

Client	Mrs Husbands
Project Name	28 Tennyson Road, Woodley
Report Title	Transport Note
Report Ref.	TN01
Project No.	C25179
Date	06/10/2025
Produced By:	LK / DC

1. INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Note (TN) has been prepared in support of a retrospective planning application at the property ('the site') known as no. 28 Tennyson Road, Woodley, Wokingham.
- 1.1.2 In July 2025, a retrospective planning application (ref: 251582) was submitted to Wokingham Borough Council (WBC) for *"the proposed erection of a 2m replacement fence, plus alterations to the front drive, including the erection of a brick wall"*. The proposed site plans submitted in support of the application (Drawing No(s). 2900 0021P1, 2900 002P2 and 2900 002P2) prepared by Hives Architects set out the site's redline boundary and proposed fence and wall.
- 1.1.3 These works are retrospective, and now encompass a slither of grassed land, which previously sat outside of the existing fence line, which abuts the junction of Tennyson Road and Keats Road as shown at Figure 1-1.

Figure 1-1: Overview of 28 Tennyson Road Existing Boundary Treatment (view from Keats Road)



Source: Google Maps (image dated May 2012)

- 1.1.4 This section of grassed land, which previously included a tree, are within the control of the applicant forming part of their site ownership and redline boundary. The proposals, including the new realigned fence to the rear of the footway and boundary wall are therefore all within the applicant's control.
- 1.1.5 This TN has been specifically prepared to respond to Wokingham Borough Council (WBC) in its role as the Local Highway Authority (LHA) to demonstrate that the proposals would not materially change the existing position on the local highway network and do not exacerbate existing road safety conditions or influence street characteristics or driver behaviour.
- 1.1.6 The TN has been prepared in accordance with national planning policies (NPPF). It has also considered guidance from the Department for Transport (DfT) including Manual for Streets, the Wokingham Borough Council 'Living Streets' guidance document and the WBC Core Strategy (2010).

1.2 Scope of Note

- 1.2.1 On the 21st July 2025, the LHA provided a response to the application, which requested that further information is required relating to vehicular visibility and car parking to enable the LHA to provide a recommendation to the planning case officer.
- 1.2.2 This TN, for ease, has been set out with the specific LHA comments in **navy boxes** with the Apex further information provided below. The comments have been set out broadly in the order provided by the LHA with some topics grouped slightly differently for ease of response, if needed.

2. LOCAL HIGHWAY AUTHORITY COMMENTS

2.1 Visibility

"Keats Road and Tennyson Road are subject to speed limits of 30mph. The applicant has demonstrated 21m forward visibility for vehicles travelling along Keats Road turning onto Tennyson Road, which is commensurate with a speed of 17.4mph. While the Highways agree that the acute bend will reduce the travelling speed of vehicles, the applicant will have to justify 21m forward visibility is sufficient with speed survey data."

- 2.1.1 The LHA agree that vehicles travelling southbound on Keats Road, will be doing so at a reduced speed when undertaking a left-turn manoeuvre onto Tennyson Road. However, it requests that 21m of forward visibility is justified by obtaining speed survey data. This is the visibility shown on Drawing No. J25XXXX-001 contained within Appendix A of the 'Technical Note – Highway Impact' report dated February 2025 prepared by Fastnet Transport Planning. For ease Drawing No. J25XXXX-001 has been re-provided at Appendix A of this TN.
- 2.1.2 Firstly, the absolute key context for this submission, which outweighs all of the evidence submitted to date, is that of the applicants ownership, which includes the grassed land adjacent to the Tennyson Road and Keats Road priority junction, as shown at Figure 1-1.
- 2.1.3 This land, regardless of existing or proposed fencelines, does not form part of the public highway, as such, it would never have formed part of a forward visibility splay (in both vertical and horizontal planes) at a bend/junction. The adopted highway extents are clearly shown in Figure 2-1, which indicates the extent of adopted highway maintained by WBC in its role as the LHA.
- 2.1.4 Additionally, neither would the land have formed part of the existing junction's visibility at the stop line of Tennyson Road, to the north on Keats Road towards southbound vehicles approaching the junction. The site boundary sits well outside of this visibility splay.

Figure 2-1: WBC Adopted Highway Mapping Extract



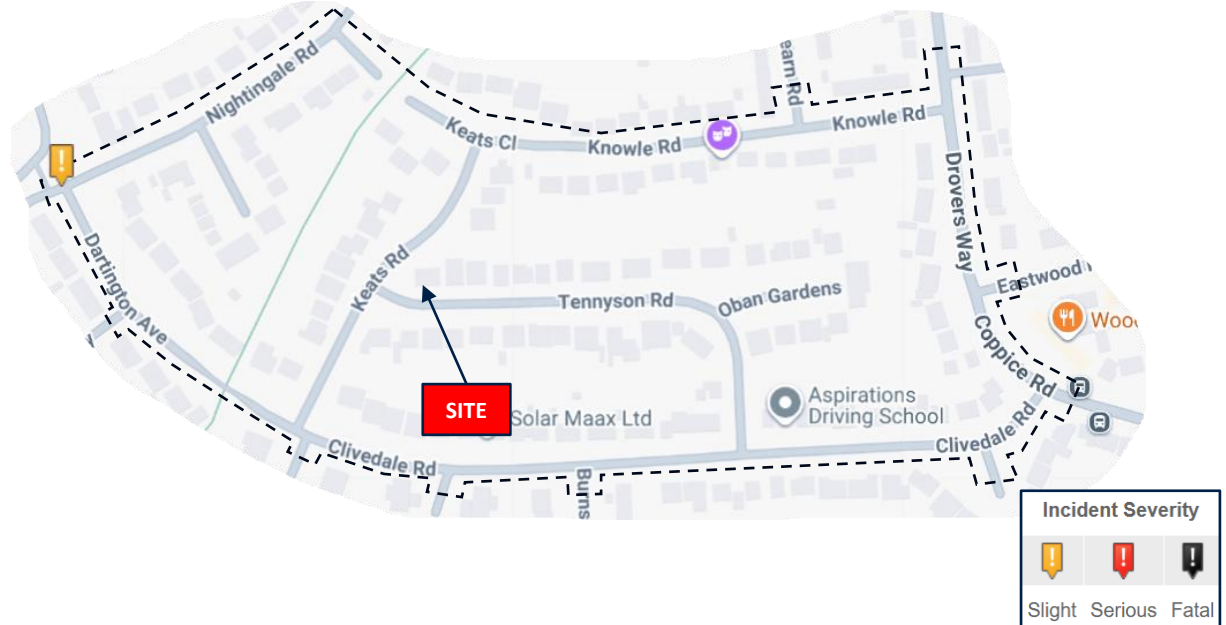
Source: Wokingham Borough Council 'Roads and Verges We Maintain' Mapping supplemented with Google Aerial Mapping

- 2.1.5 Visibility splays must be fully contained within the public highway, so that they are maintained in perpetuity and not over private or third party land where there would be a risk of obstruction.
- 2.1.6 In this instance, as confirmed by WBC's adopted highway mapping (Figure 2-1), the public highway extent is to the back edge of the existing footway and does not include the land where new fencing has been erected as part of the proposals.
- 2.1.7 As such, there should be no requirement to undertake traffic surveys to confirm existing 85th percentile vehicle speeds as the proposals (fence/wall) are not placed on the existing public highway and do not obstruct the existing forward visibility for southbound left-turning vehicles, which has been confirmed as 21m. This establishes the achievable existing baseline forward visibility for drivers at the junction undertaking this specific manoeuvre.
- 2.1.8 As such, the proposal does not change the existing conditions for drivers on approach to or at the junction of Tennyson Road and Keats Road.
- 2.1.9 It is agreed with the LHA that southbound vehicles undertaking a left-turn manoeuvre would be travelling significantly lower than the existing 30mph speed limit, this is typical of junctions in built up areas. We consider that a vehicle speed of 15mph is likely for left turning movements. Based on Manual for Streets guidance, this would equate to a stopping sight distance of 17 metres. As such, the achievable visibility at 21m is well above this level and would equate to speeds of 18mph.
- 2.1.10 Finally, existing road safety conditions have been considered. Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the four-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st

December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent 7 years of data has therefore been reviewed, which includes the most recent six full years of data outside of the pandemic.

- 2.1.11 The study area includes Tennyson Road, Keats Road, Keats Close, Knowle Road, Drovers Way, Coppice Road, Clivedale Road, Oban Gardens, Dartington Avenue and Nightingale Road as shown at Figure 2-2.

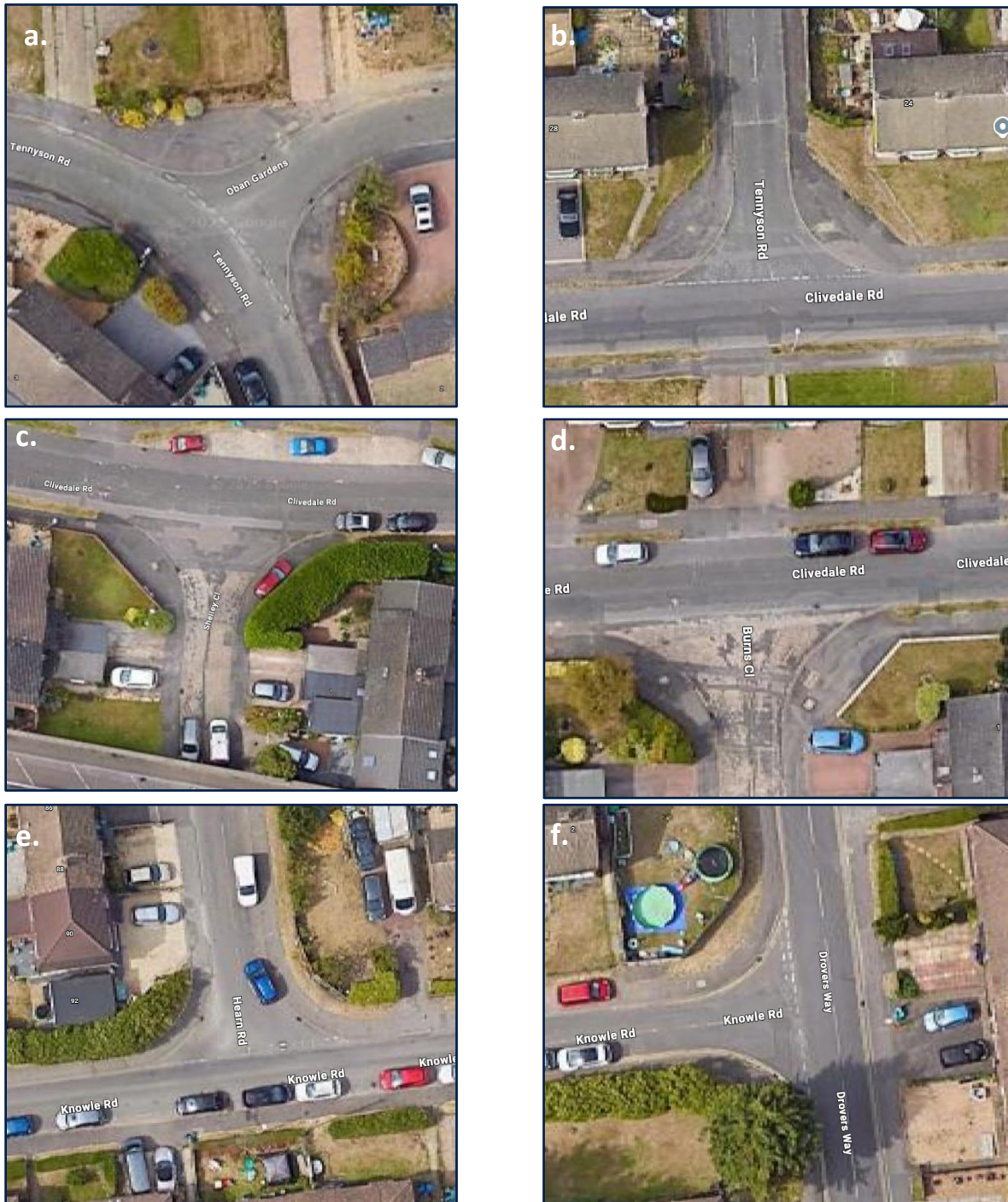
Figure 2-2: PIA study area and recorded data



Source: Crash Map

- 2.1.12 The data shows that within a wide study area, a single slight injury accident occurred within the most recent seven year period. No serious or fatal accidents occurred during this time.
- 2.1.13 The single PIA involving two cars and occurred at the junction of Dartington Avenue and Nightingale Road. This single occurrence does not indicate a recurring issue locally.
- 2.1.14 Furthermore, within the study area there are a total of 16 junctions all of which are broadly comparable to the Tennyson Road and Keats Road junction. None of these junctions have a recorded PIA within the study period and some have reduced or lower levels of visibility when compared to the junction in question, such as:
- a. Oban Gardens/Tennyson Road
 - b. Tennyson Road/Clivedale Road
 - c. Shelley Close/Clivedale Road
 - d. Burns Close/Clivedale Road
 - e. Knowle Road/Drovers Way
 - f. Hearn Road/Knowle Road.
- 2.1.15 For context, these junctions are shown at Figure 2-3.

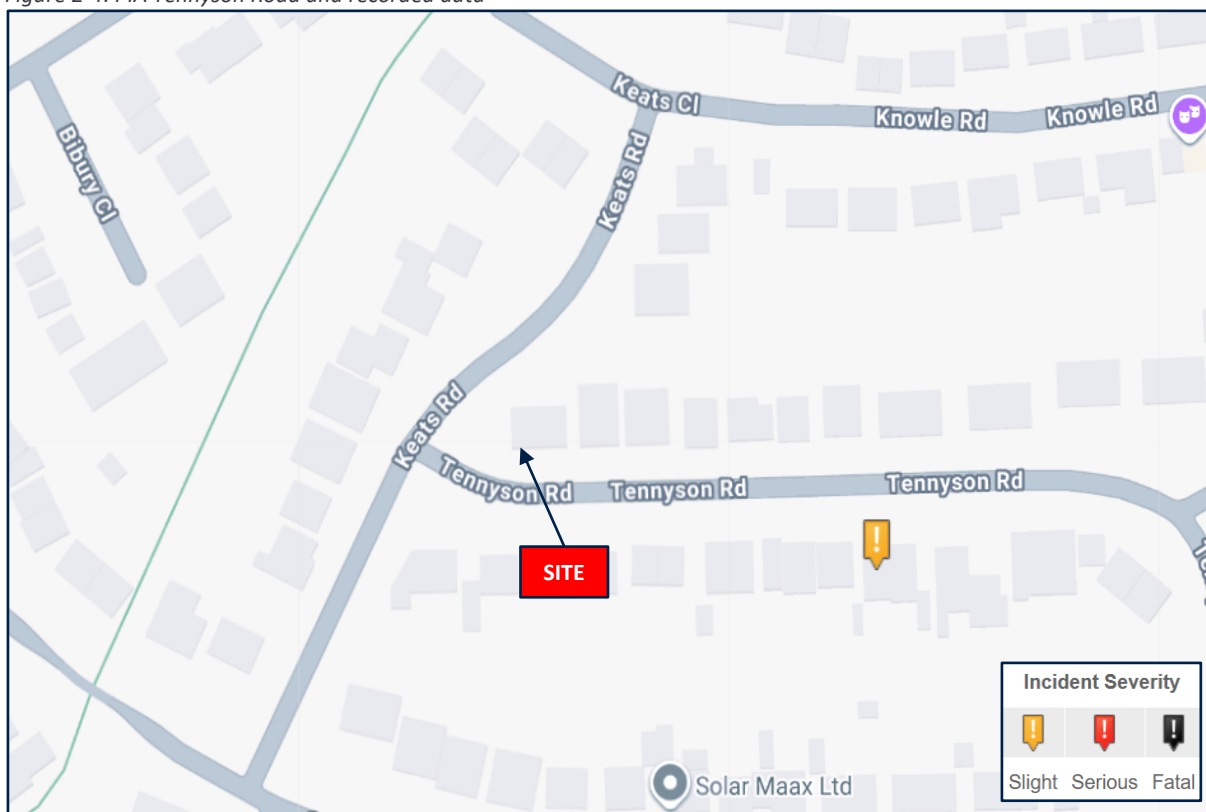
Figure 2-3: Overview of Existing Local Junctions



Source: Google Maps

- 2.1.16 No incidents occurred at the junction of Tennyson Road and Keats Road or within the vicinity of the sites access, therefore there is no indication of an existing issue in these locations.
- 2.1.17 In addition, Figure 2-4 has expanded on this analysis and considered the entire 25 year dataset on Crashmap. This shows the recorded PIA data within the immediate vicinity of the development site on Tennyson Road, including its junction with Keats Road.
- 2.1.18 Approximately, 75m east of the development site a single slight accident occurred in 2012 on Tennyson Road, which involved a pedestrian and goods vehicle. No PIAs have been recorded at the junction of Tennyson Road and Keats Road in the entire extent of publicly available accident data.

Figure 2-4: PIA Tennyson Road and recorded data



Source: Crash Map

- 2.1.19 This indicates, that even in the most recent robust review period, there is no evidence of an existing safety issue at the junction. The proposals are not considered to materially change this position and would not have an unacceptable impact on highway safety.

“Meanwhile, the applicant is required to justify sufficient visibility can be achieved from minor arm (Tennyson Road turning onto Keats Road) and driveway of 4 Keats Road and 26 Tennyson Road to justify there will be no detrimental impact to the neighbouring site.”

- 2.1.20 There is no requirement for the applicant to demonstrate or justify the existing visibility at the priority junction of Tennyson Road and Keats Road.
- 2.1.21 The proposed/realigned fence, which is erected within the applicant’s land is not on the public highway and therefore, does not obstruct existing vehicular visibility at the junction. The junction is provided with appropriate levels of visibility, within the existing extent of public highway.
- 2.1.22 There is also no requirement to demonstrate any impact upon property no. 4 Keats Road, to the north of the site and property no. 26 Tennyson Road, immediately east, simply as the new fence/wall at no. 28 Tennyson Road is delivered within the applicant’s land and would have no impact on their visibility.
- 2.1.23 In addition to this, the fence would have no impact on the visibility from 26 Tennyson Road or 4 Keats Road as it is not in the visibility splays of either of these properties. The visibility from 26 Tennyson Road is approximately just 16m to the west, as the constraint point is the existing boundary of 28 Tennyson Road, which is not changing as a result of this proposal. The visibility along Keats Road from 4 Keats Road is unchanged with the new fence, as it can achieve 43m to the carriageway edge and this runs along the footway.

2.1.24 The visibility from the junction of Tennyson Road is unaffected, as a distance in excess of 43m can be obtained to the north within the footway and carriageway, due to the alignment of Keats Road at this point.

2.1.25 These visibility splays are shown in a drawing in Appendix B.

2.2 Parking

“While it is not stated in the proposal, the Highways identified a store has been erected along the driveway without planning consent, which reduces the driveway length from circa 16.5m long as approved in 240417 to circa 14.3m long.

2.2.1 It is unclear on what the LHA refer to as a ‘store’, none of the supporting plans demonstrate a ‘store’ within the site as the proposal seeks retrospective permission for a fence, wall and minor alterations to the front drive to provide artificial grass.

The proposed gate along the driveway will segregate the driveway into two parts, with 5.8m long inside the gate and 8.5m long outside the gate.

2.2.2 On review of the plans supporting the application, there are none indicating the provision of a gate. The LHA have only made a statement to this effect and there is no recommendation or concern raised.

While the total numbers of habitable rooms cannot be identified from the previous submission, the applicant is required to provide the total numbers of habitable rooms (preferably in form of floor plan of all floors) of the dwelling for Highways to determine the sufficiency of the proposed parking.”

2.2.3 The proposals are for retrospective permission for a boundary fence, wall and minor changes to the driveway. The changes to the driveway do not impact on the existing parking arrangements at the property neither do the proposals seek permission for an increase in bedrooms to the property.

2.2.4 As such, the level of parking or provision of parking at the development site is not a material consideration of this planning submission.

3. SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 This Transport Note has been produced in relation to retrospective planning application 251582, which seeks permission for the erection of a 2m replacement fence, plus alterations to the front drive, including the erection of a brick wall.

3.1.2 It has been produced to provide further information in relation to comments raised by Wokingham Borough Council in its role as the Local Highway Authority (LHA).

3.1.3 This Transport Note sets out that the land in question is within the applicant’s ownership. As such, the provision of the new realigned fence does not encroach onto the existing public highway or materially impact upon vehicular visibility at the junction of Tennyson Road and Keats Road either from the stopline, or on forward visibility around the bend. There is no impact to visibility from the driveways of neighbouring properties.

3.1.4 The queries raised by the LHA relating to parking provision for the site carry no material weight as the scheme only seeks retrospective permission for fencing, boundary wall and minor alteration to the

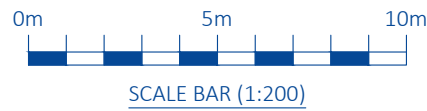
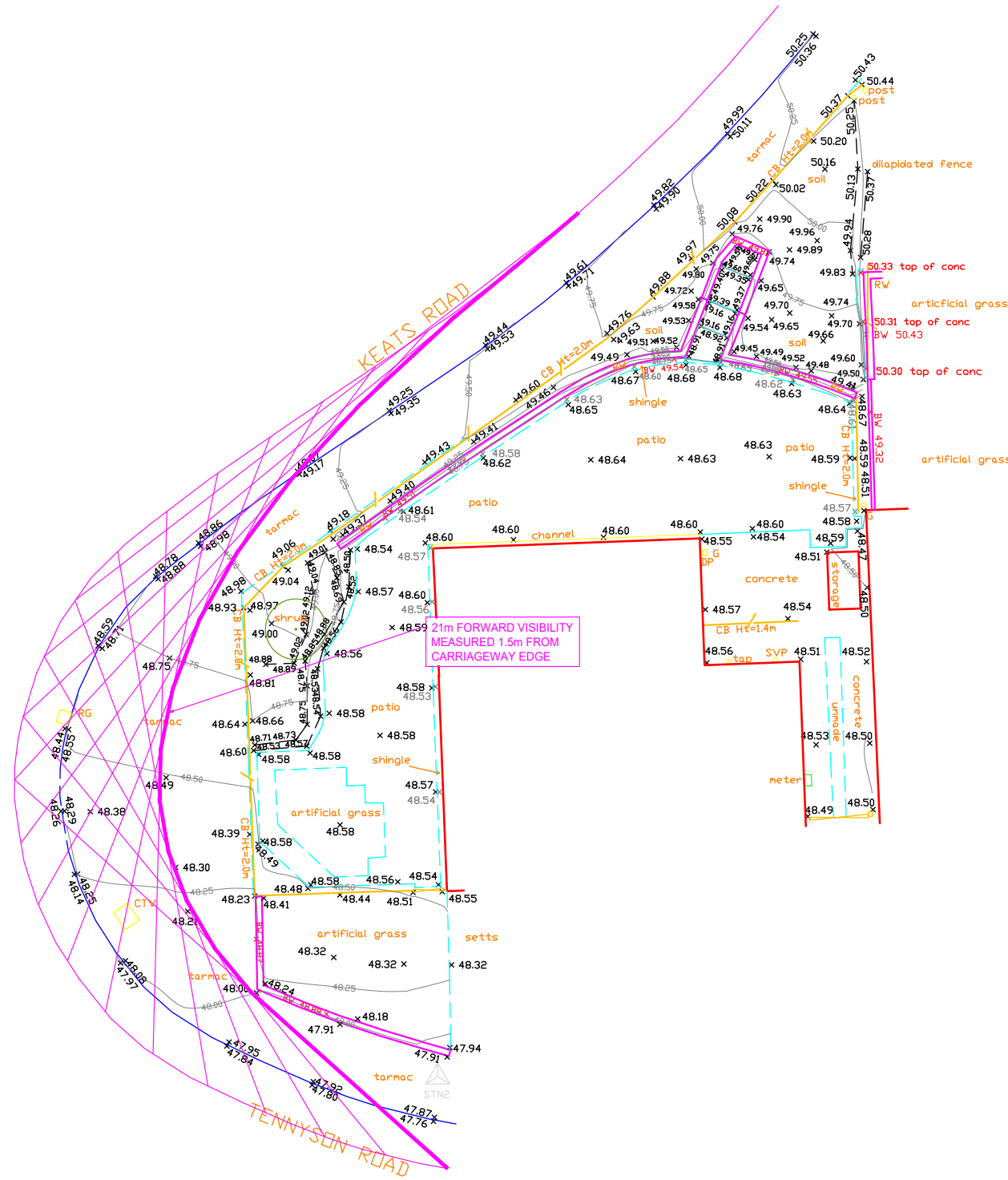
sites driveway. The proposals do not seek increase habitat bedrooms, which would influence parking levels.

- 3.1.5 There is also no evidence of an existing safety issue at the existing priority junction of Tennyson Road and Keats Road. This demonstrate that the junction operates appropriately without a safety concern for the existing level of vehicular visibility. The scheme would not materially change this position and would not have an unacceptable impact on highway safety.

3.2 Conclusion

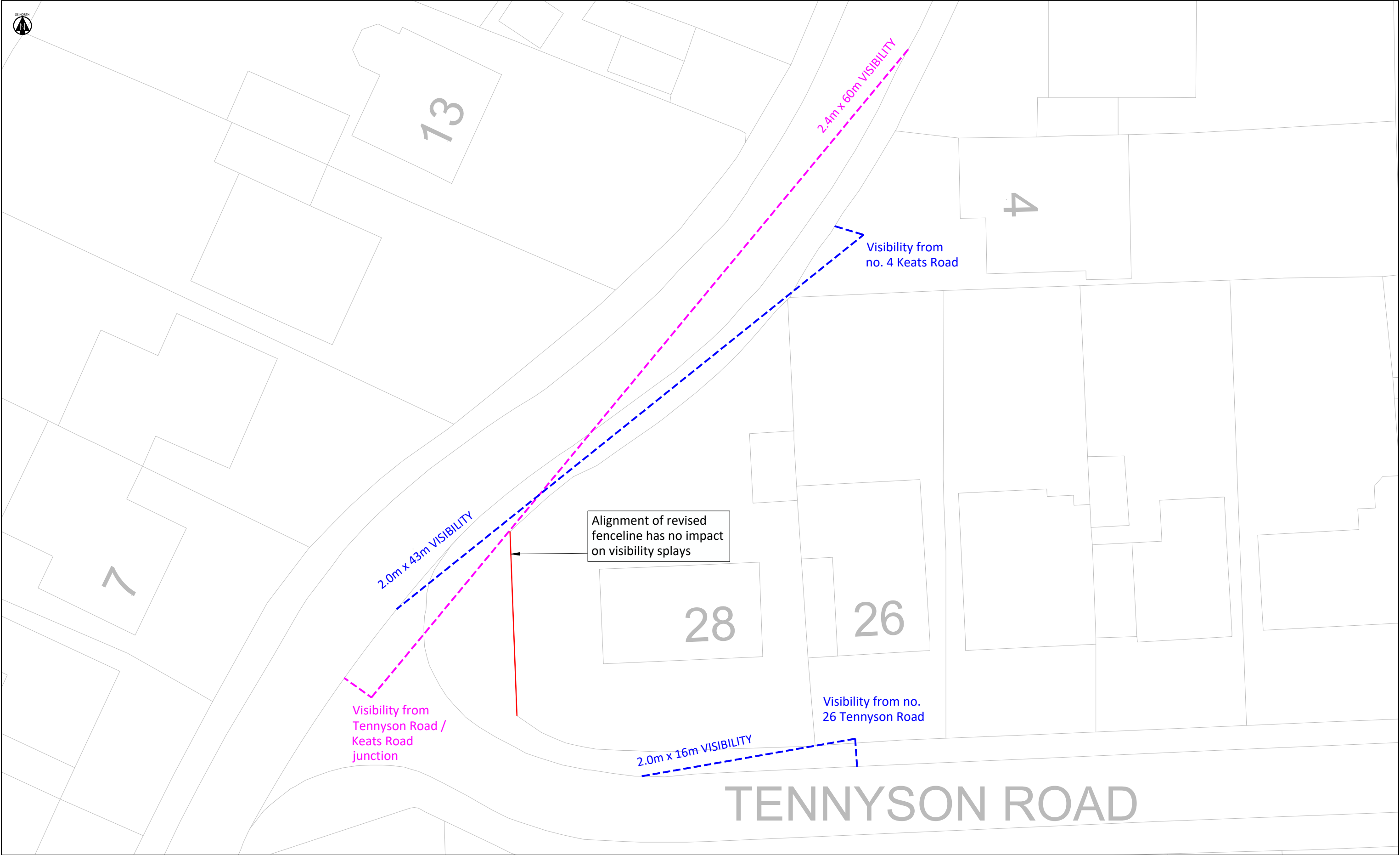
- 3.2.1 The proposals do not materially change the existing visibility at the junction of Tennyson Road and Keats Road. As such, they would not result in an unacceptable impact on highway safety.
- 3.2.2 This is consistent with the NPPF, which sets out that **“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety”** (para 116).
- 3.2.3 As such, based on the information provided we trust this enables the highway authority to provide a positive response on the application.

Appendix A Forward Visibility within Adopted Highway - Drawing No. J25XXXX-001 Prepared by Fastnet Transport Planning



KEY PLAN	VEHICLE MODELS USED IN SWEPT PATH ANALYSIS	NOTES		 Fastnet Transport Planning 54 St James Street Liverpool L1 0AB 07529 204 168 www.fastnetltd.co.uk Registered in England and Wales: 13286661	DRAWING TITLE FORWARD VISIBILITY		REVISIONS		
					CLIENT BRIGHTER STEPS LTD				
					PROJECT 28 TENNYSON DRIVE, READING				
					DRAWING NO. J25XXXX-001		SCALE @ A3 1:200		REV -

Appendix B Visibility Splays Surrounding the Site



SCALE BAR

0m

5m

10m

SCALE BAR (1:250)

KEY

NOTES

1.

General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.

2.

The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.

3.

Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence number 100022432. This has been extracted from the site location plan produced by Hives Architects - plan no. 2900-001-P1

4.

Please do not scale from this drawing.

REVISIONS (CONTINUED)

REVISIONS

PO1	06/10/25	First Issue	DC	DC
Rev	Date	Description	By	App

Apex

TRANSPORT PLANNING

CLIENT
MRS HUSBANDS

PROJECT
28 TENNYSON ROAD, WOODLEY

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF34 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

TITLE
VISIBILITY SPLAYS SURROUNDING THE SITE

PROJECT NO.
C25-179

STATUS DESCRIPTION
INFORMATION

DRAWING NO.
C25179-ATP-DR-TP-001

SCALE @ A3
1:250

STATUS
S2