

1.0 INTRODUCTION

- 1.1 This Access Appraisal is prepared in relation to a planning application for a change of use of land at Trowes Lane, Swallowfield ('the Site') to establish a gypsy / traveller site with accommodation for five pitches ('the Proposed Development'). The planning authority relevant to the Site is Wokingham Borough Council (WBC) who is also the relevant highway authority.
- 1.2 The location of the Site is illustrated by the red line marked on the figure below. A copy of the Proposed Development layout is provided at **Appendix A**.

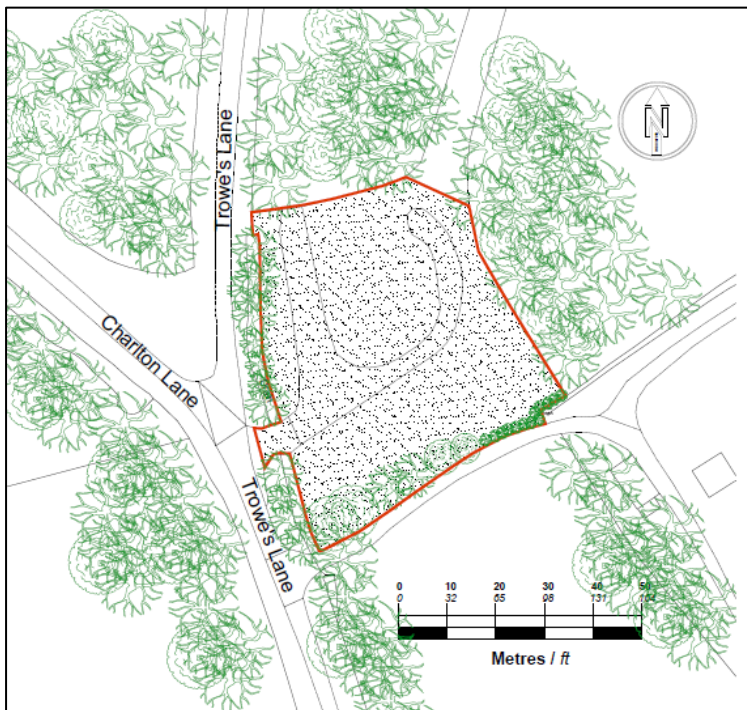


Figure 1 - Site Location

- 1.3 The Site already benefits from a double width gated access suitable for accommodating:
- the delivery of static caravans; and
 - vehicles that might travel to and from the Site on a daily basis
- 1.4 This access appraisal therefore assesses:
- Visibility at the Site access having regard to observed traffic speeds; and
 - Emergency access for fire tenders.
- 1.5 These are the only highway matters raised by WBC in their pre-application advice dated 8th August 2025.

2.0 RELEVANT POLICY AND DESIGN GUIDANCE

National Policy

- 2.1 The Government's planning policies for England are set out in the National Planning Policy Framework ("the NPPF"), published in December 2024 and updated with minor technical corrections in February 2025. Section 9 deals specifically with transport.
- 2.2 Paragraph 116 provides the Government's policy regarding the transport related circumstances in which planning permission can be withheld or refused stating:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

- 2.3 With regards to access for the Development, the policy test regarding its acceptability is therefore if it would result in an unacceptable impact on highway safety.

Design Guidance

- 2.4 Guidance on the design of safe and suitable visibility for vehicular access is provided in Manual for Streets¹ (MfS) with the MfS guidance expanded in Manual for Streets 2² (MfS2).
- 2.5 MfS provides guidance concerning safe and suitable access visibility for streets with speed limits or observed traffic speeds of up to 30mph. MfS2 reinforces the guidance in MfS and extends the principles for streets with speed limits or observed traffic speeds of over 30mph.
- 2.6 MfS identifies the two main geometric parameters for designing safe and suitable junction visibility as follows:
- "X" distance. This is the distance back along the minor arm or into the access from which visibility is measured. It is measured back from the 'give way' line (or an imaginary 'give way' line if no such markings are provided). An X distance of 2.4 m is normally used in most situations, as this represents a reasonable maximum distance between the front of the car waiting to pull out of the minor road / access and the driver's eye, although a minimum figure of 2m can be considered in lightly-trafficked situations; and
 - "Y" distance. This distance represents the distance that a driver who is about to exit from the minor arm or vehicular access can see to their left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line. It is therefore commonly accepted that vehicles travel at an off-set of approximately 0.5m from the

¹ Manual for Streets (2007) published jointly by the Department for Communities and Local Government, the Department for Transport and the Welsh Assembly Government.

² Manual for Streets 2 (2010) published by the Chartered Institution of Highways and Transportation

edge of the carriageway. The Y distance is calculated based on the Stopping Site Distance for the speed of traffic travelling on the main alignment.

- 2.7 The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception-reaction time), and the vehicle's rate of deceleration. Paragraph 7.5.2 of MfS requires the use of 85th percentile speeds when calculating the SSD for an existing road.
- 2.8 Paragraph 10.1.5 of MfS2 provides the basic formula for calculating the appropriate SSD given the observed 85th percentile speed of traffic on a specific stretch of road.

3.0 ACCESS APPRAISAL

Visibility Assessment

- 3.1 In order to establish actual speed of traffic on Trowes lane on the approaches to the Site access, Automatic traffic count (ATC) detectors were located approximately 100m north and south of the existing access. Data was collected for a 7-day period between Monday 8th December 2025 and Sunday 14th December 2025.
- 3.2 A summary of the speed survey results is provided at **Appendix B**. The recorded traffic speeds adjacent to the Site access were as follows:
1. Northbound towards the Site access – average speed 26.8mph, 85th percentile speed 32.6mph
 2. Southbound towards the Site access – average speed 25.9mph, 85th percentile speed 31.6mph
- 3.3 The speed survey shows that traffic speeds are similar in both directions on Trowes Lane on the approaches to the Site access.
- 3.4 Applying the formula set out in MfS2 to these observed speeds results in the following SSDs (calculations provided at **Appendix C**):
- Visibility to the south: 47m (commensurate to a southbound 85th percentile observed traffic speed of 32.6mph); and
 - Visibility to the north: 45m (commensurate to a southbound 85th percentile observed traffic speed of 31.6mph)
- 3.5 The plan provided at **Appendix D** demonstrates that these visibilities can be achieved at an X distance of 2.4m on land which is either publicly maintained highways or within the control of the Applicant.
- 3.6 Safe and suitably visibility in accordance with current design guidance can therefore be delivered and maintained.

Emergency Access

- 3.7 The plan provided at **Appendix E** demonstrates that a standard fire appliance is able to enter the Site, turn and exit in forward gears. The fire tender is able to reach within 40m of all habitable parts of the Site.

4.0 SUMMARY AND CONCLUSION

- 4.1 This Access Appraisal has been prepared in support of a planning application for the change of use of land at Trowes Lane, Swallowfield to provide a gypsy and traveller site comprising five residential pitches. Wokingham Borough Council (WBC) is the local planning authority and highway authority for the Site.
- 4.2 The Site is served by an existing double-width gated access that is already suitable for the delivery of static caravans and for daily vehicular movements associated with the Proposed Development. As confirmed through WBC's pre-application advice dated 8 August 2025, the only highway matters requiring assessment relate to access visibility and emergency vehicle access.
- 4.3 Traffic speed data was collected on Trowes Lane using Automatic Traffic Counters over a seven-day period in December 2025. The recorded 85th percentile speeds were 32.6mph northbound and 31.6mph southbound, indicating consistent traffic conditions in both directions. Applying the Manual for Streets 2 methodology, the required stopping sight distances are 47m to the south and 45m to the north.
- 4.4 The visibility assessment demonstrates that these sightlines can be fully achieved from an X-distance of 2.4m, with all required visibility contained within the public highway or land under the Applicant's control. The access therefore accords with current national design guidance and does not give rise to any highway safety concerns.
- 4.5 Swept-path analysis confirms that a standard fire tender can safely enter the Site, manoeuvre, and exit in forward gear, and can reach within 40m of all habitable areas in accordance with emergency access requirements.
- 4.6 Overall, the Access Appraisal demonstrates that the Proposed Development would not result in an unacceptable impact on highway safety and fully accords with national policy and design guidance.
- 4.7 It is therefore concluded that, in accordance with Government policy set out at paragraph 116 of the NPPF, there are no highway safety reasons why planning permission should be withheld or refused.

APPENDIX A - PROPOSED DEVELOPMENT

NOTES

Written dimensions only are to be used from this drawing. If any doubt exists the contractor must ask for clarification. On no account must the contractor scale off this drawing.

Contractors and sub-contractors must check and agree all dimensions before preparing workshop drawings or commencing work on site.

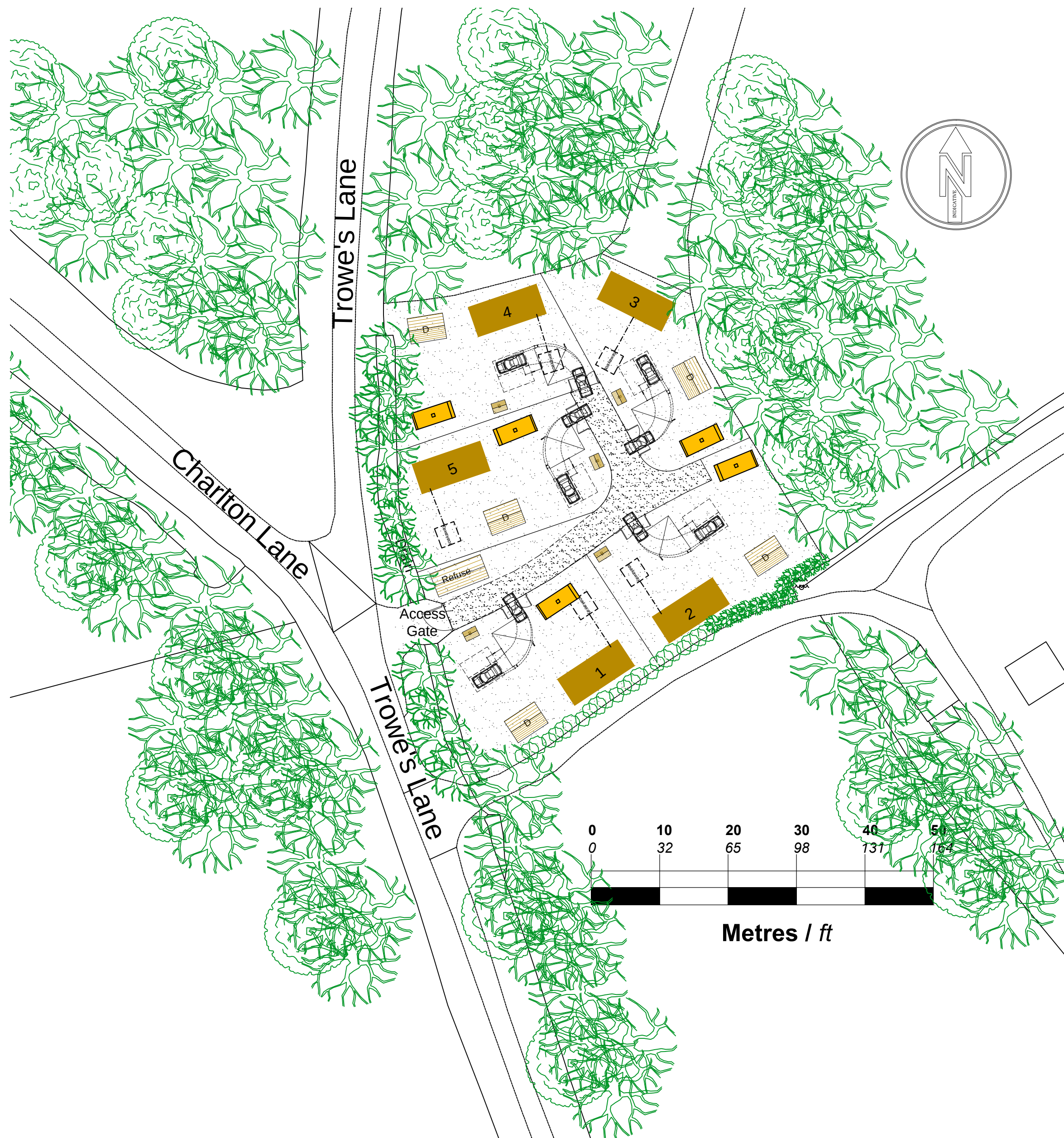
Contractors are responsible for informing those of any discrepancy discovered on this drawing or between this drawing and any other related documents issued in respect of the work.

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All work must be carried out to accordance with the current Building Regulations, Codes of Practice and British Standards. If any doubt exists the contractor must ask for clarification.

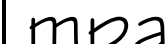
The Construction Design and Management Regulations 2015 16: it is the responsibility of the client to instruct the appointed person to identify any special hazards in the carrying out of the construction works and prepare a Health & Safety Plan and submit the relevant information to the Health & Safety Executive

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Site Layout
Scale 1:500

Contract			
Proposed Traveller Pits On Land Opposite Charlton Lane, Trowes Lane, Swallowfield, RG7 1RN			
Client	ET Planning Thames Valley - 200 Dukes Ride, Crowthorne, RG45 6DS	Martin Peacock Architectural Services Limited	
Drawing	Our Reading Room Main Street, Sloughville, Slittle North Yorkshire YO24 3PT. Tel: 07765 224 261		
Site Layout As Proposed			
Drawn	MDP	Scale to	
Date	1-500 @A2	2025-36	
Issue	14-02-2025		
Drawing No	501	Revision	-

APPENDIX B - SPEED SURVEY SUMMARY

PROJECT 45798 Swallowfield, Wokingham
SITE CODE 45798-001
LOCATION Towe's Lane (N)

START DATE Mon 08 Dec, 2025
END DATE Sun 14 Dec, 2025 (inc.)
SPEED LIMIT 60mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	778
Total recorded HGVs	24
% of vehicles that are HGVs	3.1%
Avg daily volume (based on 7 days)	111.1
Average daily speed (7 days)	25.6mph
Average daily 85%ile (7 days)	31.6mph
AAWT (annual average daily traffic)	122.8
AAWT (annual average weekday traffic)	131.9
Avg weekday volume (Mon-Fri, 24hrs)	119.0
Avg weekday speed (Mon-Fri, 24hrs)	26.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	106.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.0mph

NORTHBOUND



Total recorded volume	392
Total recorded HGVs	12
% of vehicles that are HGVs	3.1%
Avg daily volume (based on 7 days)	56.0
Average daily speed (7 days)	25.4mph
Average daily 85%ile (7 days)	31.6mph
% of vehicles exceeding 60mph	0.0%
AAWT (annual average daily traffic)	62.0
AAWT (annual average weekday traffic)	65.5

Avg weekday volume (Mon-Fri, 24hrs)	58.8
Avg weekday speed (Mon-Fri, 24hrs)	25.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	53.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.1mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	12:30 to 12:45

A 7-day automatic traffic count on Towe's Lane (N), commencing Mon 08 Dec 2025, recorded a total of 778 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 123 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND



Total recorded volume	386
Total recorded HGVs	12
% of vehicles that are HGVs	3.1%
Avg daily volume (based on 7 days)	55.1
Average daily speed (7 days)	25.9mph
Average daily 85%ile (7 days)	31.6mph
% of vehicles exceeding 60mph	0.0%
AAWT (annual average daily traffic)	60.7
AAWT (annual average weekday traffic)	66.4

Avg weekday volume (Mon-Fri, 24hrs)	60.2
Avg weekday speed (Mon-Fri, 24hrs)	26.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	53.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.0mph
AM avg peak vol period (Mon-Fri)	09:15 to 09:30
PM avg peak vol period (Mon-Fri)	12:45 to 13:00

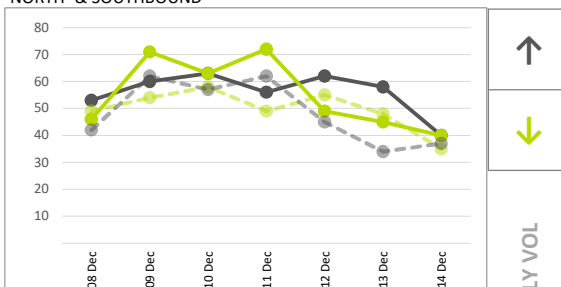
SITE LOCATION



LOCATION	Towe's Lane (N)
DATES	Mon 08 Dec to Sun 14 Dec inc.
LAT / LNG	51°22'25.32"N 0°57'38.28"W
PSL	60mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

PROJECT 45798 Swallowfield, Wokingham
SITE CODE 45798-002
LOCATION Towe's Lane (S)

START DATE Mon 08 Dec, 2025
END DATE Sun 14 Dec, 2025 (inc.)
SPEED LIMIT 60mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	1,243
Total recorded HGVs	35
% of vehicles that are HGVs	2.8%
Avg daily volume (based on 7 days)	177.6
Average daily speed (7 days)	27.2mph
Average daily 85%ile (7 days)	32.9mph
AAWT (annual average daily traffic)	193.3
AAWT (annual average weekday traffic)	209.4
Avg weekday volume (Mon-Fri, 24hrs)	192.8
Avg weekday speed (Mon-Fri, 24hrs)	27.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	171.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.5mph

NORTHBOUND



Total recorded volume	610
Total recorded HGVs	20
% of vehicles that are HGVs	3.3%
Avg daily volume (based on 7 days)	87.1
Average daily speed (7 days)	26.8mph
Average daily 85%ile (7 days)	32.6mph
% of vehicles exceeding 60mph	0.0%
AAWT (annual average daily traffic)	94.5
AAWT (annual average weekday traffic)	102.1

Avg weekday volume (Mon-Fri, 24hrs)	94.2
Avg weekday speed (Mon-Fri, 24hrs)	26.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	83.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	33.2mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

A 7-day automatic traffic count on Towe's Lane (S), commencing Mon 08 Dec 2025, recorded a total of 1,243 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 193 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND



Total recorded volume	633
Total recorded HGVs	15
% of vehicles that are HGVs	2.4%
Avg daily volume (based on 7 days)	90.4
Average daily speed (7 days)	27.6mph
Average daily 85%ile (7 days)	33.2mph
% of vehicles exceeding 60mph	0.0%
AAWT (annual average daily traffic)	98.8
AAWT (annual average weekday traffic)	107.3

Avg weekday volume (Mon-Fri, 24hrs)	98.6
Avg weekday speed (Mon-Fri, 24hrs)	27.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	87.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	34.3mph
AM avg peak vol period (Mon-Fri)	08:00 to 08:15
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

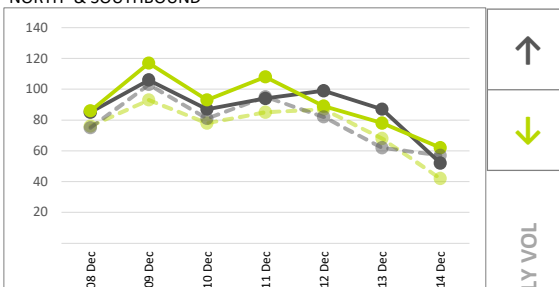
SITE LOCATION



LOCATION	Towe's Lane (S)
DATES	Mon 08 Dec to Sun 14 Dec inc.
LAT / LNG	51°22'19.07"N 0°57'36.59"W
PSL	60mph
DIRECTION 1	↑ Northbound
DIRECTION 2	↓ Southbound

DAILY VOLUMES

NORTH- & SOUTHBOUND



Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.

APPENDIX C - STOPPING SIGHT DISTANCE CALCULATIONS

Trowes Lane

Southbound

85th %ile Speed (mph)	31.6
85th %ile Wet Weather Speed (mph)	29.1
85th %ile Wet Weather Speed (kph)	46.8

SSD = $vt + v^2 / 2d$, therefore.....

Surveyed Speed (mph)	29.1
v = speed (m/s)	13.0
t = driver perception-reaction time (secs)	1.5
d = deceleration (m/s^2)	3.7

SSD (metres) =	43
SSD (metres, adjusted for bonnet length) =	45

Northbound

85th %ile Speed (mph)	32.6
85th %ile Wet Weather Speed (mph)	30.1
85th %ile Wet Weather Speed (kph)	48.4

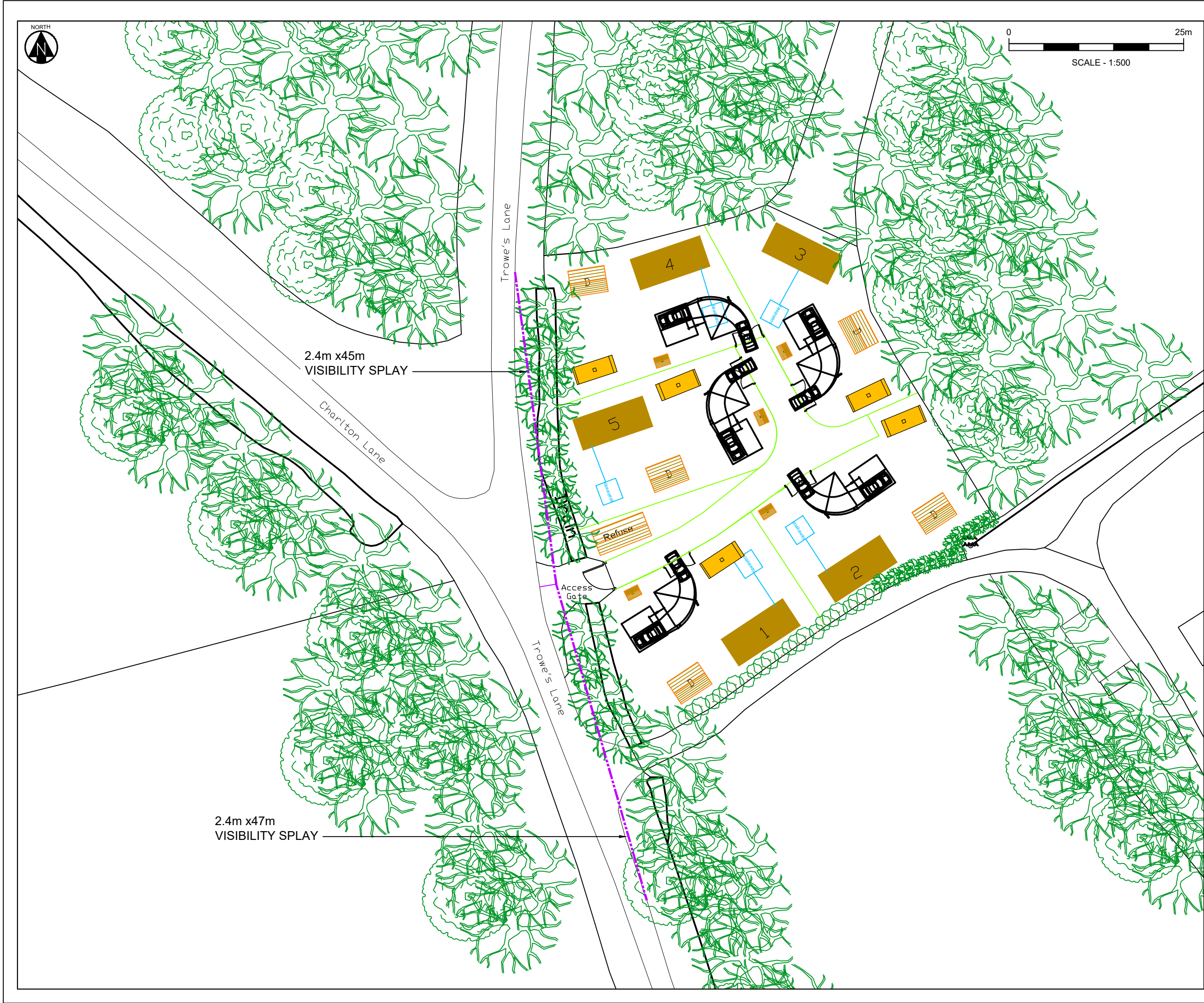
SSD = $vt + v^2 / 2d$, therefore.....

Surveyed Speed (mph)	30.1
v = speed (m/s)	13.5
t = driver perception-reaction time (secs)	1.5
d = deceleration (m/s^2)	3.7

SSD (metres) =	45
SSD (metres, adjusted for bonnet length) =	47

Note - speeds obtained from ATC Information are 85th percentile values

APPENDIX D - VISIBILITY SPLAYS



DO NOT SCALE.

P1	22.01.26	First issue	RS
Rev.	Date	Revision details	By



Client

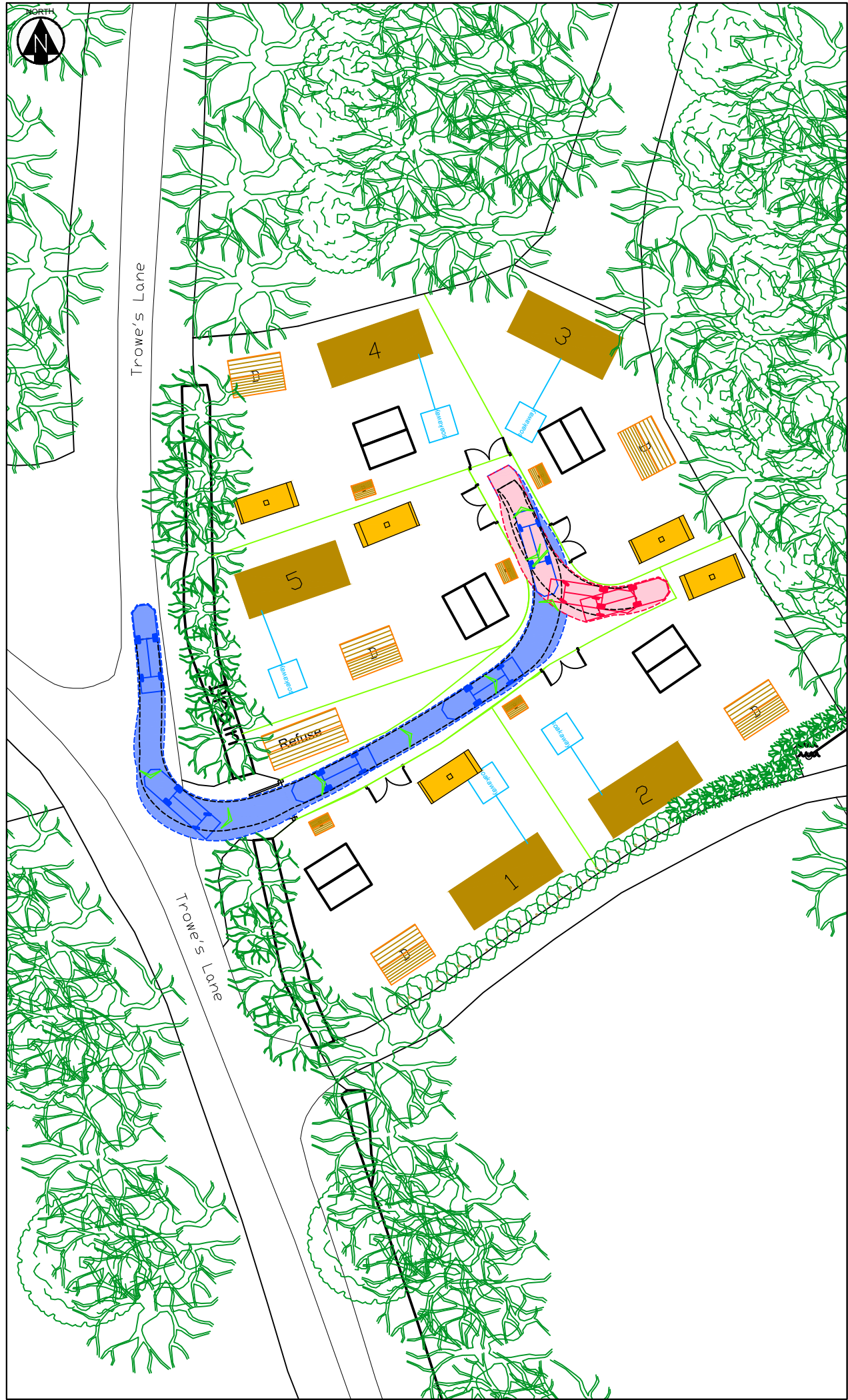
Project
Trowes Lane,
Swallowfield,
Reading,
RG7 1RW

Drawing title
Visibility Splays

Drawing no.	Revision
TRW - P - 01	P1

Status INFORMATION	Date 22.01.26	Issue Date 22.01.26
Scale 1:500 @ A3	Drawn by RS	Checked by JR

APPENDIX E - FIRE APPLICANCE SWEEP PATH ANALYSIS



DO NOT SCALE.

VEHICLE: DB32 FIRE APPLIANCE

	FORWARD		REVERSE
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DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

NOTES:

P1	22.01.26	First issue	RS
Rev.	Date	Revision details	By



Client

Project

Trowes Lane,
Swallowfield,
Reading,
RG7 1RW

Drawing title

Swept Path Analysis
of a DB32 Fire Appliance

Drawing no.	Revision
TRW - SPA - 01	P1

Status	Date	Issue Date
INFORMATION	22.01.26	22.01.26
Scale	Drawn by	Checked by
1:500 @ A3	RS	JR