

Date: 5 December 2024
Application: 241567



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 241567

Applicant: .

Site Address: Land East of Longwater Road, Longwater Road, Finchampstead, Wokingham, RG40 3TS

Parish: Finchampstead

Grid Reference: Easting - 479637, Northing - 162696

Type of Development: Major Dwellings (10+)

Proposal: Full application for the proposed erection of 40no. dwellings (Use Class C3), together with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access, and associated works.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 241567.

The new details are as follows: **Revised Plans received to amend the Proposed Site Layout. The number of proposed units reduced from 40 to 38. Description amended accordingly.**

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#)

Your observations are required in respect of this application within **10 working days** of the above date. If you need any more information please do not hesitate to contact the case officer Adriana González.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control	To (Case Officer):	Adriana González
Service	WBC Highways	App No:	241567
Address:	Land East of Longwater Road, Longwater Road, Finchampstead, Wokingham, RG40 3TS.		
Type of Development:	Major Dwellings (10+)		
Proposal:	Full application for the proposed erection of 40no. dwellings (Use Class C3), together with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access, and associated works.		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☒ Recommend refusal for the reason(s) **stated below**;
- ☐ Negotiate the amendments **stated below**; or
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

General

1. Highways understands that this is a full application for 38 dwellings on this site not the 40 in the description.
2. Highways would have expected that pre-application discussion would have been held. However, none were.
3. This application is supported by a travel plan and Transport Statement which is welcome.

Parking

4. It is welcome that the Borough's Parking Calculator has been used and submitted. This has been assessed and is accepted. The level of parking would be 78 allocated spaces, 8 visitor spaces and 2 unallocated spaces giving a parking ratio of 2.3 which is in line with Borough Parking standards.
5. Parking Plan (PP01 Rev B) shows all the unallocated spaces as visitor spaces.
6. The distribution of spaces is better than the previous submission which is welcome.
7. The dimensions of the parking spaces are in line with Borough standards

8. Highways is concerned that the parking spaces for plots 1,2 and 3 require the neighbouring parking spaces to be used for manoeuvring. This will need looking at.

Cycle parking

9. It is welcome that cycle parking will be provided to Borough standards with on plot provision. These are proposed in rear gardens with direct access which is welcome. Sheds are also proposed which is welcome

Electric Vehicle Charging

10. It is welcome that each dwelling would have a charging point which is in line with Building Control Regulations Approved Document S.

Trip Rates

11. The trip rates for this site have been calculated using TRICS data. However, no comparative assessment has been carried out to assess whether or not these represent this site.
12. That being said, highways have carried out an assessment using the Borough's approved Trip rates and there would be an increase of 4 and 2 trips in the AM and PM respectively. These are not significant and therefore the trip rates are acceptable.

Access

13. It is proposed that this site will be accessed from Longwater Road via a priority junction to the south of the entrance into the Public Right Off Way.
14. It has now been proposed to extend the speed limit further south which is welcome. This will need to be through the TRO process and the funding of this would be through a s106 agreement.
15. It is welcome that visibility splays for this proposed access have been design to actual 85th percentile speeds. The lengths of the splays have been calculated using the equation that is contained within MfS which is welcome. These calculations would need to be submitted.
16. Any landscaping within the visibility splay would need to be maintained to less than 0.6m in height. This would involve the removal and/or maintenance of more hedgerow.
17. Highways is content to secure the detail design of this access through a planning condition.

Pedestrian

18. The proposed side roads have 2 m pavement where there are proposed frontages which is welcome.
19. Dropped kerbs and tactile paving will need to be provided on the site roads which will need to be part of detailed design..
20. It is proposed that there would be dropped kerbs and tactile paving as part of the access which is welcome.

21. There are pavements on the development side of Longwater Road, though highways would have expected to see proposals to clear the over growth. It is welcome that this will be cleared.

Sustainability Assessment

22. A sustainability assessment has been carried out and included in the Transport Statement.
23. The nearest bus service to the proposed site is bus route 145 which operates 1 return journey every Tuesday. There is one school service which runs between California Cross Roads to Yateley and Farnborough from a stop some 600m away from the site. There is one service in the morning at 07:46 and 2 in the afternoon arriving back at 15:51 and 17:21 which runs only during the term time.
24. Therefore, the bus service for this development cannot be classed as a good service under CP6 and would not offer a reliable and attractive alternative to the motor car.
25. Whilst it is true that MfS states that for journeys less than 2km walking would provide a good alternative. The document also goes on to state that walking to local services would need to be available for all no matter their ability or age.
26. The nearest primary school is Finchampstead Church of England Primary school some 650m from the site. This is an acceptable walk distance, however if the child is accompanied that would imply 2 journeys a day of 1.3km.
27. There is at the Greyhound Pub some 450m north of site a Goswell & Birds Farm Shop and Coffee House selling various farm produce. However, this would not be classed as weekly food shop, and the nearest supermarket is the Co-op at California Cross around 3km from the site. Therefore, this would not be a walk trip as this would be a round trip of 6km.
28. An audit of the walking route to local services has been carried out which is welcome.
29. Highways is of the view that due to the lack of attractive alternatives sustainable alternatives, the car will be the main mode of choice and therefore this site is unsustainable.

Site Visibility Splays

30. For every private driveway that crosses a pavement, 2m x 2m pedestrian splays are required. These have not been submitted and are required. However, it is stated that these can be achieved which is welcome and highways is content to secure these through a planning condition.
31. Visibility splays for the internal junction have been submitted for a 20mph design speed which is welcome.
32. Forward splays have been provided but are these to 20mph design speeds or actual speeds. The forward visibility splays will be protected by either the provision of a footway or grassed areas. No planting will be provided within any visibility splay which is welcome.

Swept path Assessments

33. Swept paths assessments have been submitted for a variety of vehicles with acceptable dimensions which is welcome and acceptable.

Road Safety Audit

34. An up to date safety audit has been submitted with designer comments which is welcome.
35. All items that have been raised have been accepted which is welcome.

Access Junction Modelling

36. A PICADY junction model has been submitted for the proposed access.
37. Turning flows have been provided. These do not match those included in the model however, the difference is small and would not affect the results.
38. No plan showing geometries has been included. Highways have carried out an assessment and concluded that the geometries in the model are acceptable.

Travel Plan

39. A travel plan statement has been submitted in support of this planning application which is welcome.
40. Due to the size of the development, there is no requirement for targets or monitoring.
41. A travel plan co-ordinator will be appointed prior to occupation which is welcome.
42. The statement includes action plans for walking and cycling which is welcome.
43. Funding will be made available for administration of the statement and for implementation of initiatives which is welcome.
44. Highways is content to secure this document through a planning condition

Construction Method Statement.

45. Due to the size and location of this site, highways would have expected a framework, none was submitted, and this is required.
46. However, the applicant is willing to secure this through a planning condition. Highways is content with this.

Conditions & Reasons (if required)

1. The applicants have failed to demonstrate to the Council's satisfaction that the site is sustainable in transport terms with regards to its location and access to services. The proposed development is not within walking distance of local facilities, amenities and schools and will result in a high level of car dependency contrary to the sustainable goals of the NPPF and core strategies policies CP1, CP3, CP6 and CP9 and will therefore result in an unsustainable intensification of a use of land.

Date:

18th Dec 2024

Signed:

Gordon Adam