service also provides a direct connection to Twyford railway station, albeit runs more infrequently throughout a typical weekday.

Rail

3.3.5 The nearest station to the site is Twyford Station, located circa 3km southwest of the site (equivalent to an 11-minute cycle) and is therefore well within a 'reasonable' cycling distance, 8km in accordance with '*The DfT's Gear Change: A bold vision for cycling and walking (2020)*. The station can also be accessed directly by bus service 227, as well as the 127 bus service via a short walk from bus stops in central Twyford. The station provides approximately 109 cycle parking spaces with CCTV provided.

Table 3.2: Summary of Rail Services

Destination	Frequency		Journey Times (Minutes)
	Peak	Off-Peak	
Henley on Thames	Two-services per hour	Two-services per hour	12
Didcot Parkway	Five services per hour	Four services per hour	35
London Paddington	Seven services per hour	Four to five services per hour	35
Reading	Six services per hour	Four services per hour	7
Abbey Wood	Three services per hour	Two-services per hour	74

Source: Trainline

Note: Journey times based on quickest service

3.3.6 Twyford station is a critical local service hub and provides rail services to key destinations including London, Oxford and Reading. Following the implementation of Crossrail (the Elizabeth Line) the station now operates over 5 services per hour to both London and Reading.

3.3.7 The 227 bus service stops immediately outside the station. The first bus to depart from Hare Hatch to Twyford Railway Station is at 06:59 and has a 21-minute journey time, arriving at 07:20. This enables residents of the site to access destinations further afield such as Reading, Oxford and London Paddington for employment journeys (including the Elizabeth Line). Train services to London depart at 07:25, 07:29, 07:35, 07:50, 07:54 and 07:59. These services arrive in London

Paddington between 07:52 and 08:43 providing ample time for residents to access their destination before the start of a typical working day. Train services to Reading depart at 07:35, 07:39 and 07:47, with a 7-10 minute rail journey. There are similar return opportunities that enable access to London and Reading by train and bus connections.

3.3.8 Twyford station therefore offers future residents of the site genuine opportunities to travel to key employment centres via sustainable modes, with journey times to London ranging between 30-45 minutes and journeys to Reading averaging less than 10 minutes.

3.4 Existing Transport Conditions

3.4.1 To establish the baseline traffic conditions on the local highway network, the following traffic surveys were undertaken in May 2025:

- Automatic Traffic Counter (ATC) surveys on A4 Bath Road, either side of the site access.
- A Manual Classified Count (MCC) survey at the site access junction onto the A4 Bath Road.

3.4.2 A summary of the observed traffic flows during the traditional network peak periods is presented in **Table 3.3**, whilst the full ATC results are contained in **Appendix A**.

Table 3.3: Observed Traffic Flows and Speeds – A4 Bath Road

Direction	Traffic Volumes		Vehicle Speeds (mph)	
	Morning Peak (0800-0900)	Evening Peak (1700-1800)	Average Speed	85th Percentile Speed
Eastbound	733	581	40.2	43.9
Westbound	572	837	42.5	46.6

Source: Traffic Surveys

3.4.3 The A4 Bath Road within the vicinity of the site accommodated c. 1,300 – 1,400 two-way vehicle movements during the busiest hours of the day, with both average and 85th percentile vehicle speeds that are well below the sign-posted 50mph speed limit. The scheme advocates the potential for the reduction in speed limit on this section of the A4 and would fund the scheme.

3.4.4 A summary of the observed traffic flows at the existing site access is presented in **Table 3.4**, whilst the full MCC data is contained at **Appendix A**.

This provides an understanding of the existing traffic movements associated with the Ladds Garden Centre (noting that it is no longer operating at full capacity and is therefore generating a limited number of movements) and the existing business premises to the south and east of the site.

Table 3.4: Observed Traffic Flows – Existing Site Access Junction

Direction	Traffic Volumes	
	Morning Peak	Evening Peak
Site Access (Left onto A4 Bath Road)	11	7
Site Access (Right onto A4 Bath Road)	2	1
A4 Bath Road (Left into Site Access)	1	1
A4 Bath Road (Right into Site Access)	15	1

Source: Traffic Surveys

3.4.5 This data has been utilised to inform the junction capacity assessment in **Section 6** of this report.

3.5 Personal Injury Accident Data

3.5.1 Personal Injury Accident (PIA) data for the most recent five-year period has been obtained from WBC. The PIA study area covers the sites frontage along the A4, extending to Blakes Lane and Milley Lane. The location collisions within this study area are shown below in **Image 3.3**:

Image 3.3: PIA Study Area and Collision Locations

Source: Wokingham Borough Council

3.5.2 Two collisions occurred within the study area within the most recent 5-year data period. The nature of these collisions is presented below:

- One "slight" collision occurred east of A4 Bath Road/Milley Junction and involved a motorcycle travelling west along the A4 suffering a medical episode and veering into the path of an oncoming vehicle.

- One "serious" collision occurred at A4 Bath Road/Blakes Lane Junction and involved a vehicle failing to look properly when turning out of Blakes Lane, resulting in them colliding with a vehicle travelling along the A4.

3.5.3 Overall, the above collisions have no causational factors that could be attributed to issues with the design of the A4 Bath Road along the site frontage. The proposed development will not therefore unduly exacerbate any existing accident issues.

3.5.4 Moreover, no collisions were recorded across the most recent 5-year period at the existing site access. The existing Ladds Garden Centre was fully operational during the first 3-4 years of this period, demonstrating clearly that the existing arrangements are both safe and suitable in accordance with the requirements of the NPPF.

SECTION 4 Development Proposal

4.1 This section of the report sets out the proposed development, including:

- The proposed site access arrangements for vehicles, pedestrians and cyclists; and
- The acceptability of the site layout in terms of provision of car parking and accommodating servicing and emergency vehicles.

4.2 Schedule of Accommodation

4.2.1 The development proposal will comprise 19 new homes, as shown on the layout plan in **Appendix B**, an extract of which is provided as **Image 4.1**.

Image 4.1: Site Layout

Source: Arktec

Table 4.1: Proposed Schedule of Accommodation

Type	Mix
Private	
Three-bedrooms	12
Four-bedrooms	3
Affordable	
One-bedroom Flat	2
Two-bedroom Flat	2
Total	**19**

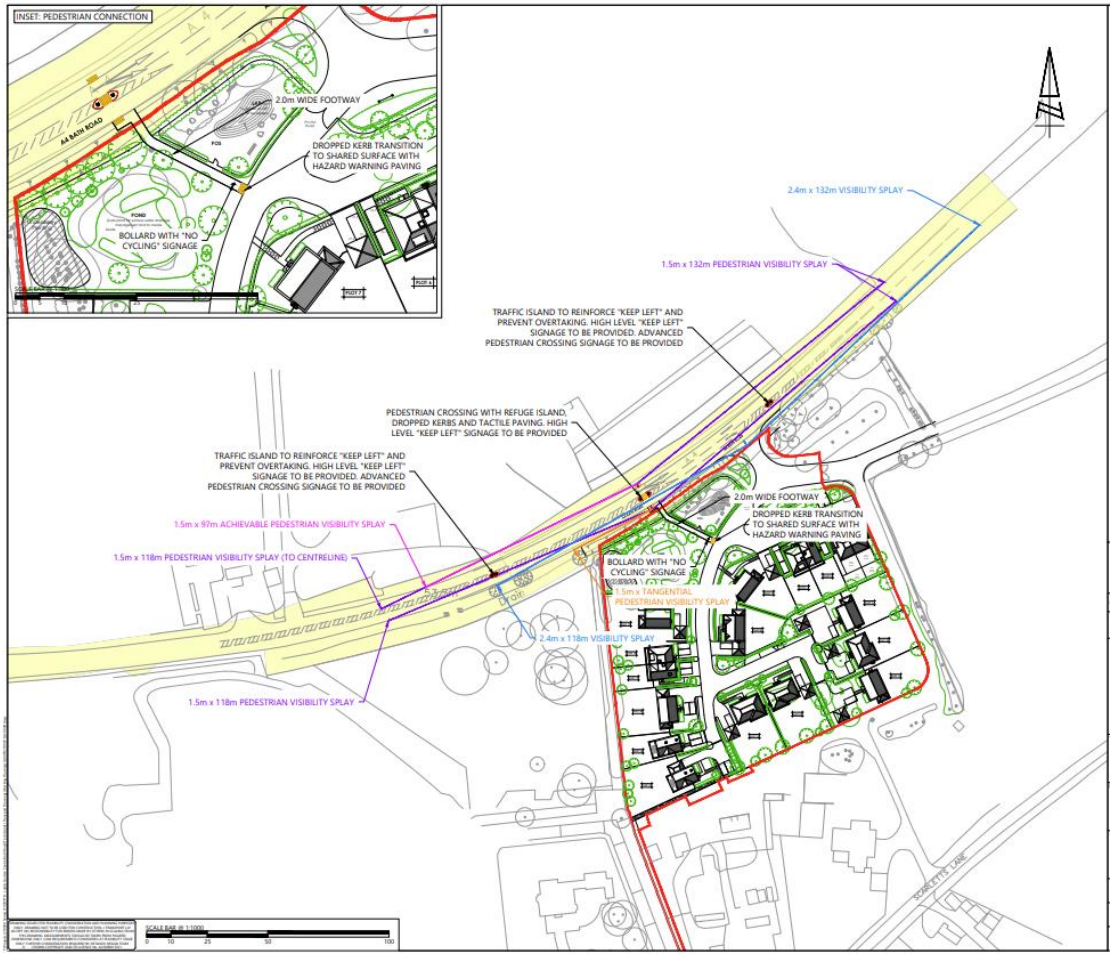
4.3 Access Arrangements

Vehicle Access

4.3.1 Vehicle access to the site will be provided via the retention and re-use of the existing right-turn lane priority junction onto the A4 Bath Road. The access has been operational for some significant time in association with the extant garden centre use and is suitable to serve the proposed residential development. Moreover, the access has an unblemished highway safety record over the latest 5-year period and will not be materially intensified as a result of the proposed residential development at the site (see **Section 6**).

4.3.2 Notwithstanding the above, a visibility splay assessment has been undertaken in order to demonstrate that the existing access can achieve appropriate visibility in accordance with prevailing vehicle speeds along the A4 Bath Road. This assessment is presented as drawing no. **ITB210007-GA-004D**, an extract of which is presented as **Image 4.2**.

Image 4.2: Access Visibility Assessment



Source: Extract of drawing no. ITB210007-GA-004D

4.3.3 In accordance with observed 85th percentile vehicle speeds along the A4 Bath Road (**Table 3.3**), visibility splays of 2.4m x 118m and 2.4m x 132m have been provided to the west and east of the junction respectively. These visibility splays can be comfortably accommodated within land which forms part of the site, or which is public highway.

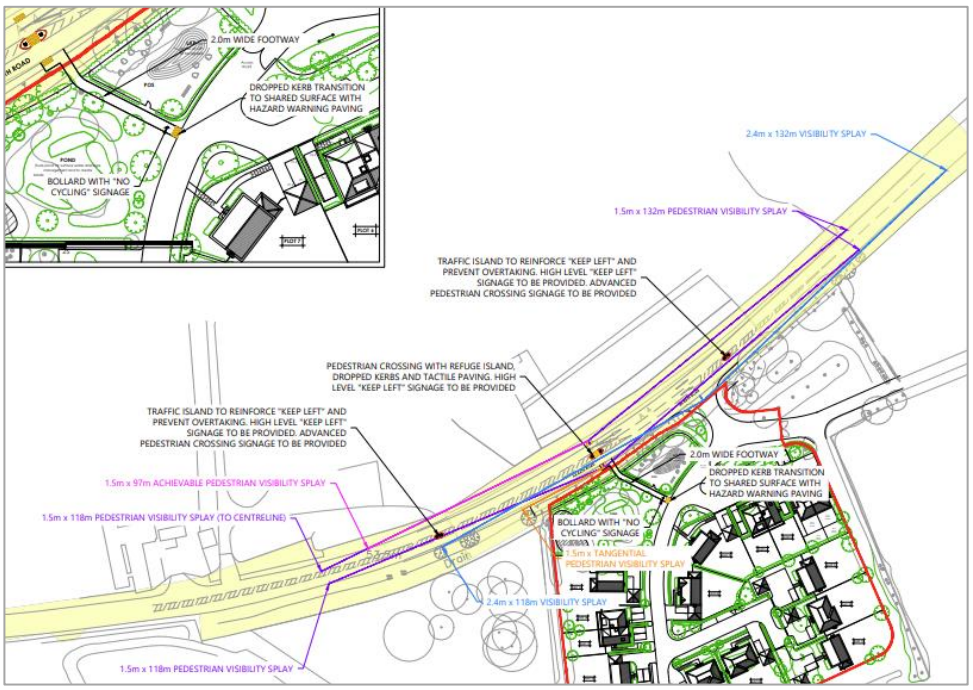
4.3.4 On this basis, the existing vehicle access arrangements are safe and suitable and will continue to provide safe and suitable access to the proposed residential development.

4.3.5 Notwithstanding this, recognising the observed speeds the Applicant is willing to contribute to the reduction in this speed limit on this section of Bath Road to 40mph should this be a measure that WBC as highway authority support. This would provide a road safety benefit.

Pedestrian Access

4.3.6 It is recognised that the existing access does not currently provide convenient access for pedestrians. As such, in conjunction with the residential development proposals at the site, it is proposed to deliver a new pedestrian refuge island crossing on the A4 Bath Road. The proposed crossing will be sited within the existing central road hatching on the western approach to the site access junction and will ensure ease of pedestrian access to/from the site. The proposed design of the refuge island crossing is shown on drawing no. **ITB210007-GA-004D**, an extract of which is presented as **Image 4.3**.

Image 4.3: Proposed Pedestrian Refuge Island Crossing – A4 Bath Road



Source: Extract of drawing no. ITB210007-GA-004D

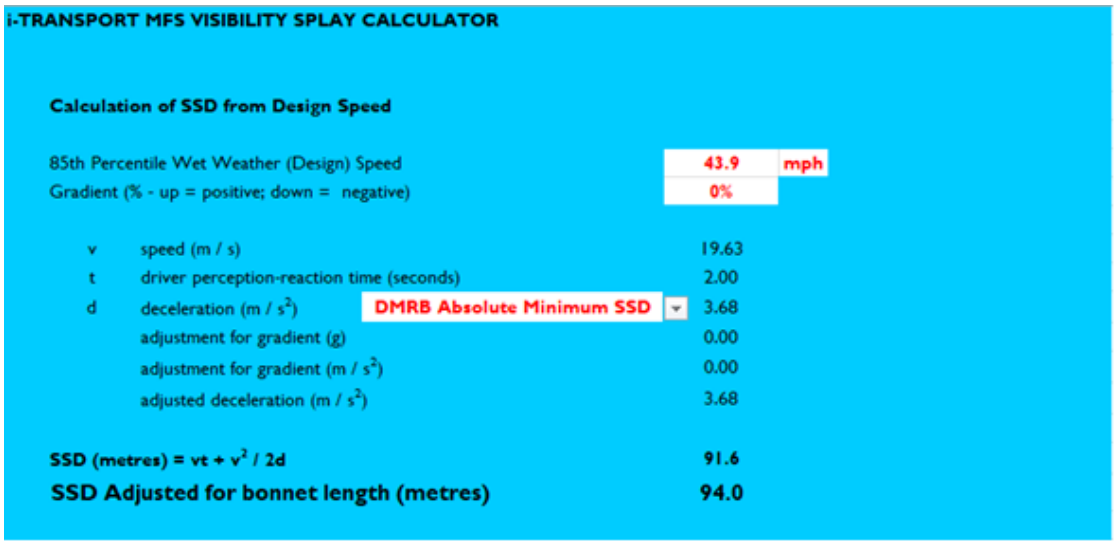
4.3.7 At the southern crossing point, pedestrian visibility splays of 1.5m x 118m and 1.5m x 132m can be achieved appropriately in accordance with observed 85th percentile vehicle speeds along the A4 Bath Road and the Design Manual for Roads and Bridges (DMRB).

4.3.8 At the northern crossing point, pedestrian visibility splays of 1.5m x 132m can comfortably be achieved to the east, whilst to the west 1.5m x 118m visibility can be achieved to the centre of the eastbound lane. This is acceptable on the basis that:

- Vehicles do not travel tight to the nearside channel line.
- The off side of an eastbound car will be visible to a pedestrian at the crossing point.

4.3.9 Moreover, a pedestrian visibility splay of 1.5m x 97m is achievable to the nearside channel line. This level of visibility exceeds the DMRB Absolute Minimum visibility requirements (**Image 4.4**) (in accordance with the observed 85th percentile vehicle speeds along the A4 Bath Road), as well as the visibility requirements set out for pedestrian crossings within Table 15-1 of Chapter 6 of the Traffic Signs Manual.

Image 4.4: DMRB Absolute Minimum Visibility Requirement



4.3.10 On this basis, the design for the proposed pedestrian refuge island crossing is acceptable and ensures safe and suitable access to the site can be achieved for pedestrians.

Road Safety Audit

4.3.11 In order to confirm that the proposed pedestrian refuge island crossing is safe for all users, an independent Stage 1 Road Safety Audit has been commissioned of the proposals.

4.3.12 The Road Safety Audit is contained at **Appendix C** along with a Design Team response in line with Appendix F of DMRB GG119 and confirmation from the Auditor that all matters raised have been addressed satisfactorily at this stage. In response to the Audit:

- The proposed crossing point has been amended to be offset from the footway on approach from the development.
- A splitter island has been provided within the taper to the east of the site access right-turn lane, along with associated "keep left" signage.
- A physical island has been introduced on approach to the proposed pedestrian refuge island crossing from the west along A4 Bath Road, along with associated "keep left" signage and warning signage to notify road users of the upcoming pedestrian crossing.
- High-level "keep left" signage has been introduced to ensure HGVs will be appropriately warned of the presence of the pedestrian crossing point.

4.4 Internal Site Layout

Street Network

4.4.1 The primary on-site street will comprise a 5.5m wide shared surface, whilst private driveways will be provided in quieter areas.

4.4.2 The proposed on-site geometry has been tested for a large servicing vehicle on drawing no. **ITB210007-GA-002D** and a fire appliance on drawing no. **ITB210007-GA-003E**. The drawings demonstrate that:

1. A large refuse vehicle is able to safely access, circulate and egress the site in a forward gear and reach within an acceptable waste collection / waste drag distance (25m / 30m respectively) of all properties.
2. A fire appliance is able to safely access, circulate and egress the site in forward gear

Design Speed

4.4.3 In line with Manual for Streets (MfS) and WBC's 'Living Streets' design guidance, the internal site layout has been designed to encourage low traffic speeds. Both MfS and WBC's 'Living Streets' recommend that residential developments should be designed to achieve a design speed of 20mph or less. MfS2 sets out (paragraph 10.1.4) that the design speed of new developments is set by the designer.

4.4.4 The primary street is designed to achieve speeds of no more than 20mph and the private driveways (cul-de-sacs) to achieve a design speed of 15mph or less. This has been achieved through a sinuous road alignment and reduced forward visibility.

Internal Pedestrian / Cycle Network

4.4.5 The design of the primary internal street as a shared surface ensures that pedestrians and cyclists will share the space with vehicles on an equitable basis. The low speed, low flow nature of the proposed development ensures that this is an acceptable arrangement and will be safe and suitable for all users, and accords with guidance in MfS and WBC's 'Living Streets' document.

4.4.6 Moreover, pedestrian access to the wider highway network will be delivered through the inclusion of a 2.0m wide pedestrian route leading to the proposed pedestrian refuge island crossing on the A4 Bath Road.

4.5 Parking Provision

4.5.1 The proposed accommodation schedule is presented in **Table 4.1**, which reflects the proposed development site layout. This schedule of development has been inputted into WBC's parking calculator to inform the required parking provision for the development. The full WBC parking calculator output is contained in **Appendix D**.

4.5.2 In summary:

- All one-bedroom flats will be provided with one allocated parking space.
- All two-bedroom flats will be provided with two allocated parking spaces.
- All three and four-bedroom houses will be provided with a minimum of three parking spaces.

4.5.3 In line with the WBC Parking Standards and parking calculator outputs, the development is required to provide a minimum of:

- 36 allocated parking spaces; and
- 8 unallocated parking spaces – with this demand required in association with the three and four-bedroom properties.

4.5.4 The development proposes 46 allocated parking spaces and three unallocated visitor spaces. All three and four-bedroom properties will be provided with generous driveways with additional capacity to accommodate for visitors on-plot.

4.5.5 On this basis, the development proposals fully accord with WBC parking standards.

4.6 Parking Design

4.6.1 The proposed parking spaces have been developed to ensure that:

- All perpendicular parking spaces are 2.5m x 5.0m
- All parallel parking spaces are 2.5m x 6.0m
- All parking courtyards will include at least 6.0m aisle widths to allow safe manoeuvring
- Cycle parking will be provided in sheds in rear gardens, or garages where present.

4.6.2 These dimensions are in accordance with WBC's '*Borough Design Guide – Supplementary Planning Document*' (June 2012).

4.7 Electric Vehicle Charging

4.7.1 In accordance with '*The Building Regulation 2010 – Infrastructure for the Charging of Electric Vehicles – Approved Document S (2021 Edition)*' it can be confirmed that all homes at the site will be provided with access to an active electric vehicle (EV) charger that has a minimum rated output of 7kW.

Road Safety Audit

4.7.2 In order to confirm that the internal site layout will be safe for all users, an independent Stage 1 Road Safety Audit has been commissioned of the proposals.

4.7.3 The Road Safety Audit is contained at **Appendix C** along with a Design Team response in line with Appendix F of DMRB GG119 and confirmation from the Auditor that all matters raised have been addressed satisfactorily at this stage. In response to the Audit:

- Confirmation was provided that an appropriate scheme of lighting will be provided. The details of which will be confirmed at the detailed design stage.
- Corduroy hazard warning paving has been provided at the transition between the proposed footpath and the shared surface street.

SECTION 5 Promoting Sustainable Transport

5.1 This section of the TS considers the existing accessibility of the site to local services and facilities available by walking and cycling and the public transport choices available to residents.

5.2 Changing Travel Patterns and the Impact on Access to Services

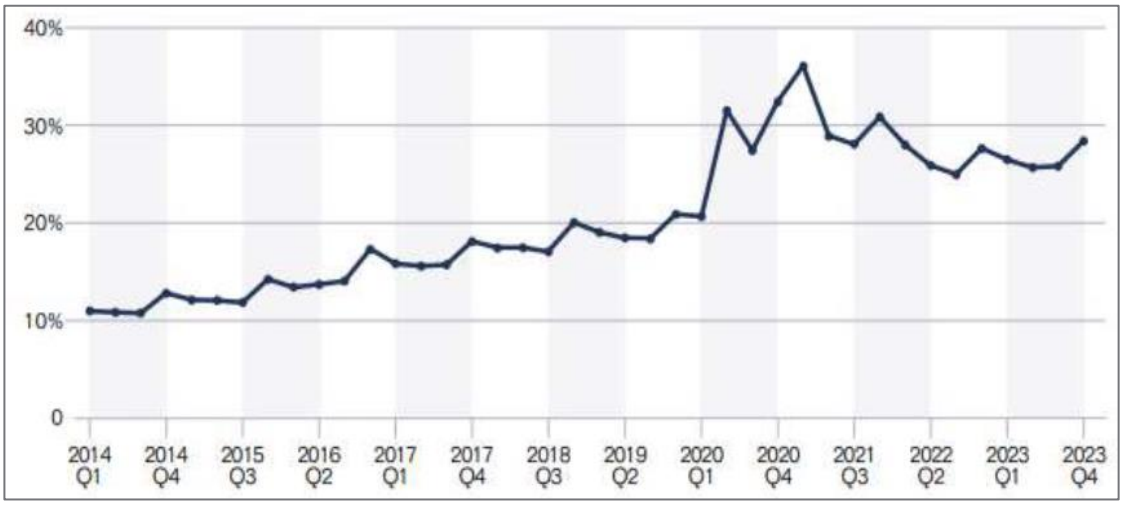
5.2.1 In promoting sustainable transport, it is important to consider how lifestyles are changing to ensure we plan for future behaviours rather than what has happened in the past. The ways people now live have recently shifted, particularly around how services are accessed and the reliance on physical accessibility to some services.

5.2.2 Research recently published by the Independent Transport Commission (ITC) in April 2024 provides evidence on these trends relating to:

- How people shop.
- How people work.
- How people access services.

5.2.3 Many people now more frequently access services and purchase goods online. ONS data shows that since 2014 internet sales as a percentage of total sales has increased very substantially from 10% to 25% - a trend that is likely to continue to grow, thereby reducing reliance on physical access to retail services.

Image 5.1: Internet Sales as a Percentage of Total Retail Sales – 2014-2023

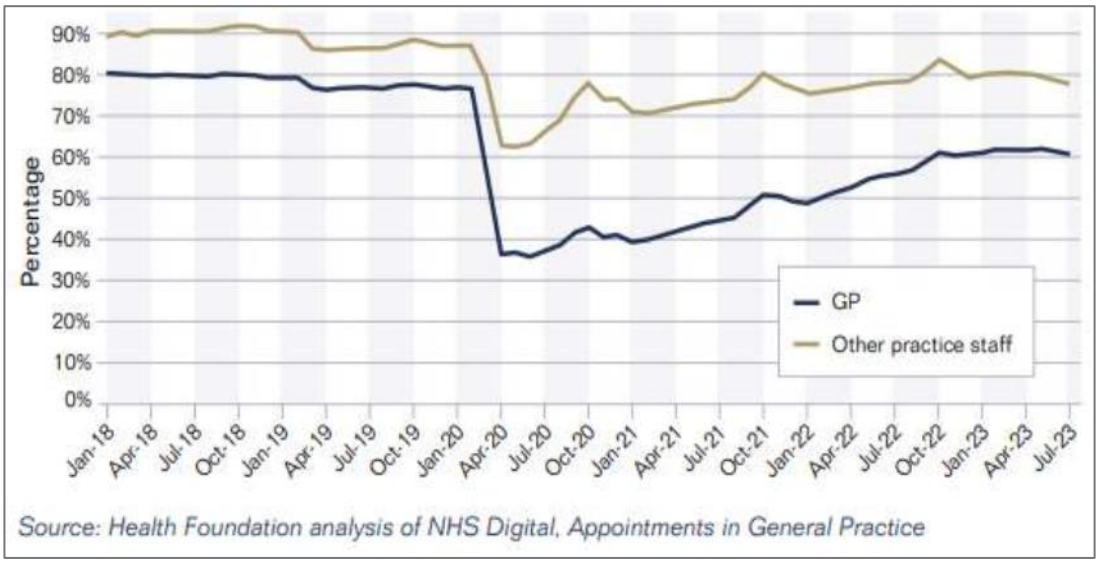


5.2.4 These changing patterns extend beyond accessing goods and employment, with a substantial increase in people using the internet occurring between 2002 (57%) and 2023 (98%). This means

nearly all people can access all manner of services in increasing numbers without physically travelling, whether that is meeting with the bank, contacting public services, searching for a new house, or accessing healthcare.

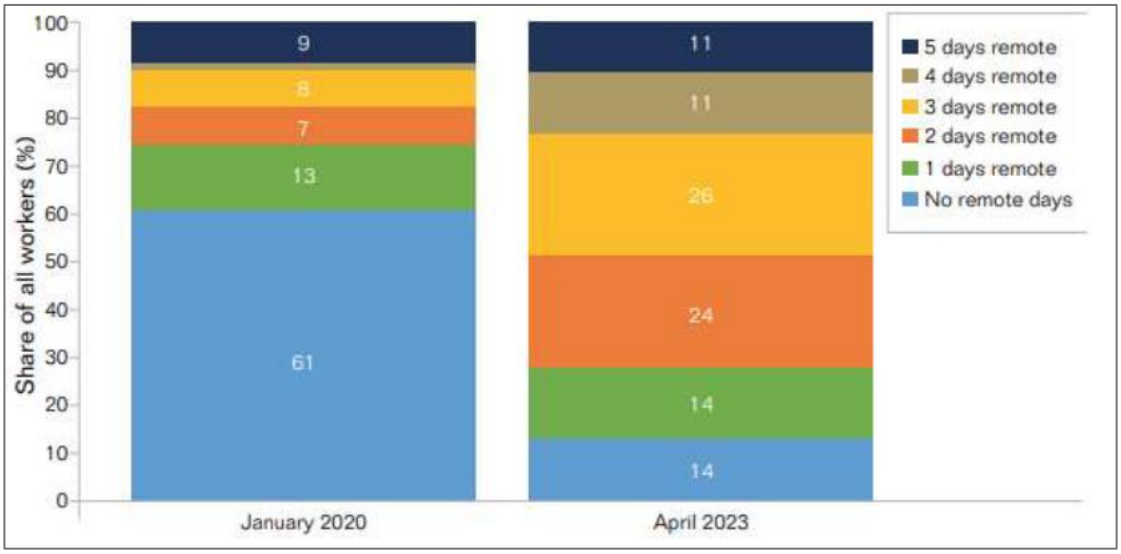
5.2.5 An example of this is the proportion of GP appointments now undertaken digitally increasing from 20% in 2018 to 40% in 2023.

Image 5.2: Percentage of all appointments with GPs / Practice Staff that were 'face to face'



5.2.6 People are also working very differently. Beyond the initial impacts of the pandemic, the ITC research demonstrates some 44% of working adults now either work remotely or within a hybrid arrangement.

Image 5.3: Number of Home Working Days Preferred (percentage share of all workers)



5.2.7 This means less people need to regularly access commercial centres for employment, instead able to access employment at home or under hybrid arrangements. When journeys are made to employment bases, these are often far less frequent, and the role of commuting is reducing.

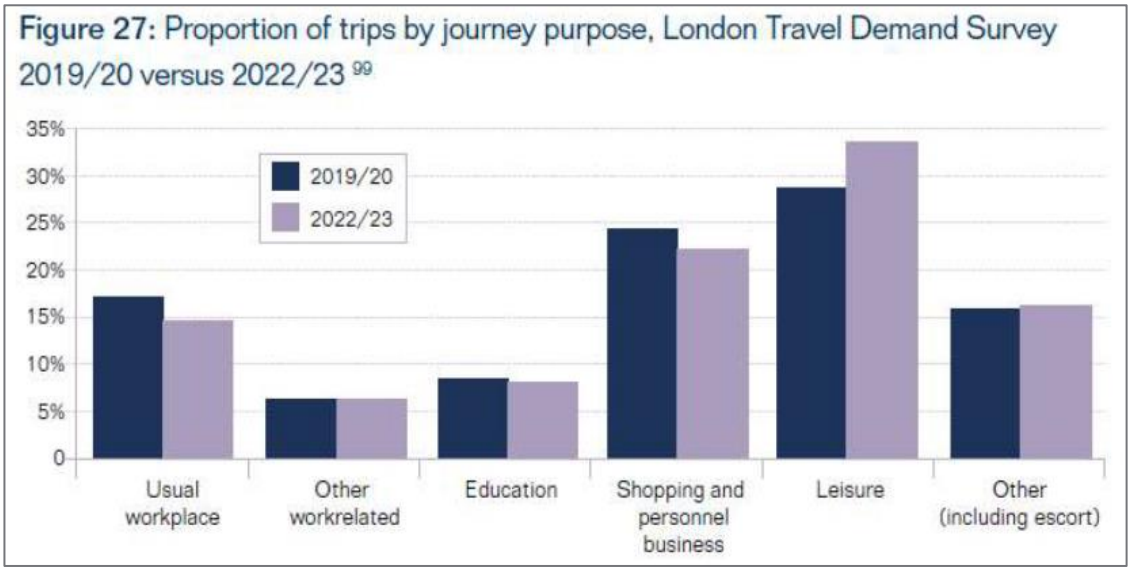
5.2.8 The increase in digital connectivity therefore reduces reliance on higher order services from the nearby centres of Twyford, Wargrave and Maidenhead, with future residents able to access some services online via broadband infrastructure, which will be available to all.

5.2.9 Indeed, WBC recognises (within their LTP4) the impact of digital connectivity and how it is an important element of introducing sustainable travel behaviours by reducing the overall need to travel:

> ***"There is a growing use of digital and home delivery services which, for some, can reduce the need to travel for work and shopping. The number of trips made by individuals has also been reducing, with the National Travel Survey showing that each person made 12% fewer trips in 2019 than they did in 2000."***
>
> ***"Many of the changes to why and how often we travel were accelerated by the pandemic in 2020. For example, hybrid and full-time working, made possible by new technology, is now a realistic choice for some."***

5.2.10 In terms of travel behaviours, this all means that people still have a travel demand but that travel demand is focussed on different purposes, with reducing need for physical access to employment and retail centres, and increased travel share for leisure purposes which can be achieved more locally. Assessment by TfL of travel patterns demonstrates this trend.

Image 5.4: Change in Journey Purpose (2019/2020 and 2022/2023)



5.2.11 There is also a notable shift to low emission vehicles, a 'sustainable mode of travel' identified by NPPF. Development can facilitate this shift by providing the right infrastructure and conditions to further the uptake of low emission vehicles, including EV charging facilities that will be provided for every dwelling on the site. This means the harms of vehicle travel, where it occurs, becomes more limited, by reducing the negative environmental impacts of vehicle movement.

5.2.12 The Building Regulations now require each dwelling to be provided with access to fast EV charging facilities which will be provided as part of the development proposals (See **Section 4**), and the Government has committed to phasing out combustion engine vehicles by 2035.

5.2.13 Overall, there is clear benefit in sustainable transport terms for the proposed residential use when set against the extant garden centre use. The proposed residential development at the site will be less intensive, and therefore more sustainable, than the extant use due to these recent shifts in travel patterns (i.e. increases in home working) and will result in less overall miles travelled.

5.3 Hare Hatch as a Suitable Location for Development

5.3.1 WBC's Settlement Hierarchy Assessment note was published in September 2024 to accompany the Boroughs "Local Plan Update: Proposed Submission Plan (Regulation 19)", and considers the range of services and facilities, and public transport accessibility at different settlements within the borough. Accordingly, the note categorises settlements into "Tier 1: Major", "Tier 2: Modest" or "Tier 3: Minor" Development Locations depending on the provision and array of local amenities.

5.3.2 Whilst it is accepted that the provision of local amenities within Hare Hatch is limited (albeit they do include a well-stocked farm shop selling fresh fruit and vegetables and other everyday essentials), the village is immediately adjacent to the settlements of Twyford and Wargrave which are well established service centres, offering a good range of key local services and facilities and public transport opportunities.

5.3.3 The Core Strategy acknowledges that higher-order facilities will be provided in other settlements and the Settlement Hierarchy supports this, noting ***"Many smaller settlements will be unlikely to have direct access to higher-order services and facilities, but the ease and ability to access them elsewhere is an important element of considering settlement sustainability."*** This position is consistent with paragraph 83 of the NPPF which acknowledges that, to promote sustainable rural development, services and facilities will be shared between smaller settlements.

5.3.4 Twyford is a key service centre and is in the highest tier of the Settlement Hierarchy, serving as an important hub for neighbouring villages and a key transport hub providing connections to regional centres including Reading, Oxford and London. Twyford is c. 2.5km to the southwest of the site and is therefore within an acceptable walking distance and is well within a reasonable cycling distance. As demonstrated in Section 3 of this report, there are a network of footways and 'Quiet Links' within the vicinity of the site that ensure Twyford is readily accessible by active modes.

5.3.5 Moreover, the village of Wargrave is in the second tier of the Settlement Hierarchy and provides almost all necessary key services and facilities, including schools, retail and medical facilities. Wargrave is c. 2km northwest of the site and is therefore within a reasonable walking distance and well within a reasonable cycling distance. Similarly to Twyford, there are a network of footways and 'Quiet Links' within the vicinity of the site that ensure Wargrave is readily accessible by active modes.

5.3.6 **Section 5.5** sets out in detail the provision of local services and facilities available in Hare Hatch, as well as the nearby settlements of Twyford and Wargrave.

5.4 Walking and Cycling Distances

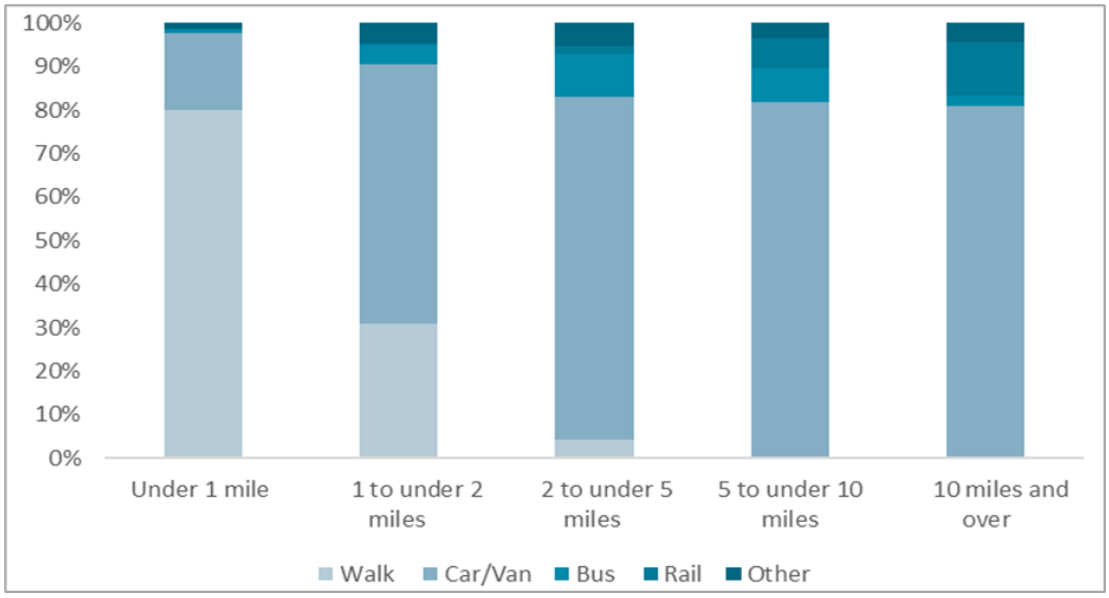
Walking Distances

5.4.1 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk.

> ***"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."***

5.4.2 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths and is presented in **Image 5.5**. This confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 5.5: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: National Travel Survey, England 2019

5.4.3 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. This is a reasonable everyday walking distance.

5.4.4 It is important to note that neither 800m nor 1.6km are the maximum realistic walking distance. The DfT document Gear Change identifies that in 2017-2018 in urban areas more than 40% of journeys were under 2 miles, which it states is for many people a distance perfectly suited to cycling and walking.

5.4.5 On this basis, it is reasonable to consider a journey of 2 miles / 3.2km as a 'maximum' walking distance for most day-to-day journeys.

Cycling Distances

5.4.6 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

> ***"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."***

5.4.7 The DfT's Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.

5.4.8 There is a wealth of guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

5.5 Local Services and Facilities

5.5.1 **Table 5.1** provides an overview of the local facilities and services within the local area and nearby settlements of Wargrave and Twyford that are within an acceptable walking and reasonable cycling distance of the site.

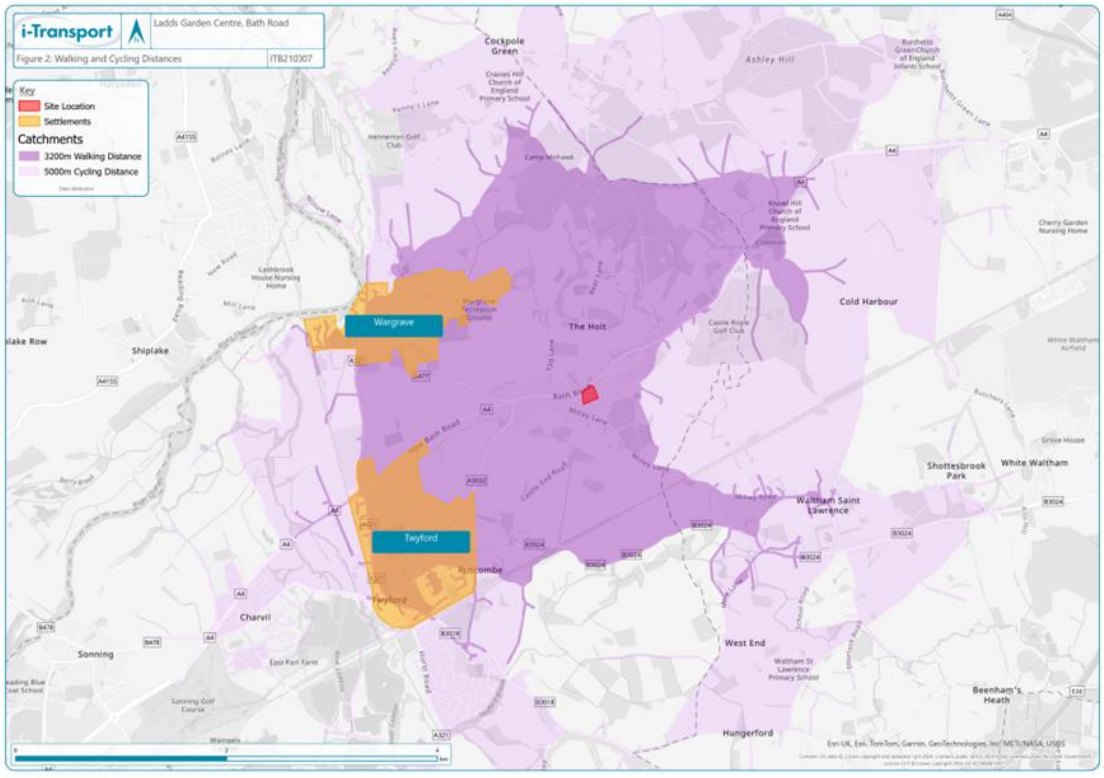
Table 5.1: Local Facilities and Journey Times by Purpose

Purpose	Destination	Distance	Walking Journey Time	Cycling Journey Time
Leisure	The Horse and Groom	425	5	2
	The Squires Garden Centre (Café)	750	9	3
	The Gardening Club (Café)	850	10	3
	Wargrave Recreation Ground	2475	29	9
	Wargrave Scouts	2375	28	9
	Woodclyffe Allotments	2450	29	9
	Loddon Hall	2495	30	9
	The Bull Hotel & Public House	2575	31	10
	The Woodclyffe Hall	2675	32	10
	Wargrave Library	2675	32	10
	King George V Recreation Ground	2535	30	10
	St George & Dragon	2975	35	11
	Twyford Library	3175	37	12
	The Duke of Wellington	3145	37	12
Retail	The Gardening Club (Garden Centre & Farm Shop)	850	10	3
	A & I Convenience Store	2370	28	9
	Londis Twyford	2375	28	9
	M&S Food	2375	28	9
	Victoria News and Post Office	2400	29	9
	Twyford Post Office	2975	35	11
	Tesco Express	2970	35	11
	Waitrose Superstore	2925	35	11
Education	Robert Piggott C of E Infant School	2375	28	9
	Wargrave Pre-School	2375	28	9

Purpose	Destination	Distance	Walking Journey Time	Cycling Journey Time
	Robert Piggott C of E Junior School	1975	24	7
	Happy Hours Pre School	2775	33	10
	Polehampton C of E Infant School	2775	33	10
	Polehampton C of E Junior School	2775	33	10
	The Piggott C of E School	3175	38	12
Health	Wargrave Pharmacy	2565	31	10
	The Wargrave Surgery	2565	31	10
	Twyford Surgery	2400	29	9
	Fields Pharmacy	2375	28	9
	Twyford Dental	3030	36	11
	Wargrave Dental Clinic	2540	30	10
	Berkshire Dentalcare and Wellness Centre	3115	37	12
	Day Lewis Pharmacy	2975	35	11
	Newdays Pharmacy	3025	36	11

5.5.2 **Figure 4** provides a visual representation of the extensive area covered within an acceptable walking (3.2km) and reasonable cycling distance (5km) of the site (extracted as **Image 5.6**)

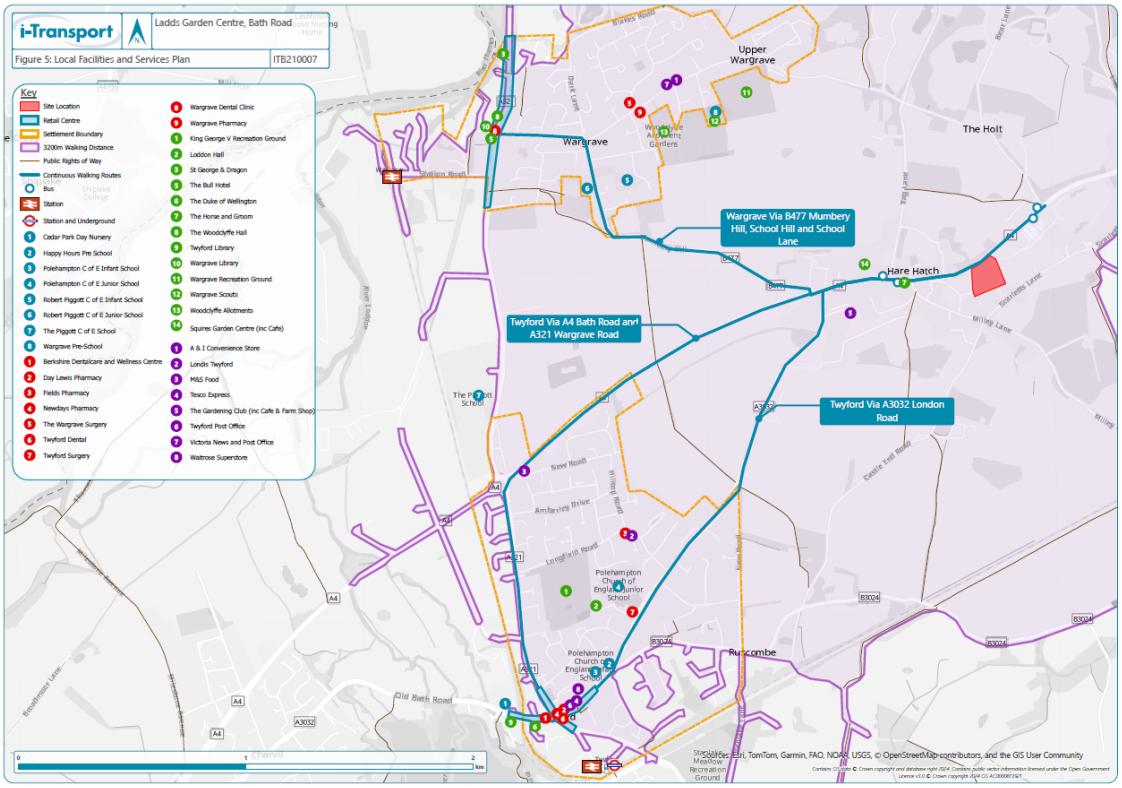
Image 5.6: Walking and Cycling Catchments



Source: Extract of Figure 4

5.5.3 **Figure 5** (extracted as **Image 5.7**) demonstrates the range of key services and facilities located within the local area and established settlements of Wargrave and Twyford and how these can be accessed by active modes.

Image 5.7: Available Local Facilities and Existing Walking Routes



Source: Extract of Figure 5

5.5.4 Taken together, the analysis demonstrates that there is a substantial range of key local facilities and services within a maximum walking or reasonable cycling distance of the site, and these can be readily accessed by active modes or by local bus services.

5.5.5 This includes a farm shop at the nearby The Gardening Club Garden Centre, which sells fresh fruit and vegetables, as well as a range of meats and other essentials including bread and milk. This local farm shop is located c. 850m from the site (a c.10-minute walk) and is accessible via the existing footways on the A4 Bath Road leading west from the site. This will provide future residents with ample opportunities to shop for everyday essentials within close vicinity of their homes and to undertake these trips by active modes.

5.6 Sustainable Transport Strategy

5.6.1 As established from the analysis above, there is clear benefit in sustainable transport terms for the proposed residential use when set against the extant garden centre use. The proposed

residential development at the site will be less intensive, and therefore more sustainable, than the extant use due to these recent shifts in travel patterns (i.e. increases in home working) and will result in less overall miles travelled. The proposed development will also make efficient use of land, by delivering much needed housing on a brownfield site (See Section 7).

5.6.2 The site benefits from access to local facilities and services, as a combination of services within Hare Hatch, Wargrave and Twyford respectively, and future residents of the site will be afforded genuine opportunities to travel by active and/or sustainable modes of travel.

5.6.3 To ensure that these opportunities are taken up, the development has been designed to provide a well-connected network with opportunities for walking and cycling to be prioritised over the private car. This will be realised through the provision of:

- A network of shared surface streets, where pedestrians and cyclists will share spare with vehicles on an equitable basis.
- The delivery of a new pedestrian refuge island crossing on the A4 Bath Road, ensuring that pedestrians are able to access existing pedestrian infrastructure within Hare Hatch and to local bus stops.
- Fast electric vehicle charging points and easily accessible secure cycle storage for all homes.

SECTION 6 Traffic Impact

6.1 This section of the Transport Statement considers the forecast development traffic impacts when compared against the extant use.

6.2 Extant Use – Garden Centre

6.2.1 The site currently comprises the existing Ladds Garden Centre, which has been in operation at the site for some significant time. Whilst the garden centre is no longer functioning at full capacity, the site is operating lawfully under a garden centre use and could be intensified lawfully without further planning permission. As such, it is therefore appropriate to estimate the level of traffic that could be generated by the extant garden centre use at the site for traffic impact assessment purposes.

6.2.2 As a practice, i-Transport LLP has worked on a number of garden centre projects across England and as part of this work has commissioned and analysed traffic survey data for numerous fully operational garden centres. **Table 6.1** provides a summary of traffic survey data obtained for three garden centres located in similar locations to the existing Ladds Garden Centre in Hare Hatch. Data has been provided for the network peak periods, as well as the peak operational periods (typically weekends).

Table 6.1: Summary of Garden Centre Traffic Surveys

Location	Observed Vehicle Movements					
	AM Peak (0800-0900)		PM Peak (1700-1800)		Weekend Peak (Varied)	
	In	Out	In	Out	In	Out
Henry Street Garden Centre (Swallowfield)	21	4	12	45	133	181
White Tower Garden Centre (Aldermaston)	6	0	3	3	15	6
Choice Plants (Romsey)	8	3	4	4	31	31

6.2.3 The data in **Table 6.1** has been used to establish trip rates for the surveyed garden centres, which have then been averaged to generate a trip rate that can be applied to the existing Ladds Garden Centre at the site.

Table 6.2: Summary of Surveyed Garden Centre Trip Rates

Location	Trip Rate (Based on GFA in sqm)					
	AM Peak (0800-0900)		PM Peak (1700-1800)		Weekend Peak (Varied)	
	In	Out	In	Out	In	Out
Henry Street Garden Centre (Swallowfield) (6,816sqm)	0.308	0.060	0.176	0.660	1.951	2.656
White Tower Garden Centre (Aldermaston) (2,094sqm GFA)	0.287	0.000	0.143	0.143	0.716	0.287
Choice Plants (Romsey) (5,432sqm)	0.147	0.055	0.074	0.074	0.571	0.571
Average	0.247	0.038	0.131	0.292	1.079	1.171

Source: Consultant's Calculations

6.2.4 Based on the GFA of the existing Ladds Garden Centre (3,215sqm), the estimated traffic generation of the extant use at the site when fully operational is presented in **Table 6.3**.

Table 6.3: Estimated Traffic Generation of Extant Garden Centre Use at Site

Location	Estimated Vehicle Trips (3,251sqm)					
	AM Peak (0800-0900)		PM Peak (1700-1800)		Weekend Peak (Varied)	
	In	Out	In	Out	In	Out
Ladds Garden Centre (Operating under fully lawful use)	8	1	4	9	34	38

Source: Consultant's Calculations

6.2.5 When operating fully, the existing garden centre at the site could generate c. 9 two-way vehicle movements during the morning peak period and c. 13 two-way vehicle movements in the evening peak period. The garden centre would also generate a material volume of traffic during the weekends, and this could be up to c. 72 two-way vehicle movements respectively.

6.2.6 Based on observed traffic data (**Table 3.4**), the existing site access junction currently accommodates some 29 two-way vehicle movements in the morning peak hour and some 10 two-way vehicle movements in the evening peak hour. It should be noted that a material number of these observed movements are associated with the additional business premises to the south and east, given that the garden centre is not currently operating at full capacity.

6.3 Proposed Use - Residential

6.3.1 To estimate the likely traffic generation of the proposed residential development at the site, vehicle trip rates have been obtained from comparable surveys within the TRICS database (version 7.11.4). Trip rates for privately owned houses have been obtained. These are robust on the basis that they take no account of flats or affordable housing, which will form a proportion of the development (**Section 4**).

6.3.2 The vehicular trip rates, and resultant trip generation based on 19 dwellings, is presented in **Table 6.4** and the full TRICS output report is included in **Appendix E**.

Table 6.4: Proposed Development Vehicular Trip Rates and Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Trip Rate	0.169	0.372	0.541	0.318	0.176	0.494
Trip Generation	3	7	10	6	3	9

Source: TRICS Trip Rates and Consultant's Calculations

6.3.3 The proposed residential development is likely to generate 10 two-way trips in the morning peak hour and, and 9 two-way trips during the PM Peak. This broadly equates to one additional vehicle every 6 minutes during the busiest periods of the day, which is a very modest amount of traffic generation that is likely to be imperceptible.

6.4 Net Traffic Impact Assessment

6.4.1 A net traffic impact assessment has been undertaken using the extant garden centre trip generation (when operating fully) in **Table 6.3** and the proposed residential development traffic generation **Table 6.4**. The results of the assessment are presented in **Table 6.5**.

Table 6.5: Net Traffic Impact Assessment

AM Peak (0800-0900)			PM Peak (1700-1800)		
In	Out	Two-way	In	Out	Two-way
Neutral Weekday Vehicle Traffic Generation					
Extant Garden Centre Use					
8	1	9	4	9	13
Proposed Residential Use					
3	7	10	6	3	9
Net Impact					
-5	+6	+1	+2	-6	-4

6.4.2 When compared to the extant garden centre use, the proposed residential development is expected to:

i Result in a negligible change in the level of traffic generation during the morning peak period.

ii Result in a reduction in traffic generation during the evening peak period – with an estimate of 4 fewer two-way vehicle movements.

iii Result in an overall net reduction in traffic movements across the peak periods (when taken together).

6.4.3 It is also clear from the results of the garden centre traffic surveys that the proposed residential development will operate significantly less intensively than the extant garden centre use over a typical weekend. It is also reasonable to infer from the data that the proposed residential development will operate significantly less intensively than the extant garden centre use over the duration of a typical weekday.

6.4.4 Taken together, the proposed residential development will result in a net reduction in the number of traffic movements onto the local highway network when compared to the extant garden centre use and will therefore operate less intensively. The proposed development will therefore certainly not result in any noticeable, let alone 'severe' impacts on the operation of the local highway network.

6.5 Operational Assessment – Site Access Junction

6.5.1 Notwithstanding the above, junction modelling of the proposed site access junction has been undertaken to demonstrate that the access will continue to operate safely and effectively with the proposed development in place.

6.5.2 The proposed parameters used to undertake the modelling are set out below and include forecast traffic growth on the local highway network as well as consideration to the existing business premises on site. The traffic generation of these existing uses has been determined through the results of the MCC survey undertaken at the existing site access, the results of which are presented in **Table 3.4**. The traffic surveys were carried out during a period where the existing Ladds Garden Centre was operating at limited capacity.

6.5.3 The junction modelling assessment have been undertaken under the loading of the full development traffic flows and makes no adjustments for the net impact of the development proposals (as set out in **Table 6.5**) or any existing movements[2] associated with the Ladds Garden Centre (as captured within the traffic surveys). This analysis is therefore exceptionally robust.

Traffic Growth

6.5.4 Factors to allow for background traffic growth from 2025 to 2030 (five years post application) have been derived from the TEMPro database for the Wokingham 001 MSOA. The growth factors are summarised in **Table 6.6**.

Table 6.6: TEMPro Growth Factors

Date Range	AM Peak	PM Peak
2025-2030	1.0583	1.0590

Source: TEMPro

6.5.5 The growth factors include all committed development in the local area and on this basis are robust.

Junction Modelling

6.5.6 The junction modelling of the proposed site access junction has been undertaken using the TRL software Junctions 11. The full junction modelling outputs are contained at **Appendix F** and the modelling geometries can be made available upon request.

Table 6.7: Site Access Junction (2030 Opening Year with Development) – Junctions 11 Modelling Results

	Morning Peak Hour (0700-0800)			Evening Peak Hour (1600-1700)		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Site Access	0.06	0	9	0.04	0	11
A4	0.04	0	8	0.01	0	9

Source: Junctions 11

6.5.7 The results demonstrate that the proposed site access junction will operate well within capacity (i.e. with no material queueing or delay), during the opening year with the development fully occupied.

[2] Albeit these will be limited given the garden centre is no longer operating at full capacity.

SECTION 7 Policy Assessment

7.1 This section of the Transport Statement provides a review of application site against National and Local planning policy, referring to information provided within previous sections of this report.

7.2 National Planning Policy Framework

Site Context and Making Efficient Use of Land

7.2.1 The site currently comprises the existing Ladds Garden Centre which has been in operation at the site for some significant time. The site therefore comprises brownfield[3] development, where the existing operation at the site is lawfully operating and could be intensified lawfully. On this basis, the principle of development at the site has already been established.

7.2.2 In relation to brownfield development, the NPPF is clear in Paragraphs 124 and 125 in stating that the accommodation of assessed housing need should make ***"as much use of possible or previously-developed or 'brownfield' land"*** and that decisions should ***"give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for should be approved unless substantial harm would be caused …"***. As demonstrated within this Transport Statement, the proposed development will certainly not result in any substantial harm in highways terms. The fact that the site comprises brownfield development should therefore be afforded substantial weight in planning terms.

7.2.3 Moreover, paragraph 5.2.35 of WBC's '*Sustainability Appraisal (September 2024)*' references the 'spatial strategy elements' of WBC's Local Plan and states that there is a ***"clear need to maximise supply from brownfield (or previously developed land)***.

Sustainable Transport

7.2.4 The NPPF (Paragraph 83) supports the sustainable growth of rural areas and specifically acknowledges that it is not always possible for rural areas to provide for the full needs of its community, and in such cases, nearby villages will be likely to support each other.

[3] Also referred to as 'previously developed land'

"83. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."

7.2.5 In relation to the application site, Hare Hatch relies on access to the nearby settlements of Wargrave and Twyford for access to wider facilities and services, with various choices of travel modes available as described in Section 3 and Section 5. The development proposals will also deliver a new footway and pedestrian refuge island crossing to connect to the existing pedestrian infrastructure on the local highway network to ensure these services and facilities are accessible by active modes.

7.2.6 Paragraph 110 specifically recognises that the sustainability expectations of development in urban areas (such as Reading or Wokingham) will be different to those in more rural locations (such as Hare Hatch). This is an important distinction that means consideration of accessibility and sustainability must take account of the relative opportunities and local context.

"110. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

7.2.7 Paragraph 115 presents the primary transport tests for development proposals and provides the same distinction in relation to assessing accessibility, requiring that sustainable transport modes should be prioritised taking into account the type of development and its location. Through the Sustainable Transport Strategy, the development proposals ensure the appropriate opportunities are taken.

Presumption in Favour of Sustainable Development

7.2.8 WBC are unable to presently demonstrate a five-year housing land supply. In line with Paragraph 10 and 11 of the NPPF, the presumption in favour of sustainable development therefore applies as WBC cannot demonstrate an adequate housing supply. In these instances, permission should be granted for development proposals unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies of the NPPF and having particular regard to key policies including making effective use of land, i.e. using brownfield or previously developed land.

Summary

7.2.9 Taken together, the development proposals are consistent with the objectives of the NPPF:

- Sustainable transport opportunities will be prioritised, within the context of the more rural location (as demonstrated in Section 3 and Section 5 of this Transport Statement)
- The presumption in favour of sustainable development applies, given WBC are unable to presently demonstrate a five-year housing land supply.
- The development proposals will be more sustainable than the extant garden centre use at the site (as demonstrated in Section 5 and Section 6 of this Transport Statement).

7.3 Local Policy

7.3.1 Core Policy CP1 relates to Sustainable development. The policy identifies that new developments should be well integrated with existing or proposed transport infrastructure, including pedestrian, cycle, and public transport networks, to ensure that a development has a choice of transportation modes and to support opportunities to reduce travel demand by car.

7.3.2 Policy CP1 and CP3 also require that development should deliver ***"a functional, accessible, safe, secure and adaptable scheme"*** whilst CP1 further requires development to demonstrate how proposals support opportunities for reducing the need to travel particularly by car.

7.3.3 Through the Transport Statement, it is demonstrated that the scheme integrates well with the local transport infrastructure, connecting directly to the established network of footways in Hare Hatch and the designated quiet link cycle routes at Blakes Lane, Blakes Road, Tag Lane, Milley Lane, Scarletts Lane and Castle End Road, and being located within 280m of local bus services. The Sustainable Transport Strategy (Section 5) demonstrates how the proposed development will reduce the need to travel (particularly by car), referencing the upward trends in digital connectivity, home working and online shopping. There is therefore clear benefit in sustainable transport terms for the proposed residential use when set against the extant garden centre use.

7.3.4 Core Policy CP6 is the central transport policy for 'managing travel demand' in Wokingham and states:

"Planning permission will be granted for schemes that:

a ***Provide for sustainable forms of transport to allow choice;***
b ***Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;***

c Improve 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;

d Provide appropriate vehicular parking, having regard to car ownership;

e Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;

f Enhance road safety; and

g Do not cause highway problems or lead to traffic related environmental problems."

7.3.5 Policy CP6 is inconsistent with the Framework (particularly paragraphs 110 and 115) in that it does not recognise the differing levels of accessibility that can be achieved on urban sites compared to rural locations. The expectations for accessibility in these areas and therefore opportunities to minimise the distances people need to travel will be lesser in rural areas, which should be recognised in CP6.

7.3.6 Nevertheless, this Transport Statement demonstrates how CP6 is met by the development proposals, including the choices in travel modes that are available, covering walking, cycling and public transport opportunities, as well as reducing the overall need to travel (when compared to the extant garden centre use) given the upward trends in digital connectivity, home-working and online shopping that will be realised by the proposed residential development at the site.

7.3.7 Overall, the development proposals are shown to comply with the relevant transport related local policies.

SECTION 8 Summary and Conclusion

8.1 Summary

8.1.1 The site currently comprises the existing Ladds Garden Centre, which has been in operation at the site for a significant time, albeit now no longer functioning at full capacity. Access to the site is provided by an existing priority junction onto the A4 Bath Road, with a right-turn lane.

8.1.2 The site comprises brownfield development, where the existing garden centre use at the site is lawfully operating (and could be intensified lawfully). The principle of development at the site has therefore been established.

8.1.3 The proposed development will make efficient use of previously developed land, in accordance with the principles of the NPPF and local WBC planning policy. The proposed development will operate less intensively than the extant garden centre use, resulting in a net reduction in the number of traffic movements across the typical weekday peak periods and across a typical week, as evidenced by garden centre traffic surveys and data from the TRICS database. The proposed development will therefore be more sustainable than the extant use and will not result in any noticeable, let alone 'severe', impacts on the operation of the local highway network. This is based on robust analysis of relevant traffic data, as well as recent trends in travel patterns (i.e. increases in home working) that will result in materially less miles travelled to/from the site.

8.1.4 Within the local area of Hare Hatch, a nearby farm shop ensures that future residents will be able to shop for fresh fruit and vegetables, as well as a range of meats and other essentials including bread and milk by active modes. Moreover, the nearby settlements of Wargrave and Twyford provide an excellent range of key services and facilities and are accessible within an acceptable walking distance of the site, as well as are well within a reasonable cycling distance. There is a network of continuous pedestrian routes within vicinity of the site that provide access to Wargrave and Twyford, whilst cycle access can also be achieved via a network of 'Quiet Links', including Blakes Lane, Blakes Road, Tag Lane, Milley Lane and Castle End Road respectively.

8.1.5 Alternatively, access to these nearby settlements can be achieved via local bus services within Hare Hatch, access to which is provided via the existing footway along the A4 Bath Road.

8.1.6 The existing access onto the A4 Bath Road will continue to provide safe and suitable access to the site in accordance with national and local design guidance. To ensure convenient access for pedestrians, it is proposed to deliver a new pedestrian refuge island crossing on the A4 Bath

Road as part of the development proposals. This has been designed carefully with reference to observed 85th percentile speed data and has been subject to a Stage 1 Road Safety Audit, with no residual issues raised.

8.1.7 Additionally, recognising the existing vehicle speeds on the A4 Bath Road, the applicants are willing to fund the reduction in the speed limit to 40mph to improve local conditions if WBC support the principle of this change.

8.1.8 The internal site layout provides a permeable movement network, and car and cycle parking is provided in full accordance with WBC's parking guidance and therefore provides sufficient capacity to accommodate for all residents and visitors.

8.2 Conclusions

8.2.1 On the basis of the above, it is concluded that the proposed development complies with the requirements of the NPPF insofar that:

i Sustainable transport modes will be prioritised, given the type of development and its location and that there is a reasonable choice of travel modes available.

ii Safe and suitable access can be provided to the development for all users.

iii The proposed development will operate less intensively than the extant use, and therefore there will be no material (let alone 'severe') traffic impacts on the local highway network.

iv The internal design of the development accords with national guidance.

8.2.2 The proposals are therefore acceptable in highways and transport terms.

FIGURES

i-Transport

Ladds Garden Centre, Bath Road

Figure 1: Site Location Plan | ITB210007

Key

Site Location

A4 Bath Road

Scarletts Lane

Milley Lane

Hare Hatch

A4

Milley Lane

Scarletts Lane

0 0.1 0.2 km

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

i-Transport

Ladds Garden Centre, Bath Road

Figure 2: Cycle Network as defined by WBC LCWIP

ITB210007

Key

- Site Location
- Primary Routes
- Secondary Routes
- Tertiary Routes
- Greenway Routes

Data Attribution

Wargrave Via Blakes Road

Victoria Road

Blakes Lane

A4 Bath Road

Wargrave

A321

A4 Bath Road

A3032 London Road

Twyford Via A3032 London Road

A321

Twyford

Waltham Road

Camp Mohawk

142 m

Lutman's Haven

Star Lane

Knowl Hill Church of England Primary School

Bottle Lane

Common

Knowl Hill

Cold Harbour

Castle Royle Golf Club

Lashbrook House Nursing Home

Blakes Road

Upper Wargrave

Mill Lane

River Thames

Wargrave

Tag Lane

Scarletts Lane

Mumbery Hill

B477

Hare Hatch

Milley Lane

The Piggott School

River Loddon

New Road

Amberley Drive

Castle End Road

Milley Road

Halls Lane

Waltham Saint Lawrence

Nut Lane

B3024

Polehampton Church of England Infant School

Rushcombe

Twyford

Stanlake Meadow Recreation Ground

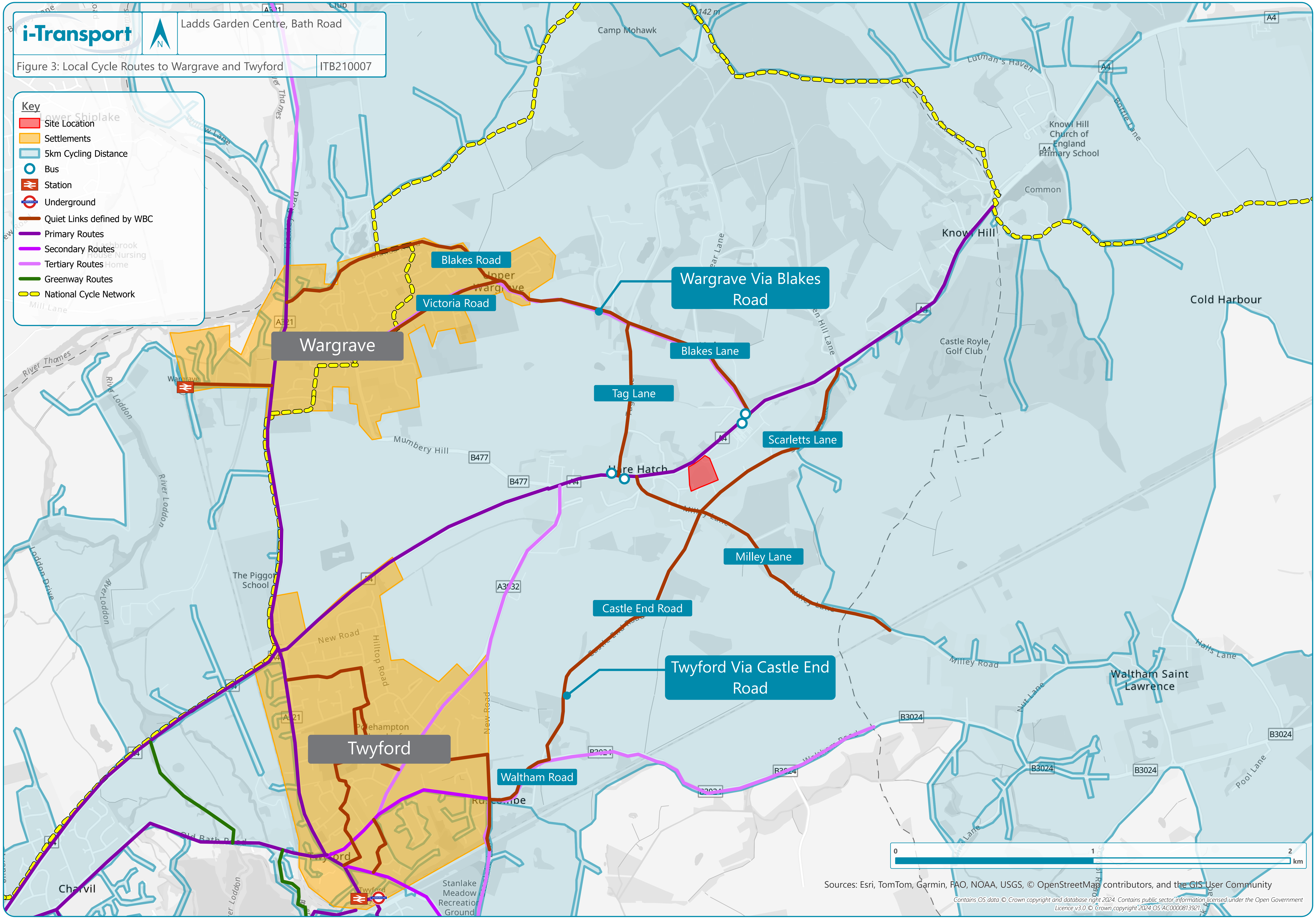
Chalvil

A3032

A4

0 1 2 km

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS


i-Transport
Ladds Garden Centre, Bath Road
Figure 3: Local Cycle Routes to Wargrave and Twyford
ITB210007
Key
Site Location
Settlements
5km Cycling Distance
Bus
Station
Underground
Quiet Links defined by WBC
Primary Routes
Secondary Routes
Tertiary Routes
Greenway Routes
National Cycle Network
Blakes Road
Victoria Road
Wargrave Via Blakes Road
Wargrave
Blakes Lane
Tag Lane
Scarletts Lane
Hare Hatch
Milley Lane
Castle End Road
Twyford Via Castle End Road
Twyford
Waltham Road
Camp Mohawk
Knowl Hill
Knowl Hill Church of England Primary School
Common
Cold Harbour
Castle Royle Golf Club
Waltham Saint Lawrence
Charvil
Stanlake Meadow Recreation Ground
The Piggott School
Mumbery Hill
Milley Road
New Road
Hilltop Road
Ruscombe
Old Bath Road
River Loddon
River Thames
B477
A4
A321
A3032
B3024
0
1
2
km
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
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i-Transport

Ladds Garden Centre, Bath Road

Figure 4: Walking and Cycling Distances | ITB210007

Key

- Site Location
- Settlements

Catchments

- 3200m Walking Distance
- 5000m Cycling Distance

Data Attribution

Wargrave

Twyford

Cockpole Green
Crazies Hill Church of England Primary School
Ashley Hill
Burchetts Green Church of England Infants School
Burchetts Green Lane
Kenton's Lane
Penny's Lane
Harpsden
Hennerton Golf Club
Camp Mohawk
Bolney Lane
River Thames
Willow Lane
A4155
A404
A4
Knowl Hill Church of England Primary School
Common
Cherry Garden Nursing Home
New Road
Lashbrook House Nursing Home
Reading Road
Kiln Lane
Mill Lane
Wargrave Recreation Ground
Bear Lane
The Holt
Cold Harbour
Castle Royle Golf Club
Shiplake
A321
B477
Tag Lane
White Waltham Airfield
Bath Road
Milley Lane
New Bath Road
Butchers Lane
Grove House
Shottesbrook Park
White Waltham
Berry Brook
A3032
Castle End Road
Milley Road
Waltham Saint Lawrence
B3024
Kiln Hill
Ruscombe
Mire Lane
School Road
Shurlock Road
Charvil
B3018
West End
Waltham St Lawrence Primary School
Sonning
East Park Farm
River Loddon
Hurst Road
Twyford Brook
Sonning Golf Course
Beenham's Heath
E30
Hungerford
B478
Waingels College

0 2 4 km

i-Transport

Ladds Garden Centre, Bath Road

Figure 5: Local Facilities and Services Plan | ITB210007

Key

- Site Location
- Retail Centre
- Settlement Boundary
- 3200m Walking Distance
- Public Rights of Way
- Continuous Walking Routes
- Bus
- Station
- Underground

Education

1. Cedar Park Day Nursery
2. Happy Hours Pre School
3. Polehampton C of E Infant School
4. Polehampton C of E Junior School
5. Robert Piggott C of E Infant School
6. Robert Piggott C of E Junior School
7. The Piggott C of E School
8. Wargrave Pre-School

Health

1. Berkshire Dentalcare and Wellness Centre
2. Day Lewis Pharmacy
3. Fields Pharmacy
4. Newdays Pharmacy
5. The Wargrave Surgery
6. Twyford Dental
7. Twyford Surgery
8. Wargrave Dental Clinic
9. Wargrave Pharmacy

Leisure

1. King George V Recreation Ground
2. Loddon Hall
3. St George & Dragon
5. The Bull Hotel
6. The Duke of Wellington
7. The Horse and Groom
8. The Woodclyffe Hall
9. Twyford Library
10. Wargrave Library
11. Wargrave Recreation Ground
12. Wargrave Scouts
13. Woodclyffe Allotments

Retail

1. A & I Convenience Store
2. Londis Twyford
3. M&S Food
4. Twyford Post Office
5. Victoria News and Post Office
6. Waitrose Superstore
7. Tesco Express

Data Attribution

Wargrave Via B477 Mumbery Hill, School Hill and School Lane

Twyford Via A4 Bath Road and A321 Wargrave Road

Twyford Via A3032 London Road

0 1 2 km

DRAWINGS

A4 BATH ROAD

A4 BATH ROAD

LAP
(Locally play area for toddlers)

POS

POND
(Suds pond for surface water drainage management and to create biodiversity enhancement and habitats)

Understorey Planting

7.0m
Width

5.5m

5.5m

5.5m

2.5m

5.0m

PLOTS 1-4

Plot 1 Private Garden

Plot 2 Private Garden

Plot 3 Private Garden

Plot 4 Private Garden

PLOT 5

PLOT 6

PLOT 7

PLOT 8

PLOT 9

PLOT 10

PLOT 11

PLOT 12

PLOT 13

PLOT 14

PLOT 15

PLOT 16

PLOT 17

PLOT 18

PLOT 19

6.0m

6.0m

2.4m

4.2m

4.2m

5.5m

2.5m

5.0m

N

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SCALE BAR @ 1:500

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	11.09.25	MM	SITE LAYOUT AND DIMENSIONS UPDATED	TE/BB	TW

STATUS:

FOR INFORMATION

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Tel: 01256 898366

www.i-transport.co.uk

TITLE:

SITE LAYOUT REVIEW - GEOMETRY

PROJECT:

LADDS GARDEN CENTRE, BATH ROAD

CLIENT:

WESTBOURNE HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	**SCALE @ A2:**	**DATE:**
ITB210007	1:500	02.05.25

DRAWING No: ITB210007-GA-001

REV: A

P:\Projects\2100\ITB210007 Ladds Garden Centre Bath Road\Tech\Acads i-Transport Drawings\Working Drawings\GA\ITB210007-GA-001A.dwg

A4 BATH ROAD

A4 BATH ROAD

LAP
(details of LAP to be agreed)

POS

POND
(Suds pond for surface water drainage management and to create biodiversity enhancement and habitats)

Understorey Planting

25m

PLOTS 1-4

PLOT 5

PLOT 6

PLOT 7

PLOT 8

PLOT 9

PLOT 10

PLOT 11

PLOT 12

PLOT 13

PLOT 14

PLOT 15

PLOT 16

PLOT 17

PLOT 18

PLOT 19

25m

30m

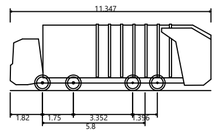
19m

KEY:

BIN DRAG DISTANCE - RCV OPERATIVE

BIN DRAG DISTANCE - RESIDENTS

RECOMMENDED BIN COLLECTION POINT



Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REV	DATE	BY	DESCRIPTION	CHK	APD
D	11.09.25	MM	SITE LAYOUT UPDATED	TE/BB	TW
C	24.07.25	MM	SITE LAYOUT UPDATED	BB	TW
B	10.06.25	MM	SWEPT PATHS UPDATED	BB	TW
A	03.06.25	MM	SITE LAYOUT AND SWEPT PATHS UPDATED	BB	TW

STATUS:

FOR INFORMATION

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The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE:

SITE LAYOUT REVIEW - SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT:

LADDS GARDEN CENTRE, BATH ROAD

CLIENT:

WESTBOURNE HOMES

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	**SCALE @ A2:**	**DATE:**
ITB210007	1:500	02.05.25
DRAWING No:		**REV:**
ITB210007-GA-002		D

SCALE BAR @ 1:500

0 5 10 25 50

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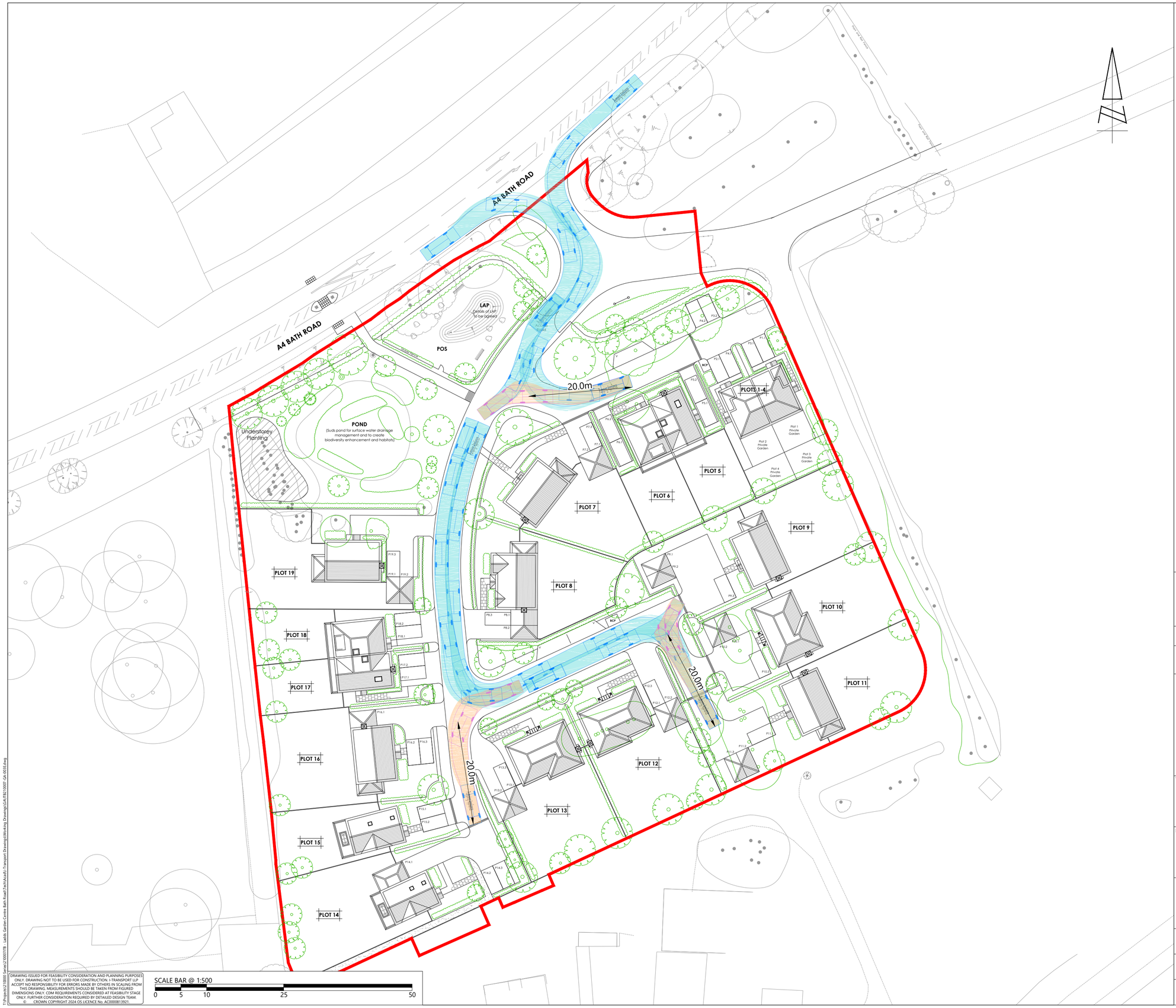

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.350m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
E	17.09.25	MM	SITE LAYOUT AND SWEPT PATHS UPDATED	TE/BB	TW
D	24.07.25	MM	SITE LAYOUT UPDATED	BB	TW
C	03.06.25	MM	SITE LAYOUT AND SWEPT PATH ANALYSIS UPDATED	BB	TW
B	27.05.25	MM	SWEPT PATH ANALYSIS UPDATED	BB	TW
A	08.05.25	MM	SWEPT PATH ANALYSIS UPDATED	BB	TW

STATUS:
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TITLE:
SITE LAYOUT REVIEW - SWEPT PATH ANALYSIS - FIRE APPLIANCE

PROJECT:
LADDS GARDEN CENTRE, BATH ROAD

CLIENT:
WESTBOURNE HOMES

DRAWN: JD
CHECKED: BB
APPROVED: TW
PROJECT No: ITB210007
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DATE: 02.05.25
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REV: E

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