



Crest Nicholson Operations Ltd & Defence Infrastructure

Organisation

THE MOAT HOUSE, ARBORFIELD

Transport Assessment

Revision B

THE MOAT HOUSE, ARBORFIELD

Transport Assessment

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&
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Reference: MA/VL/P24-3246/01 Rev B

Date: August 2024

THE MOAT HOUSE, ARBORFIELD
Transport Assessment – Revision B

THE MOAT HOUSE, ARBORFIELD

Transport Assessment

Revision B

Contents

- 1.0 Introduction
- 2.0 Transport Policy
- 3.0 Background
- 4.0 The Development
- 5.0 Highway Impacts
- 6.0 Conclusions
- 7.0 Report Disclaimer

Plans

Architect's Plans
Swept Path Analysis Plans
Footway Link Plan

Registration of Amendments

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By
Rev A 30.10.24	Updated to reflect latest layout plan	MDA	MDA
Rev B 20.11.24	Updated to reflect latest layout plan	MDA	MDA

1.0 INTRODUCTION

- 1.1 This Transport Assessment report has been prepared by Create Consulting Engineers Ltd on behalf of our Client (Crest Nicholson Operations Ltd & Defence Infrastructure Organisation) to cover highways matters relating to proposals for a new residential development scheme at “The Moat House”, Buttenshaw Avenue, Arborfield Green, Reading.
- 1.2 The current access serving the Site is along its western boundary via Buttenshaw Avenue, which in turn connects with Princess Marina Drive via a simple T-junction connection. Buttenshaw Avenue itself is approximately 5.5m in width and subject to a mandatory speed limit of 30mph in the vicinity of the Site’s access and North of this point footways are provided on both sides of the carriageway.
- 1.3 Waiting restrictions (double yellow lines) are in place along Buttenshaw Avenue on the minor road approach to junction with Princess Marina Drive and along Princess Marina Drive itself.
- 1.4 The Moat House building itself has an overall floor area of approximately 350sq.m and the total area of the Site (for the purpose of the planning application) is approximately 0.53Hectares (including access, parking areas, landscaping etc.).
- 1.5 The planning application description is as follows:
- Full Planning Permission and Listed Building Consent for the Change of Use of the Moat House from office (Use Class E) to residential (Use Class C3) to provide 4 residential dwellings and associated internal roads, parking, landscaping, drainage, plant, bin and cycle storage.***
- 1.6 The main objective of this Transport Assessment (TA) report is to assess the transport issues associated with the scheme. This report considers matters of direct access to/from the Site, the likely travel demands of residents and visitors and its connectivity to public amenities, employment opportunities, schools and leisure facilities.

2.0 TRANSPORT POLICY

National Guidance

- 2.1 National planning policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility through sustainable modes such as walking, cycling and public transport.

National Planning Policy Framework (NPPF) 2023

- 2.2 The updated NPPF 2023 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.3 Paragraph 108 identifies that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) The potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling & public transport are identified/pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.4 Paragraph 112 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 2.5 Paragraph 115 requires that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.6 Within this context, paragraph 116 states that, 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.
- 2.7 Paragraph 117 of the NPPF 2023 requires that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.
- 2.8 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

- 2.9 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:
- Improving the sustainability of transport provision;
 - Enhancing accessibility;
 - Creating choice amongst different modes of transport;
 - Improving health and well-being;
 - Supporting economic vitality;
- 2.10 And that the key issues, which should be considered in developing a transport evidence base, include the need to:
- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
 - Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
 - Highlight and promote opportunities to reduce the need for travel where appropriate;
 - Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;

- Consider the cumulative impacts of existing and proposed developments on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation;
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

Wokingham Borough Local Development Framework

Adopted Core Strategy DPD (2010)

CP6 - Managing Travel Demand 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.

Adopted Managing Development Delivery (2014)

Policy CC07 - Parking 1

Planning permission will only be granted where the proposal demonstrates the following:

- a) How the proposed parking provision meets the standards set out in Appendix 2 of the Managing Development Delivery document;
- b) That the new scheme retains an appropriate overall level of off-street parking.

3.0 BACKGROUND

3.1 Arborfield Green lies approximately 4km to the South-west of Wokingham town centre and 5km to the South of Junction 11 of the M4 motorway. Arborfield Green forms part of a Strategic Development Location (SDL) which is identified as being capable of delivering around 3,500 new homes. The settlements of Arborfield and Arborfield Cross lie to the North-west while Barkham lies to the North-east. Arborfield Green extends to approximately 167ha and is bound by Reading Road (A327) to the West, Park Lane to the East and to the North by Langley Common Road. The southern boundary adjoins the Marino Family Trust (MTF) land which forms the remaining part of the SDL.

3.2 The “Moat House Area” comprises of Parcels AA, Parcel S and The Moat House components of the overall SDL and lies on the southern side of Princess Marina Drive. Parcel AA is on the western side of Buttenshaw Avenue, with Parcel S and The Moat House itself, located on the eastern side of Buttenshaw Avenue.

3.3 Planning permission 0/2014/2280 for the overall SDL is for the demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for:

Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000sq.m with up to a further 3,500sq.m (gross) floorspace within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above – Class C3)), and transport interchange, village square, car parking, servicing, and drop off area. Up to a further 1,500sq.m (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300sq.m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1, and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, flood-lit all-weather pitch, and indoor swimming pool and parking areas. Up to Three-Form primary school (class D1) with sports pitch and parking area. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children’s play areas including multi-use games area, skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.

3.4 Moat House itself is currently operating under office use (Use Class E) at approximately 350sq.m in total floor area and is proposed to be converted to residential use (Use Class C3). Under the outline planning permission, neighbouring Parcel S is proposed to deliver 4 or 5 homes of up to 3-storeys in height, however, this parcel will come forward as a separate Reserved Matters Application.

3.5 The Moat House Area is bordered by Biggs Lane to the North-east and Princess Marina Drive along the north-western boundary of the Site. Both Biggs Lane and Princess Marina Drive form Primary Streets within the wider Arborfield Garrison SDL street hierarchy. There are two direct vehicle accesses from Parcel AA onto Princess Marina Drive.

- 3.6 Buttenshaw Avenue is not currently adopted and joins with Princess Marina Drive at a simple priority junction and routes South-east providing direct access to the Moat House, Parcel AA and Parcel S. It subsequently provides access to existing residential properties as well as the Cricket Pavilion and Church. While unadopted, Buttenshaw Avenue can be categorised as a tertiary street, within the wider street hierarchy.

Sustainability of the Site

- 3.7 The existing bus service routes along Biggs Lane and Princess Marina Drive directly pass the Moat House Area with bus stops located approximately 200m to the North on Biggs Lane. Main bus services to/from these stops on Biggs Lane are on the No. 3 route between Wokingham and Reading (via Arborfield). The route frequency is approximately half-hourly throughout the day on weekdays and the journey time between Arborfield and Reading is approximately 35 minutes.

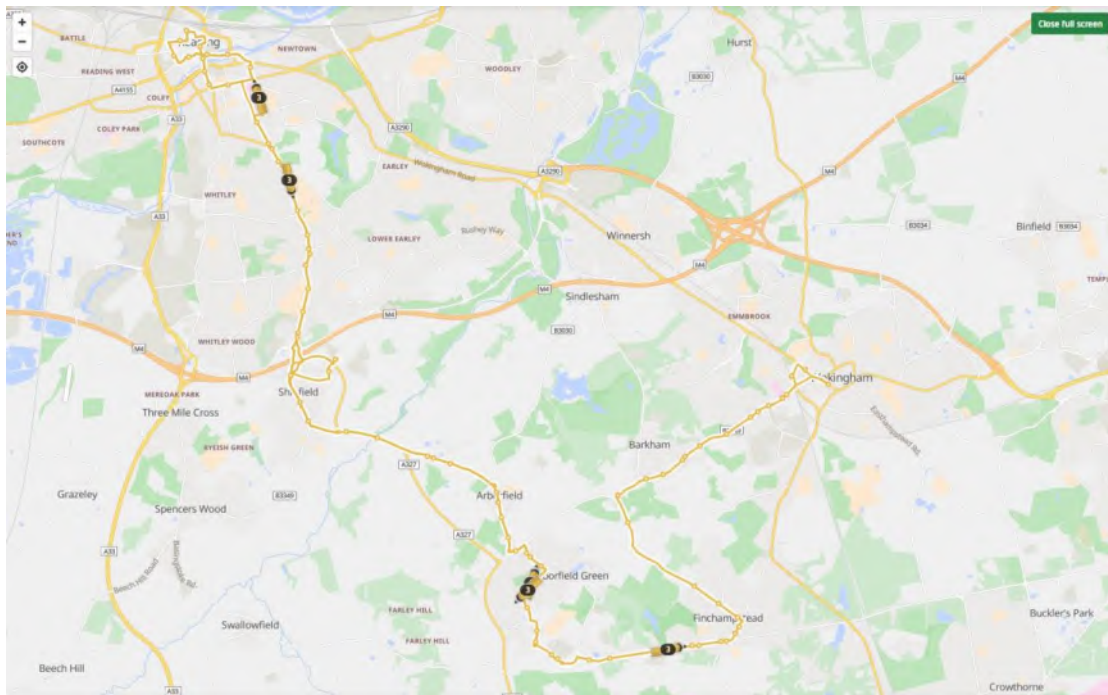


Figure 3.1: Route 3 Bus Service between Wokingham and Reading (via Arborfield)

- 3.8 To access these bus stops from the Site, use of the set-back foot/cycleway on the North side of Princess Marina Drive is required. Currently, there is a “missing link” between the Site and this footpath given that the existing footway on the East side of Buttenshaw Avenue does not extend fully to a natural crossing point to cross over Princess Marina Drive. The foot/cycleway extends to the East towards the Biggs Lane roundabout where extensive pedestrian and cyclist infrastructure has been implemented over recent years.

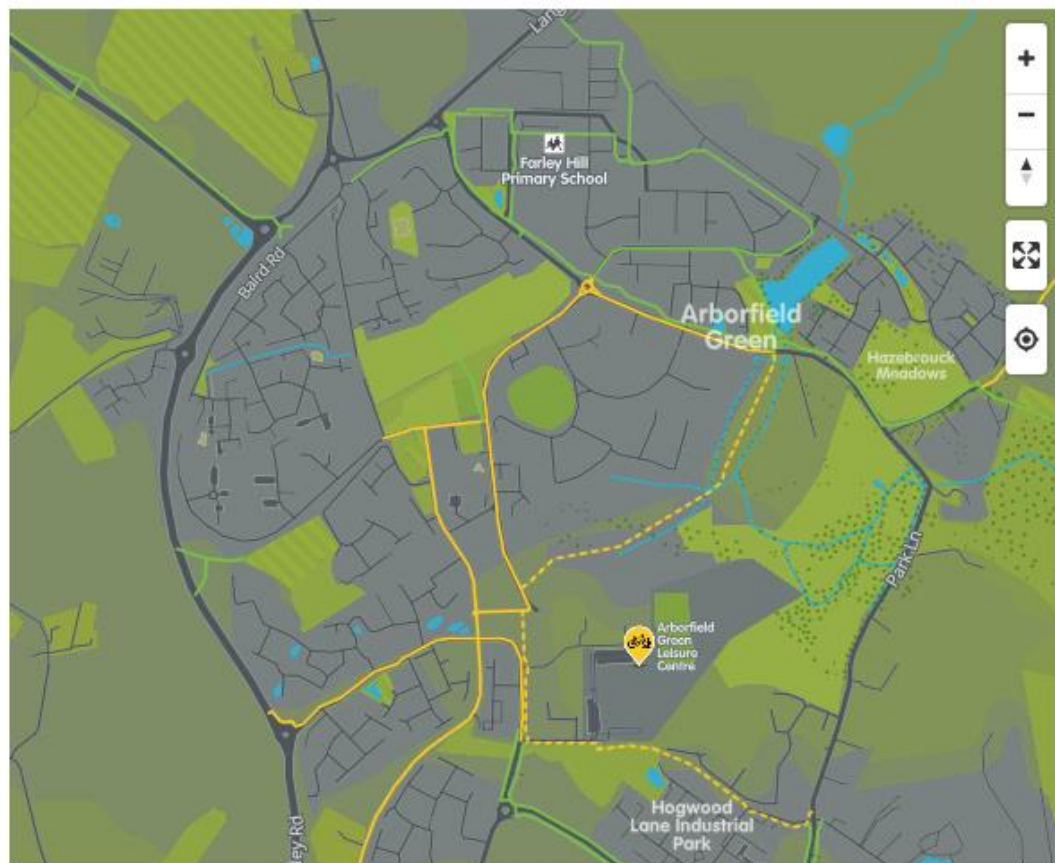


Figure 3.2: Wokingham Borough Cycle Networks (extract)

Local Services and Facilities

3.9 Table 3.1 presents a wide range of local services and facilities within 1 mile of the Site.

Service / Facility	Distance	Within 1 mile of the Site?
Local Shopping		
Co-op Arborfield	850m (N)	YES
Londis Store	1,500m (N)	YES
Open Public Space		
Arborfield Green Ground	50m (W)	YES
Recreation Ground	100m (N)	YES
Leisure/Fitness/Sports		
Arborfield Leisure Centre	600m (S)	YES
Community Centre		
Arborfield Community Centre	350m (W)	YES
Health Care		
Arborfield Surgery	1,600m (N)	YES
Education		
Farley Hill Primary School	550m (N)	YES
Nursery/Pre-School	350m (W)	YES
Bohunt Secondary School	1,000m (S)	YES

Table 3.1: A Selection Local Services/Facilities (within 1 mile of the Site)

Trip Generation (Existing)

- 3.10 The Moat House as office space is established and has the potential to be brought back into use and therefore, has a level of “extant” potential trip generation.
- 3.11 A retrospective account of potential vehicular traffic generation using the TRICS database (using the “Employment – Offices” classification) is presented in Table 3,2 below, based on “Edge of Town/Suburban Area” for 350sq.m of office space.

TOTAL VEHICLES				Estimate TRIP rates								
Survey Start/End: 07:00-19:00				State TRP Figure & Extrapolate Results				Estimated TRIP rate value per 350 SQM				
Trip rate parameter range available: 300 - 9225 (units: sqm)								Estimated TRIP rates shown in shaded column (for 350 SQM)				
TRIP RATE VALUE PER 100 SQM	ARRIVALS Total Rate: 4.068 Peak: 08:00-09:00			Total 14.247	DEPARTURES Total rate: 4.064 Peak: 17:00-18:00			Total 14.226	TOTALS Total rate: 8.132 Peak: 17:00-18:00			Total 28.473
	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	17	3049	0.571	1.999	17	3049	0.060	0.209	17	3049	0.631	2.208
08:00-09:00	18	3210	1.251	4.380	18	3210	0.088	0.309	18	3210	1.339	4.689
09:00-10:00	18	3210	0.775	2.714	18	3210	0.116	0.406	18	3210	0.891	3.120
10:00-11:00	18	3210	0.230	0.806	18	3210	0.102	0.357	18	3210	0.332	1.163
11:00-12:00	18	3210	0.159	0.557	18	3210	0.125	0.436	18	3210	0.284	0.993
12:00-13:00	18	3210	0.230	0.806	18	3210	0.381	1.333	18	3210	0.611	2.139
13:00-14:00	18	3210	0.327	1.145	18	3210	0.261	0.915	18	3210	0.588	2.060
14:00-15:00	18	3210	0.161	0.563	18	3210	0.242	0.848	18	3210	0.403	1.411
15:00-16:00	18	3210	0.109	0.382	18	3210	0.289	1.012	18	3210	0.398	1.394
16:00-17:00	18	3210	0.126	0.442	18	3210	0.668	2.338	18	3210	0.794	2.780
17:00-18:00	18	3210	0.074	0.261	18	3210	1.269	4.441	18	3210	1.343	4.702
18:00-19:00	17	3326	0.055	0.192	17	3326	0.463	1.622	17	3326	0.518	1.814
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												

Table 3.2: Retrospective Forecast (Office Traffic Generation)

- 3.12 Essentially, the TRICS database analysis indicates that the existing, consented operations on the Site have the potential to generate in the order of 28 two-way vehicular traffic movements per day, with peak levels of activity during the AM (0800-0900) and PM (1700-1800) periods.

Highway Accident Data

- 3.13 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the “Crash Map” database. The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a “Personal Injury Accident”. This data is approved by the National Statistics Authority and reported on by the Department for Transport.
- 3.14 The Crash Map database includes incidents from 1999 up to 2022 and data outputs extracted from Crash Map for the most recent three-year period to date are presented on the schematic diagram below:

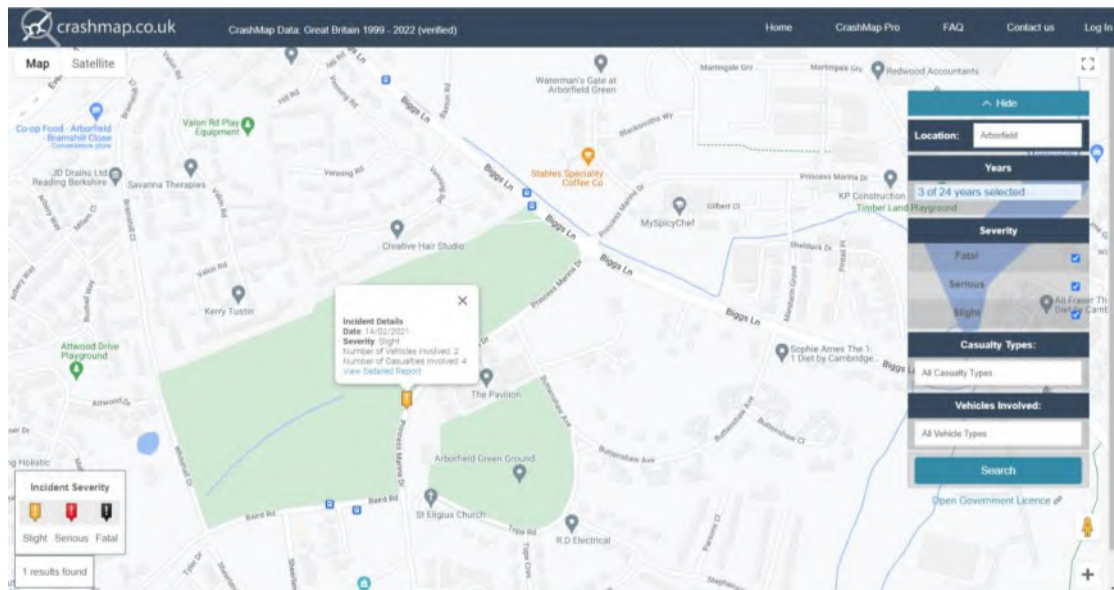


Figure 3.3: Crash Map Road Accident Data (source: Crash Map/Google Maps)

- 3.15 The information available on Crashmap shows that no recorded accidents have occurred in the immediate vicinity of the Site during the review period and only a single “Slight” classification incident has been recorded within the review area.
- 3.16 The Site’s main “gateway” junction (i.e., the Biggs Lane roundabout) shows no ongoing road safety issues during the review period.
- 3.17 In view of the modest levels of trip generation arising from the scheme, it can be concluded in this section of the report that the local highway network does not exhibit any readily identifiable multi-modal road safety issues that should hinder the proposed development at Arborfield from proceeding.

Existing Traffic Conditions

- 3.18 Given the modest scale of the proposals on this brownfield plot, formal traffic surveys have not been undertaken as part of this report. However, Google Maps Traffic suggests that the during typical mid-week AM (0800-0900) and PM (1700-1800) the existing local highway network is free-flowing with only limited congestion.

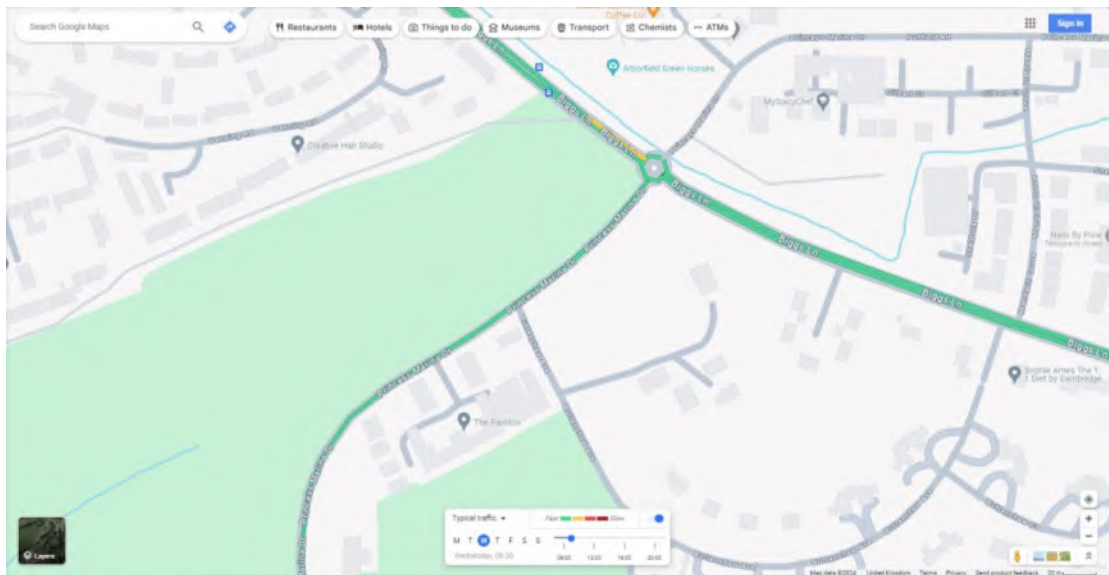


Figure 3.4: Typical AM Peak Traffic Conditions (source: Google Maps Traffic)

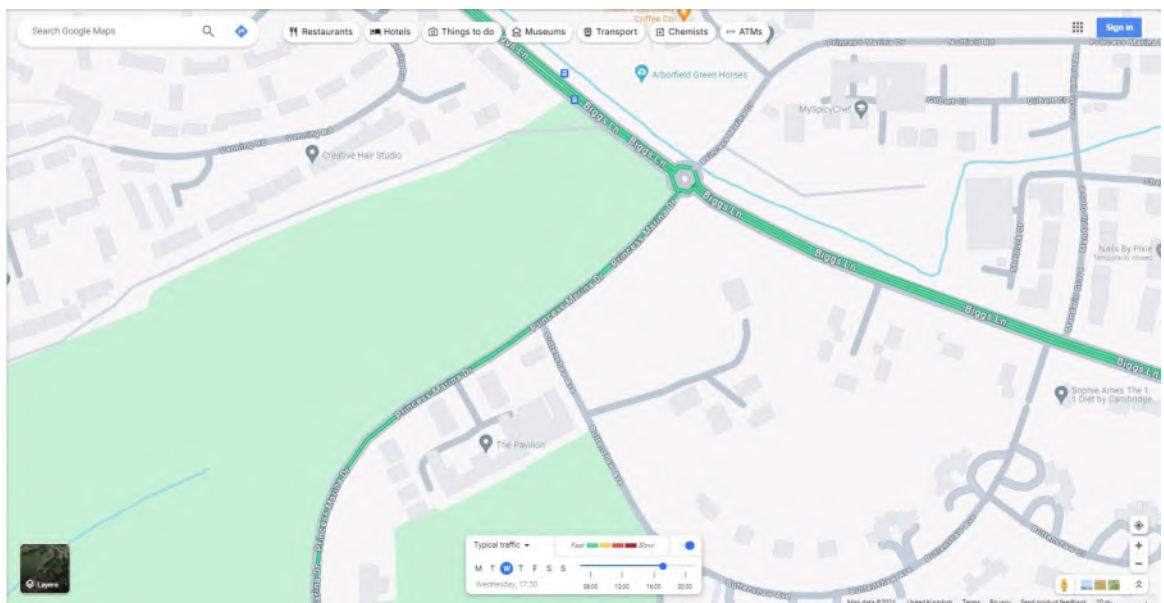


Figure 3.5: Typical PM Peak Traffic Conditions (source: Google Maps Traffic)

4.0 THE DEVELOPMENT

- 4.1 This proposed development is for the formation of 4 new dwellings through conversion of the existing Moat House. The proposed development scheme would be served via the existing access point onto Buttenshaw Avenue (for pedestrians, cyclists and motorised vehicles). Scheme plans are presented in the Plans section of this document.
- 4.2 The internal layout of the scheme would include parking, turning and landscaping areas (including cycle store with space for at least 6 cycles). To verify the proposed layout, all parking spaces within the Site have been tested using computer-simulation swept path analysis software for a “large passenger car” specification of vehicle. Vehicle swept path analysis drawings are provided in the Plans section of this report.



Figure 4.1: Vehicle Tracking (Large Passenger Car)

- 4.3 The quantum of car parking proposed to serve the scheme equates to 2 spaces per dwelling (8 spaces in total). This is considered to be in line with Wokingham Borough Council’s guidance and has been assessed using the Council’s “Parking Demand Calculation Sheet” provided as an Excel Spreadsheet. At this stage, given its modest scale, it is not proposed to include any “unallocated” visitor parking as part of the scheme.

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- 4.4 With respect to Electric Vehicle (EV) charging, there would need to be one EV space per dwelling for the scheme to be Part S (Building Regulations) compliant. Therefore, the four parking spaces closest to Moat House (i.e. 5-8) would be furnished with charging facilities meaning each home would have direct access to an EV charging point.
- 4.5 A cycle store would be provided on the Site. This need not include spaces allocated to each individual apartment, but, could be a secure general storage facility to accommodate several bikes and scooters.
- 4.6 For the purposes of refuse collection, a communal bin store would be located towards the western boundary of the Site, close to the access point connecting with Buttenshaw Avenue. Refuse vehicles would reverse a short distance into the Site under banksman control from Buttenshaw Avenue and then exit in forward gear. This approach has been agreed in principle by the Highway Authority as part of pre-application discussions.
- 4.7 It should be noted that that neighbouring Parcel S (immediately to the East) is intended to be developed and could incorporate a full turning head facility – as would be covered as part of a Reserved Matters Application. The Moat House scheme could seamlessly transition into the Parcel S scheme and the full turning head facility that could also be used for the purposes of visitor/delivery/servicing etc. trips arising from The Moat House. The illustrative proposals for neighbouring Parcel S are indicated on the scheme plan.
- 4.8 At this stage, there is no intention for the internal access road serving the proposed scheme (and ultimately Parcel S) to become adopted by the Highway Authority. Instead, this would be maintained by a dedicated management company.
- 4.9 The proposed development would also see the completion of the “missing link” enabling future residents to cross Princess Marina Drive at a suitable point to then access the existing foot/cycleway on the North side of the carriageway. A detailed design for this footway extension can be agreed with the Highway Authority, in due course. A suitable position for the crossing point would be towards the end of the existing double yellow line waiting restrictions, approximately 20m to the East of the Buttenshaw Avenue/Princess Marina Drive junction. The new footway extension and crossing point over Princess Marina Drive should incorporate tactile paving as part of its design.

Trip Generation (Proposed)

- 4.10 The forecasting account of potential vehicular traffic generation using the TRICS database (using the “Flats – Privately Owned classification) is presented in Table 4.1 below, based on “Edge of Town/Suburban Area” for 4 dwellings:

TOTAL VEHICLES				Estimate TRIP rates								
Survey Start/End: 07:00-19:00				State TRP Figure & Extrapolate Results				Estimated TRIP rate value per 4 DWELLS				
Trip rate parameter range available: 9 - 184 (units:)								Estimated TRIP rates shown in shaded column (for 4 DWELLS)				
TRIP RATE VALUE PER 1 DWELLS	ARRIVALS Total Rate: 1.097 Peak: 17:00-18:00			Total 4.383	DEPARTURES Total rate: 1.197 Peak: 08:00-09:00			Total 4.789	TOTALS Total rate: 2.294 Peak: 17:00-18:00			Total 9.172
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	14	61	0.046	0.182	14	61	0.156	0.625	14	61	0.202	0.807
08:00-09:00	14	61	0.057	0.229	14	61	0.176	0.705	14	61	0.233	0.934
09:00-10:00	14	61	0.081	0.322	14	61	0.110	0.439	14	61	0.191	0.761
10:00-11:00	14	61	0.074	0.294	14	61	0.096	0.383	14	61	0.170	0.677
11:00-12:00	14	61	0.064	0.257	14	61	0.082	0.327	14	61	0.146	0.584
12:00-13:00	14	61	0.089	0.355	14	61	0.093	0.373	14	61	0.182	0.728
13:00-14:00	14	61	0.072	0.289	14	61	0.091	0.364	14	61	0.163	0.653
14:00-15:00	14	61	0.078	0.313	14	61	0.077	0.308	14	61	0.155	0.621
15:00-16:00	14	61	0.124	0.495	14	61	0.071	0.285	14	61	0.195	0.780
16:00-17:00	14	61	0.118	0.471	14	61	0.085	0.341	14	61	0.203	0.812
17:00-18:00	14	61	0.167	0.667	14	61	0.084	0.336	14	61	0.251	1.003
18:00-19:00	14	61	0.127	0.509	14	61	0.076	0.303	14	61	0.203	0.812
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												

Table 4.1: Initial Forecast of Residential Traffic Generation

- 4.11 The TRICS database analysis (above) indicates that the proposed residential development on the Site has the potential to generate less than 10 two-way vehicular traffic movements per typical weekday. And so, the TRICS-based analysis suggests that the proposed scheme of 4 flats/apartments has the potential to generate less day-to-day vehicular traffic than the established office use at Moat House.
- 4.12 The sustainable location of the Site means that future residents would be less reliant on use of the private car given the wide range of local services and facilities that are within reasonable walking and cycling distance of the scheme.

5.0 CONCLUSIONS

- 5.1 This Transport Assessment report has been prepared by Create Consulting Engineers Ltd on behalf of our Client (Crest Nicholson Operations Ltd & Defence Infrastructure Organisation) to cover highways matters relating to proposals for a new residential development scheme at “The Moat House”, Buttenshaw Avenue, Arborfield Green, Reading.
- 5.2 Moat House itself is currently operating under office use (Use Class E) at approximately 350sq.m in total floor area and is proposed to be converted to residential use (Use Class C3). Under the outline planning permission, neighbouring Parcel S is proposed to deliver 4 or 5 homes of up to 3-storeys in height, however, this parcel will come forward as a separate Reserved Matters Application.
- 5.3 The quantum of car parking proposed to serve the scheme equates to 2 spaces per dwelling (8 spaces in total) of which four would be furnished with EV charging points. A communal cycle store would also be provided on the Site to serve the proposed development accommodating a minimum of 6 cycles.
- 5.4 Local services, facilities and public transport options are within readily achievable walking and cycling distance of the Site.
- 5.5 The analysis of highway accident data on Crashmap as outlined in this report does not indicate any prevailing road safety issues on the local highway network that should prevent the proposed development considered herein from coming forward.
- 5.6 The levels of vehicular traffic arising from the scheme should not give rise to any significant capacity issues and should be lower than those levels of traffic that might be associated with the established office use of the Site.
- 5.7 Bearing in mind the findings and analysis above, there are no identified transport-related grounds preventing the proposed development considered herein from being acceptable to the Highway Authority.

6.0 REPORT DISCLAIMER

- 6.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
- 6.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Crest Nicholson Operations Ltd & Defence Infrastructure Organisation). The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Crest Nicholson Operations Ltd & Defence Infrastructure Organisation).
- 6.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

PLANS



Legend

- Existing trees and vegetation
- Proposed trees
- Shrub planting
- Native hedge planting
- Regularly mown grass
- Areas of long grass and wildflowers
- Bitumen macadam
- Block paving parking bays
- PC slab paving
- Timber benches
- Metal estate railings 1.2m high
- Cleft chestnut post and rail fencing 1.2m high
- Application boundary
- Proposed site boundary for Parcel S

Note: Existing grassland around the Moat House and to the verges along Princess Marina Drive and Buttenshaw Avenue are to be retained.

Scale

1:250
0 5 10 15m

Landscape Images



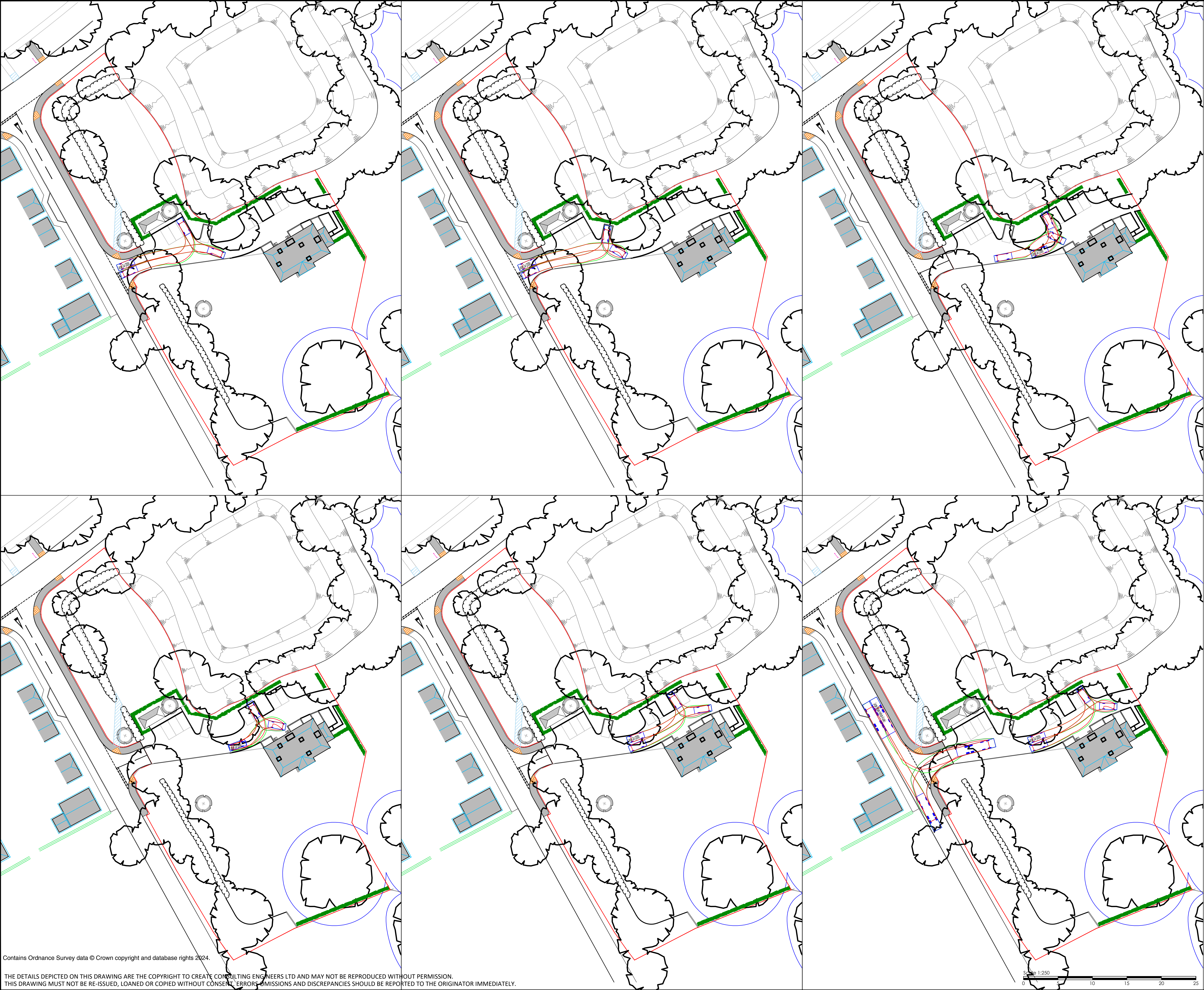
Parkland tree (*Tilia cordata*)



Metal estate railings



Cleft chestnut post and rail fencing



ALL DIMENSIONS TO BE CHECKED BEFORE SITE OR OFF-SITE FABRICATION BY THE CONTRACTOR, HIS SUB-CONTRACTOR OR SUPPLIER.

DO NOT SCALE PLANS - USE FIGURE OR GRID DIMENSIONS WHERE GIVEN. ANY DEVIATION FROM THE DRAWING IS TO BE REPORTED TO THE ORIGINATOR IMMEDIATELY.

DRAWING IS TO BE PRINTED IN COLOUR.

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK VERSION 11.000g AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

A	30.10.24	UPDATED FOLLOWING REVISED SITE PLAN	MDA	MDA
REV	DATE	DESCRIPTION	DRAWN/CHECKED	
CLIENT CREST NICHOLSON				
PROJECT MOAT HOUSE				
DRAWING TITLE VEHICLE TRACKING (LARGE PASSENGER CAR and LARGE RCV)				
DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
22/08/24	MDA	MDA	MDA	1:500@A1

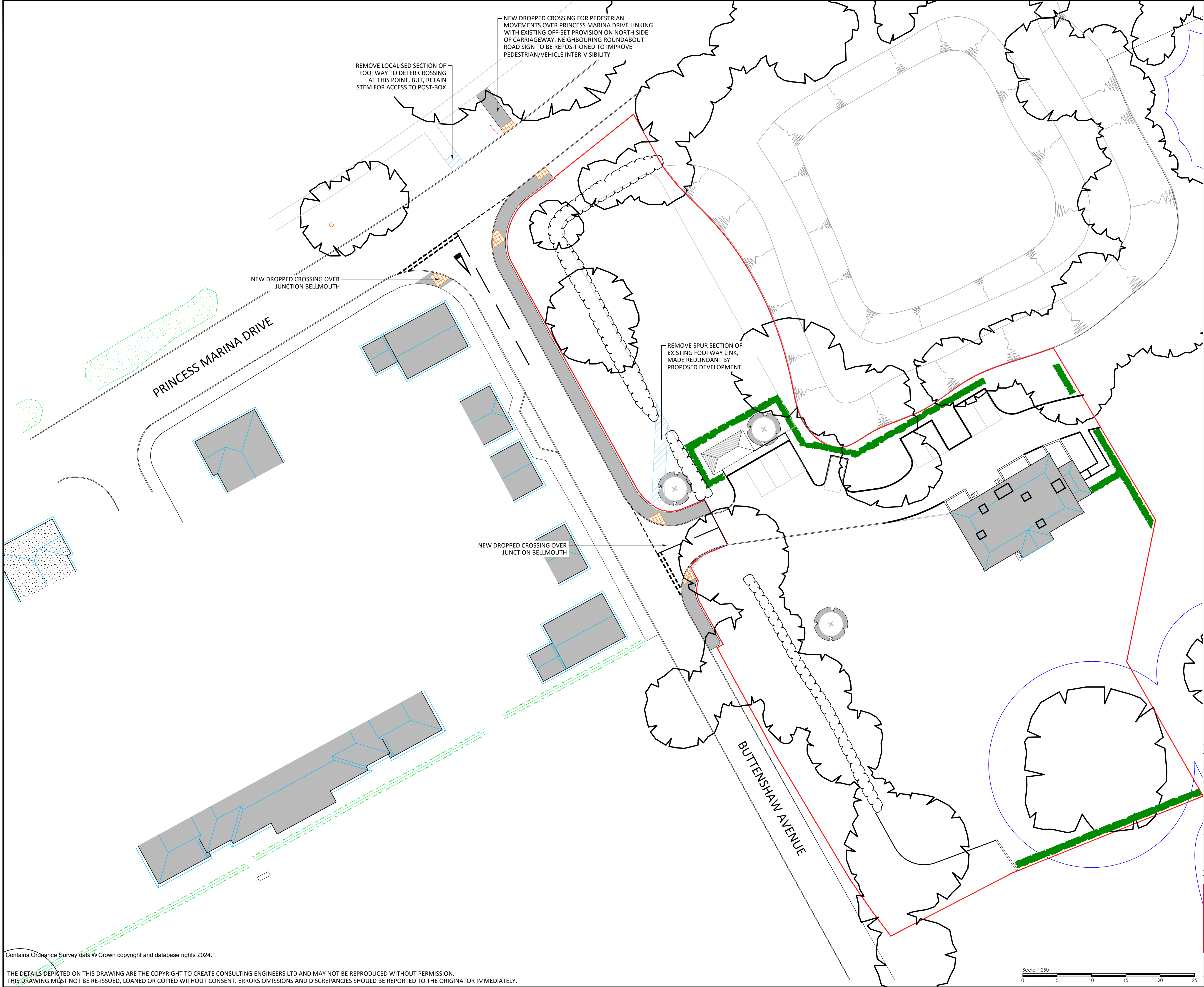
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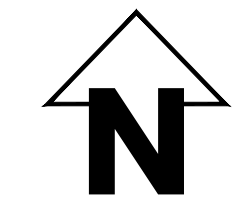
DRAWING STATUS						STATUS	CREATE PROJECT NUMBER
FOR INFORMATION						S2	P24-3246
PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
3246	CCE	XX	XX	DR	J	001	A



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A	30.10.24	UPDATED FOLLOWING REVISED SITE PLAN	MDA	MDA
REV	DATE	DESCRIPTION	DRAWN	CHECKED
CLIENT	CREST NICHOLSON			

PROJECT
MOAT HOUSE

DRAWING TITLE
FOOTWAY LINK IMPROVEMENTS

DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
16/10/24	MDA	MDA	AF	1:500@A1



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DRAWING STATUS					STATUS		CREATE PROJECT NUMBER	
FOR INFORMATION					S2		P24-3246	
PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION	
3246	CCE	XX	XX	DR	J	002	A	

