

Finchwood Park – Parcel 8

**Prepared for
Barratt David Wilson Homes**

by

Stuart Michael Associates Limited

April 2023



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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Ltd (SMA) has been appointed by the Barratt David Wilson Homes, to prepare a Transport Statement (TS) in support of a Reserved Matters (RM) application for development of 40 dwellings on Parcel 8 of the wider Finchwood Park development site.
- 1.2 The site forms part of the southern half of a wider development site known as Arborfield Garrison. Arborfield Garrison was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic Development Location (SDL). Policy CP18 of the plan identifies Arborfield Garrison as providing a location for the development of a sustainable, well designed community to accommodate circa. 3500 dwellings, employment use, appropriate retail facilities, physical and social infrastructure.
- 1.3 The SDL was promoted by two land owners. The southern section of the SDL – Finchwood Park, of which Parcel 8 is part of, was identified on Wokingham Borough Council's (WBC) Plan RH2.
- 1.4 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; and various types of open space together with provision for access and movement. Consent was granted for the outline planning application (planning ref: o/2014/2179) and, as such, this TS relates to Parcel 8 for the Reserved Matters Application only.
- 1.5 Parcel 8 comprises of a mix of 21 apartments and 19 houses along with vehicular and pedestrian access from the Nine Mile Ride Extension (NMRE) which is being constructed as part of the wider SDL. Landscaping, sustainable drainage and other related infrastructure will also be constructed as part of the development. A copy of the Site Masterplan, showing Parcel 8 is shown on **Drawing PLN-1-4010**.

Report Structure

- 1.6 The purpose of this Transport Statement is to provide the context for the transport and highway components for Parcel 8, thereby aiding consideration of the proposals.

- 1.7 A number of transport and highways matters have already been addressed through the determination of the Outline Application as a scoping opinion was sought and a Transport Methodology was submitted and agreed prior to the submission of the Outline Planning Application. These include the principle and quantum of residential development on the site, the access arrangements and the off-site traffic impacts. The Developer will accord with the principles set out in the consented Outline Planning Application.
- 1.8 WBC requires a monetary contribution of £450/dwelling to the MyJourney scheme for WBC to put towards active transport measures for the site. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.
- 1.9 As such this TS addresses matters relating to the internal road layout, along with details of servicing arrangements, as well as parking provision.

2.0 ACCESSIBILITY FOR ALL MODES OF TRAVEL

- 2.1 The site is located to the south of Arborfield, which is some 6km southwest of the centre of Wokingham. The sites form part of the southern section of the Arborfield Garrison SDL.
- 2.2 Parcel 8 is bound to the west by the Nine Mile Ride Extension (NMRE), to the north and south by footpaths constructed as part of the wider development proposals and to the east public open space.
- 2.3 The parcel will be access via the NMRE, provided as part of the SDL scheme. The NMRE will run east to west across the wider site and ultimately, will run north through the former garrison site and connect onto the A327 by way of a roundabout junction. This will form the primary route through the entirety of the SDL.
- 2.4 The link to Park Lane will reconfigured junction at the Hogwood Industrial Estate access. This would provide a safer access to the industrial estate.
- 2.5 The site is well related to existing and planned communities and facilities within the Wokingham and Reading areas. Facilities within reasonable walking and cycling distance including Wokingham and Reading Town Centres and railway stations.
- 2.6 The Proposed Development has been designed to facilitate all modes of travel. Priority will be given to sustainable modes of travel to encourage and facilitate journeys on foot and by bike within the SDL. The site will provide a permeable layout that will enable pedestrians and cyclists to travel along routes close to their natural desire lines thereby shortening their journeys within the SDL.
- 2.7 The development has been designed and will be constructed in line with best practice guidance including Manual for Streets (MfS), Manual for Streets 2 and the Living Street Highway Design Guide, among other documents.

Proposed Access Arrangements

- 2.8 Access to both parcel 8 is to be constructed off of the Nine Mile Ride Extension (NMRE). The proposed access arrangements are shown on **Drawing PLN-1-4010**.

- 2.9 Parcel 8 will be accessed via a simple priority right turn junction. The NMRE will be 6.1m wide at the proposed site access. Visibility splays of 2.4m x 43m are achievable in both directions from the site access and good forward visibility to roundabout north of the site access will be provided. The visibility splays are shown on **Drawing PLN-1-4005**.
- 2.10 A 3.0m shared cycle/footway is to be provided on either side of the NMRE. This cycle/footway will be provided throughout the entire SDL. The shared cycle/footway will continue across the site access via an uncontrolled crossing facility in the form of dropped kerbing and tactile paving.
- 2.11 Non-motorised users will be able to access the site from the shared cycle/footway via a 2m footway or cyclists will be encouraged to re-join the carriageway at the site. The 2m wide footway will continue throughout the site allowing access to all dwellings on both sides of the internal access road.

Walking and Cycling

- 2.12 Walking is recognised as the most important form of transport at the local level and has the potential to replace short car journeys. Guidelines provided within the CIHT publication “Guidelines for providing for Journeys on Foot” (2000) suggests that for commuting, school and recreational trips, walking distances of up to 2km can be considered, with desirable and acceptable distances being 500m and 1,000m respectively.
- 2.13 The site will benefit from being part of the SDL, and as such the sites will be within walking distance of a wide range of facilities such as a primary school, a neighbourhood centre (use Classes A1/A2/A3/A4/A5 and D1), commercial land uses (B2) recreation and sports facilities, as well as, Suitable Alternative Green Space (SANG).
- 2.14 In addition to the facilities provided as part of the SDL the site is conveniently located in proximity to a number of facilities such as the Hogwood Industrial Estate, Oak Tree Day Nursery and Nine Mile Ride Village Centre.
- 2.15 The site is designed to connect pedestrian routes within the wider SDL itself to places that people want to go to within and beyond the wider site boundary. The layout will support and encourage activity by being, safe, well overlooked and not dominated by motorised vehicles. Formal and informal play spaces; street furniture and art will also encourage use of the public realm.

- 2.16 The SDL is part of a comprehensive network of Greenways: pedestrian and cycle routes which will serve the whole of Wokingham borough. The Greenways will allow safe and convenient connections via walking and cycling to facilities in proximity to the site.
- 2.17 Approximately 50m north of the Parcel 8 site access a 3-arm roundabout will be provided on the NMRE. Uncontrolled crossing facilities in the form of dropped kerbing and tactile paving, with central refuges, will be provided on the northern and eastern arm. On the southern arm, approximately 40m north of Parcel 8s site access a signal controlled pedestrian/ cycle crossing facility will be provided.
- 2.18 These crossing facilities will provide a safe crossing point for pedestrians/ cyclists, allowing access to the rest of the SDL and the wider area. Similar crossing facilities will be provided throughout the SDL.
- 2.19 The crossing points and the footway/cycleways will ensure safe access for pupils to local schools in line with the guidance set out in the Safer Route to School (SRTS) assessment.
- 2.20 In proximity to the SDL the existing roads are typically flat residential streets and, therefore, offer potential for walking and cycling on safe, permeable, well-lit streets.
- 2.21 As set out in the TA that accompanied the outline planning application, the development benefits from potential for a large number of trips to/from the development by sustainable travel modes such as cycling and walking. Through the planning process the development has sought to encourage sustainable travel modes and this has been supported by Wokingham Borough Council and the developer will accord with these principals.

Public Transport

Bus Services

- 2.22 Bus stops will be located within 100m of the Parcel 8 site access, just north of the 3-arm round about on the NMRE. This will allow convenient access to the site via regular public transport, being provided as part of the wider development.

- 2.23 The Leopard, No 3 service, operated by Reading Buses, running from Reading to Wokingham, will operate on the NMRE and serve the site and the SDL. The route operates a 20 minute frequency service Monday – Saturday and a 30 minute frequency service on Sundays.

Rail Services

- 2.24 The two key rail stations within proximity of the site are Reading and Wokingham and can both be accessed via the No 3, The Leopard bus service.
- 2.25 Reading Station provides a direct link into London Paddington and London Waterloo. A fast service to Paddington has an approximate journey time of 30 minutes. Reading station is a hub which provides connections across the UK with links to Birmingham, Manchester and Cardiff.
- 2.26 Wokingham Station provides a direct link to London Waterloo with a journey time just in excess of an hour. This station is located within 5km of Hogwood Farm and as such is considered to be within a reasonable cycle trip. Cycle parking is provided at the station which is covered, secure and well lit.
- 2.27 Both stations have secure cycle and car parking facilities in addition to being accessible via the No 3, The Leopard bus service.

Local Highway Network

- 2.28 The construction of the NMRE will allow access to the A327 to the west which forms a strategic route in the Thames Valley region providing access northwards through Arborfield and Shinfield to Reading and via the B3270 to the M4 motorway.
- 2.29 To the north east Langley Common Road provides access towards Wokingham which is located approximately 7km from the Application Site. To the east Nine Mile Ride provides a link towards Bracknell town centre.
- 2.30 To the west the land is mostly rural open farm land with local road access towards Swallowfield and ultimately the A33 which provides a north to south connection from the M4 (Junction 11) in the north and towards Basingstoke and the M3 in the south. To the south the access is provided towards Eversley along the A327 which provides a link to the A30.

Accessibility Summary

- 2.31 It is considered that the site is situated within proximity to a good network of lit residential streets and is close to a number of key destinations, including schools, various services and the public transport links. The site also benefits from good pedestrian/cycle links on the surrounding road and has access to public transport services along the NMRE.
- 2.32 The development will be constructed in line with the proposals set out in the consented outline planning permission and as such will encourage sustainable travel behaviour by the residents.

3.0 PROPOSED DEVELOPMENT

Residential Units

- 3.1 Parcel 8 with consist of 40 units, comprising a mix of 3 x 1 bedroom apartments, 18 x 2 bedroom apartments, 3 x 2 bedroom houses, 9 x 3 bedroom houses and 7 x 4 bedroom houses.

Internal Road Network

- 3.2 The internal access roads for both of the sites will be 5.5m wide with a 2m wide footway on either side of the carriageway.
- 3.3 **Drawing PLN-1-4005** illustrates internal site visibility splays and pedestrian visibility at private drives for Parcel 8.

Car and Cycle Parking

- 3.4 Adequate car parking provision will be provided for all units throughout the sites, and will be in line with the provision for the rest of the wider development. A copy of the parking demand schedule is attached as **Appendix A**.
- 3.5 All one bedroom apartments will be provided with one allocated car parking space. The two bedroom apartments will typically be allocated one car parking space.
- 3.6 All of the one bedroom houses will have one allocated car parking space. The two bedroom houses will have either 1 or 2 allocated car parking spaces. These spaces will be a mix of spaces on private drives.
- 3.7 All three bedroom houses will have 2 allocated car parking spaces. Typically they will be spaces on private drives, although some spaces will be in garages.
- 3.8 The four bedroom houses will typically have 3 car parking spaces, a mix of allocated spaces on private drives and in various types of garages.
- 3.9 The above car parking provision is deemed adequate for the development and in line with the provision provide for the rest of the SDL. In addition to the allocated car parking spaces Parcel 8 will have 20 unallocated visitor car parking spaces. Parcel 8 will be supplemented by an additional 6 visitor car parking spaces located throughout the site.

- 3.10 Individual cycle parking for each dwelling house will be provided in all rear gardens through the form of Trimetals cycle storage sheds. Apartments will be provided with dedicated secure and covered cycle stores.

Refuse Vehicle Swept Paths

- 3.11 **Drawing PLN-1-4003** shows an 11.2m refuse vehicle autotrack swept paths entering the site in forward gear, manoeuvring through the site and exiting the site in forward gear.
- 3.12 For some dwellings the refuse vehicle will be required to turn using the turning heads provided throughout the site. The autotrack swept path analysis confirms that these manoeuvres can be completed safely.
- 3.13 The layout for Parcel 8 will have a number of bin collection points located throughout the site. Residents will drag their bins to these collection points where they will be collected by refuse collection crews. **Drawing PLN-1-4003** highlights the location of each of these BCP and highlights that the bin carry distance for both the residents and bin collection crews is in line with best practice guidance.
- 3.14 For dwellings that will have kerb side collection **Drawing PLN-1-4003** also confirms that the refuse vehicle will be able to collect from each dwelling.

Vehicle Swept Paths

- 3.15 Additional autotrack swept path analysis has been undertaken for a standard saloon car (**Drawing PLN-1-4002**) and a fire tender (**Drawing PLN-1-4004**).

Road Adoption Plan

- 3.16 A plan showing the proposed highways adoption plans for both parcel 8 is shown on **Drawing PLN-1-4015**.

4.0 TRAFFIC GENERATION AND DISTRIBUTION

- 4.1 The traffic generation and distribution for the site was set out and agreed with WBC as part of the wider SDL Transport Assessment that was submitted in support of the consented outline planning application.
- 4.2 The trips for the site were derived from the trip rates set out within the WSTM. The trip rates have been set out below in **Table 4.1**:

Table 4.1 – Approved Trip Rates

	Arrivals	Departures
AM Peak	0.130	0.400
PM Peak	0.330	0.200

- 4.3 The approved wide site trip rates have been applied to the 40 units which will be constructed in Parcel 8. The anticipated trip rates are summarised in **Table 4.2**.

Table 4.2 – Anticipated Trip Generation Parcels 8 & 9 (60 units)

	Arrivals	Departures
Parcel 8		
AM Peak	5	16
PM Peak	13	8

- 4.4 As Table 4.2 highlights the site will generate 21 two-way movements in both the AM and the PM peak period. These vehicle movements can be considered insignificant when considered in respect to the wider scheme (1500 units).
- 4.5 As set out in the TA submitted as part of the consented Outline Planning Application, a number of the aforementioned trips would be captured by the facilities provided within the SDL, as such any trips that leave the SDL will be absorbed in the daily fluctuations in traffic on the highway network.

5.0 SUMMARY

- 5.1 Stuart Michael Associates Ltd (SMA) has been appointed by Barratt David Wilson Homes, to prepare a Reserved Matters Transport Statement (TS) in support of a development of 40 dwellings on Parcel 8 of the wider Finchwood Park development site.
- 5.2 The site forms part of the southern half of a wider development site known as Arborfield Garrison. Arborfield Garrison was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic development Location (SDL).
- 5.3 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; for the southern half of the Arborfield Garrison development. Consent was granted for the outline planning application (planning ref: o/2014/2179) and, as such, this TS relates to Parcel 8 for the Reserved Matters Application only.
- 5.4 Parcel 8 will provide 40 dwellings. The Parcel will provide a mix of flats and houses that will become part of the wider allocated scheme. As such the development will link to future development parcels. The site layout has been designed taking this into account.
- 5.5 Access to Parcel 8 will be via a simple priority right turn junction constructed off the Nine Mile Ride Extension (NMRE). Visibility splays of 2.4m x 43m will be provided in both directions at both junctions. Good forward visibility will also be provided. Pedestrian and cycle access to each parcel will be provided from the access junctions.
- 5.6 The proposed parking provision for both cars and pedal cycles has been reviewed, and it is confirmed it will be in line with standards agreed for the wider SDL.
- 5.7 Autotrack swept path analysis has confirmed all refuse collection will be within WBC's standards.
- 5.8 WBC requires a monetary contribution of £450/dwelling to the MyJourney scheme. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.

- 5.9 The development will conform to the principles which were agreed with WBC at the outline planning stage including the Travel Plan and the anticipated trip generation and traffic impact.

APPENDIX A - PARKING DEMAND SCHEDULE

APPENDIX B – SUPPORTING DRAWINGS



- NOTES:
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- KEY:
- BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE
 - SITE BOUNDARY

VEHICLE PROFILES	

D	UPDATED TO SUIT LATEST LAYOUT	TV	TA	28.04.23
C	UPDATED TO SUIT LATEST LAYOUT	TV	MS	05.05.22
B	VEHICLE TRACK ADDED	TV	MS	11.04.22
A	VEHICLE TRACKING UPDATED TO SUIT LATEST LAYOUT	TV	TA	15.03.22
Rev	Description	Dm	Chk	Date
REVISIONS				
Preliminary Issue	✓	Submitted for S104		
Planning Issue		Issued for Tender		
Submitted for S38		Issued for Construction		
Submitted for S278		As Built		
DRAWING STATUS				

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FINCHWOOD PARK PHASE
7, 8 AND 9
TRACKING
PARCEL 8

DATE	FEB 2022	DRAWN	TV	CHECKED	TA
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KEY:

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- CHASSIS OUTLINE
- VEHICLE PROFILE
- REVERSING BODY OUTLINE
- REVERSING CHASSIS OUTLINE
- REVERSING VEHICLE PROFILE
- SITE BOUNDARY
- WORKER BIN CARRY DISTANCE
16.1m
- RESIDENT BIN CARRY DISTANCE
23.3m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.500m
Overall Width	2.550m
Overall Height	3.751m
Min Body Ground Clearance	0.504m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

VEHICLE PROFILES

D	UPDATED TO SUIT LATEST LAYOUT	TV	TA	28.04.23
C	UPDATED TO SUIT LATEST LAYOUT	TV	MS	05.05.22
B	ENTRANCE TO PLATS BS-88 CHANGED TO ALLOW ALLOW FOR A REFUSE VEHICLE	TV	MS	11.04.22
A	VEHICLE TRACKING UPDATED TO SUIT LATEST LAYOUT	TV	TA	15.03.22
Rev	Description	Dm	Chk	Date
REVISIONS				
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Planning Issue		Issued for Tender		
Submitted for S38		Issued for Construction		
Submitted for S278		As Built		
DRAWING STATUS				

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FINCHWOOD PARK PHASE
7, 8 AND 9

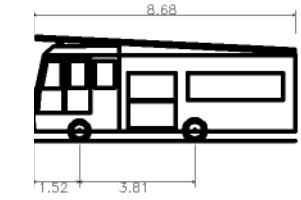
REFUSE VEHICLE
TRACKING
PARCEL 8

DATE	FEB 2022	DRAWN	TV	CHECKED	TA
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- KEY:
- HOSE LENGTH FOR FIRE TENDER
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE
 - SITE BOUNDARY



DB32 Fire Appliance
Overall Length: 8.680m
Overall Width: 2.450m
Overall Body Height: 4.450m
Min Body Ground Clearance: 0.337m
Max Track Width: 2.121m
Lock to lock time: 60.00s
Kerb to Kerb Turning Radius: 7.910m

VEHICLE PROFILES

D	UPDATED TO SUIT LATEST LAYOUT	TV	TA	28.04.23
C	UPDATED TO SUIT LATEST LAYOUT	TV	MS	05.05.22
B	ENTRANCE TO PLATS BS-88 CHANGED TO ALLOW ALLOW FOR A REFUSE VEHICLE	TV	MS	11.04.22
A	VEHICLE TRACKING UPDATED TO SUIT LATEST LAYOUT	TV	TA	15.03.22
Rev	Description	Dm	Chk	Date

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FINCHWOOD PARK PHASE
7, 8 AND 9

FIRE TENDER VEHICLE
TRACKING
PARCEL 8

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KEY

2.4m x 4.5m VISIBILITY SPAY VISIBILITY SPAY

D	UPDATED TO SUIT LATEST LAYOUT	TV	TA	28.04.23
C	LAYOUT UPDATED	TV	MS	05.05.22
B	ENTRANCE TO PLATS 85-86 CHANGED TO ALLOW ALLOW FOR A REFUSE VEHICLE	TV	MS	11.04.22
A	VISIBILITY SPLAYS UPDATED TO SUIT LATEST LAYOUT	TV	TA	15.03.22
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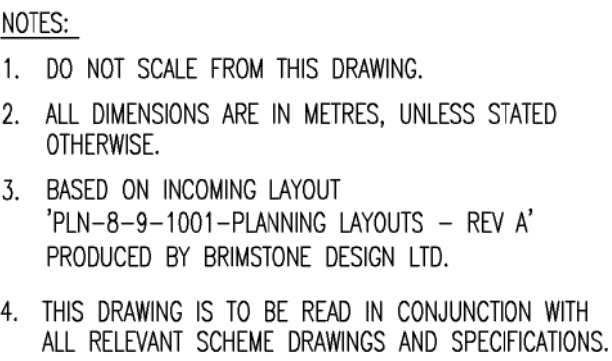
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FINCHWOOD PARK PHASE
7, 8 AND 9

VISIBILITY SPLAYS
PARCEL 8

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 CARRIAGEWAY TO BE ADOPTED
 FOOTWAY TO BE ADOPTED
 VERGE TO BE ADOPTED
 SITE BOUNDARY
 PROPOSED LIGHTING COLUMN

C	UPDATED TO SUIT LATEST LAYOUT	TV	TA	28.04.23
D	UPDATED LAYOUT	TV	MS	05.05.22
B	LIGHTING COLUMNS MOVED TO BACK OF FOOTWAY AND ENTRANCE TO FLATS 85-96 CHANGED TO ALLOW FOR A REFUSE VEHICLE	TV	MS	11.04.22
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FINCHWOOD PARK PHASE
7, 8 AND 9

ADOPTION AGREEMENT
PARCEL 8

DATE	FEB 2022	DRAWN	TV	CHECKED	MS
DRAWING No.	PLN-8-4015	REV	D	SCALE	1:250 @ A1

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