

District Centre Nursery and Pre-school, Arborfield, RG2 9GB: Transport Technical Note and Parking Strategy

Ref: JNe/JG/ITL210697-001B TN

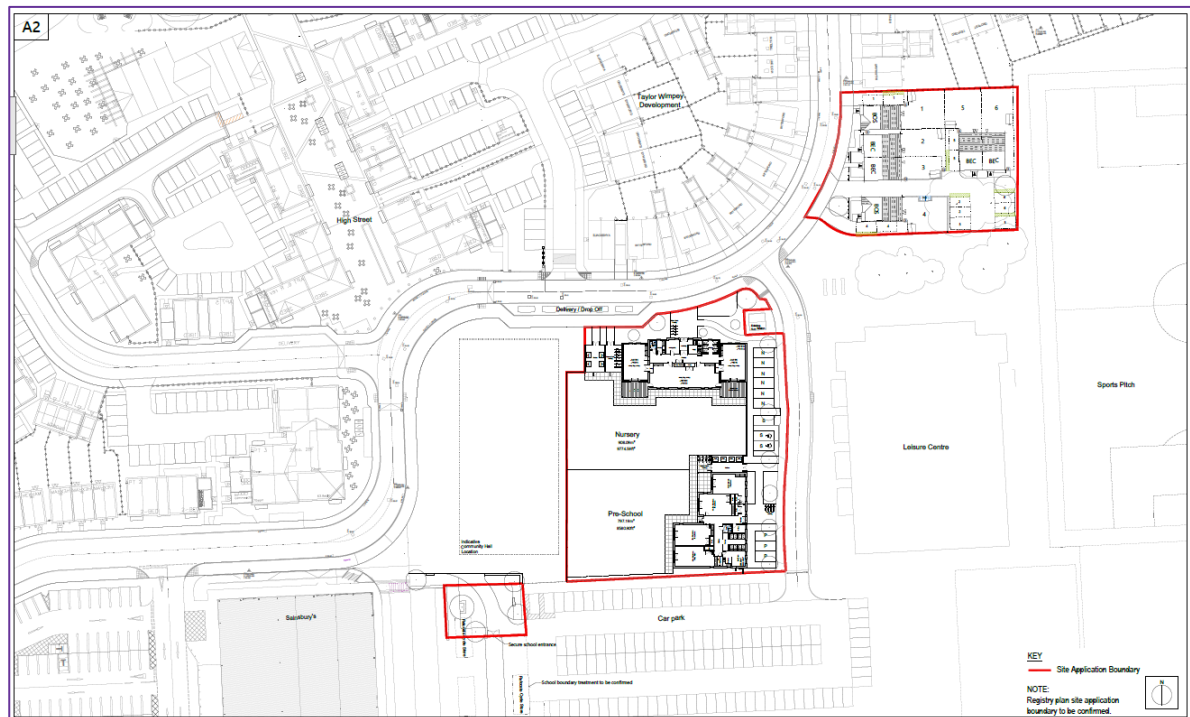
Date: 12 August 2026

1 Introduction

- 1.1.1 Crest Nicholson Operations Ltd have appointed iTransport to provide highways and transport advice in support of a Reserved Matters (RM) application at the District Centre Nursery and Pre-school, Arborfield, RG2 9GB.
- 1.1.2 The proposals comprise changes to the previous proposals within the District Centre, the remainder of which have been approved under the 2023 Reserved Matters application (*ref: 230872*). The purpose of this Technical Note (Note) is to summarise the proposed access, parking, servicing and refuse arrangements, and to demonstrate that the District Centre can operate safely and efficiently within the context of the wider consented Arborfield Green development.
- 1.1.3 The description of the proposed development associated with this application is:
- “Application for Approval of Reserved Matters pursuant to Outline planning consent (O/2014/2280) for the provision of a children’s day nursery, pre-school, six dwellings, pocket garden, together with associated access, car and cycle parking, landscaping and infrastructure (Appearance, Landscaping, Layout, Access and Scale to be considered)”***
- 1.1.4 The assessment set out in this Note focuses on the transport implications of the proposed changes, including the adequacy of car and cycle parking provision, the operation of drop-off and delivery activity, refuse collection arrangements and the access strategy for the amended elements of the Site layout. Where relevant, the proposals have been considered against the principles established through the approved District Centre 2023 Reserved Matters application (*ref: 230872*) and the wider movement strategy for Arborfield Green.
- 1.1.5 In addition to this, the Note also takes account of the matters raised in the pre-application meeting held with Wokingham Borough Council (WBC) Officers on the 23rd June and subsequent written advice. There were no material concerns raised in the meeting or subsequent written advice with regards to transport or highways matters and the points raised in terms of cycle parking have been addressed through revisions and updates to the proposed masterplan submitted with this application.

- 1.1.6 Arborfield Green is located 1.6km southeast of the village of Arborfield Cross, 4km southwest of Wokingham, and 11km southeast of Reading. The area is split between the civil parishes of Arborfield and Newland and Barkham, which lie within the local authority of Wokingham.
- 1.1.7 The settlements of Arborfield and Arborfield Cross lie to the north-west, whilst Barkham lies to the north-east.
- 1.1.8 The Site is in Arborfield Green, within Development Parcel L within the District Centre, part of the wider Arborfield Garrison Strategic Development Location (SDL).
- 1.1.9 The Site comprises three distinct parcels of land. The first parcel is located immediately west of the Arborfield Leisure Centre and north of Bohunt Secondary School, on previously developed (brownfield) land formerly occupied by the library building. This parcel is proposed to accommodate the Nursery and Pre-school.
- 1.1.10 The second parcel is located immediately north of the Arborfield Leisure Centre on vacant land and is proposed for residential development.
- 1.1.11 The third parcel is located to the south-west of the former library building and north of Bohunt Secondary School. It comprises part of the existing cycle storage area and car park. The parcel is proposed to be redeveloped as a pocket park. The Site location within the wider Arborfield site is shown in **Image 1.1** as an extract from the Site layout. A full scalable Site layout is shown in **Appendix A**.

Image 1.1: Site Location / Layout Plan



- 1.1.12 The Site benefits from its location within the planned Arborfield Green community, with access to local education, community and residential uses. The revised proposals therefore sit within an established development context where pedestrian, cycle and vehicle movements have already been considered as part of the wider masterplan and supporting highway infrastructure.

2 Nursery and Pre-School

2.1 Access

- 2.1.1 Pedestrian access to the Nursery will be provided from the northern entrance, adjacent to the delivery / drop-off bay. The Pre-School will be accessed from the eastern entrance, connecting with the consented pedestrian routes through the District Centre. The separate entrances provide direct and legible routes to each facility and limit the need for pedestrians to pass through the associated parking areas.
- 2.1.2 Pedestrian routes between the adjoining footways, parking spaces and building entrances will be clearly defined within the Site layout. The entrances will be accessible to users with reduced mobility, and the proximity of the disabled parking bays to the buildings will minimise walking distances.
- 2.1.3 Cycles will use the same approach routes as pedestrians, with visitor cycle stands positioned close to both entrances and secure long-stay cycle parking provided within the Nursery and Pre-School grounds, as described in Section 2.2.
- 2.1.4 Vehicular access will be taken from the consented internal estate roads serving the District Centre. Staff and visitor vehicles will enter the parking area to the east of the buildings, while short-stay drop-off, delivery and Nursery refuse activity will use the dedicated bay to the north. This arrangement separates longer-stay parking from short-stay activity and keeps vehicles clear of the main running carriageway.

2.2 Parking

Car Parking

- 2.2.1 The previously consented scheme 2023 Reserved Matters application (*ref: 230872*) had agreement for the provision of 11 car parking spaces for the Pre-school which had a proposed occupancy of 135 pupils. Given that the total GFA of the proposed Nursery is only increasing from 429sqm to 475sqm and the Pre-School remains at 300sqm, it is considered appropriate to retain a broadly similar level of car parking in the revised proposals associated with this application.
- 2.2.2 Car Parking standards are set out in Appendix 2 of the WBC Managing Development Delivery Document February 2014 and state that for use class D1 Nurseries (now Class E(f)) there should be one space per full-time staff member.

- 2.2.3 Overall, 12 parking spaces will be made available for the Nursery and Pre-School, which will be located to the east side of the Nursery and Pre-school. This is in line with WBC's guidance and is broadly in line with what was previously accepted for this GFA (11 previously consented, 12 now proposed due to the limited increase in GFA). Two spaces will be made available for disabled provision. The standard parking spaces are designed to be 2.5m x 5.0m in line with WBC standards, whilst the disabled bays will provide a 1.2m safety margin in line with DDA guidance. A plan showing the dimensions of the key elements of the proposed Site layout including parking spaces is provided at **Drawing Number ITL210697-GA-001 Rev A**.
- 2.2.4 The proposed 12-space provision therefore represents a modest uplift relative to the previously assessed requirement and is considered sufficient to accommodate staff, visitor and operational parking demand associated with the Nursery and Pre-School. The inclusion of two disabled parking spaces also ensures that accessible parking is available close to the building entrances.
- 2.2.5 The parking area is located to minimise walking distances to the Nursery and Pre-school entrances while keeping parking activity contained within the Site. This arrangement will assist in reducing the potential for informal parking on the surrounding highway and will support safe pedestrian movement between parked vehicles and the building entrances.

Cycle Parking

- 2.2.6 Cycle Parking standards are set out by Appendix 2 of the WBC Managing Development Delivery Document February 2014 and state that for use class D1 Nurseries there should be one long stay space per five staff members.
- 2.2.7 Four visitor cycle parking Sheffield stands will be available at both the entrances to the Nursery and the Pre-school.
- 2.2.8 Covered and secure long stay cycle parking is provided internally for the Nursery, with seven Sheffield type stands provided. Four Sheffield type stands are provided in the Pre-school. Spaces are secured and covered within the internal Pre-school grounds.
- 2.2.9 The combination of visitor Sheffield stands and secure long-stay cycle parking will provide for both short-stay and staff cycle parking demand with the quantum significantly in excess of what is required by WBC Standards. The location of the visitor stands at the entrances will make cycle parking visible and convenient for those dropping off / picking up at the Nursery and Pre-school, while the secure internal provision will support staff and regular users who require covered and controlled storage.

2.3 Deliveries and Servicing

Deliveries

- 2.3.1 All deliveries and drop offs for the Nursery and Pre-school will take place to the north of the Nursery within the dedicated drop off bay that was granted consent as part of the wider extant Arborfield Green development. The consented drop off bay is approximately 30m long and as such can accommodate up to five cars or two/three delivery vehicles.
- 2.3.2 The dedicated bay will allow delivery and drop-off activity to take place clear of the main running carriageway, reducing the likelihood of obstruction to passing vehicles. Its location to the north of the Nursery also provides a legible and convenient arrangement for parents, carers and servicing vehicles, while helping to separate short-stay activity from longer-stay staff parking.

Refuse Vehicles

- 2.3.3 Refuse collection will be completed using private refuse vehicles.
- 2.3.4 Refuse collection for the Nursery will be undertaken from the north side of the Nursery. Refuse vehicles will be accommodated in the Delivery / Drop Off Bay. This allows for short drag distances, and for the refuse vehicle to be stationary within the bay rather than on the highway.
- 2.3.5 Refuse storage for the Pre-school is located at the north of the Pre-school Site with access from the consented estate road to the east. Provision will be made for refuse vehicles to remain stationary on the highway during refuse collection, parallel to the refuse store.
- 2.3.6 Given the lack of suitable turning head at the southern end of the carriageway, vehicles will be therefore routed south, with operators able to access the gate into the Bohunt School car park and circulate through the car park before exiting in a forward gear and travelling back up the consented estate road. Refuse vehicle swept path analysis of an 8.75m private refuse vehicle circulating through the car park is shown in **Drawing Number ITL210697-GA-002 Rev A**.
- 2.3.7 Whilst the car park to the south is outside of the application redline, it is understood that the land is owned and maintained by WBC and legal arrangements are / can be put in place to allow for refuse vehicle access through this area in perpetuity to allow the Pre-school Site to be serviced from the adjacent highway.
- 2.3.8 Subject to confirmation of the legal and operational arrangements for the gate and route through the school car park, this strategy would provide a practical refuse collection solution and avoid the need for large vehicles to reverse over an extended distance at the southern end of the carriageway.

3 Residential

3.1 Access

- 3.1.1 As set out, the proposals are for the delivery of 6 residential dwellings on land that was previously consented for use as a Pre-school.
- 3.1.2 Access to the main element of the residential quantum will be provided between proposed dwellings numbers 3 and 4 and is proposed at 4.1m wide in line with Table A1 of the WBC Living Streets, Highways Design Guide 2019. A widened dropped kerb will be provided across the full extent of the proposed access to facilitate vehicle movements into and out of the residential parking area. The design allows for a 'crossover' type arrangement which maintains pedestrian priority over the access junction.
- 3.1.3 As shown on **Drawing Number ITL210697-GA-001 Rev A**, visibility splays of 2.4m x 25m are provided at the site access junction in line with the 20mph design speed of the road. These splays are consistent with those approved as part of the previous outline and RM planning consents.
- 3.1.4 The access arrangement is intended to provide a low-speed environment appropriate to the residential nature of the proposals. The position of the access between dwellings allows the parking court to be reached directly from the adjoining carriageway while maintaining a clear distinction between private residential parking areas and the surrounding public realm.
- 3.1.5 Vehicle tracking that shows the full quantum of residential development is within 45m of fire tender access is provided at **Drawing Number ITL210697-GA-003 Rev A**.

3.2 Parking

Car Parking

- 3.2.1 2 car parking spaces will be provided for each dwelling in line with the requirements of the Wokingham Parking Demand Calculation Sheet which confirms that two allocated spaces are an appropriate provision for a 5 habitable room privately owned dwelling. The Calculation Sheet is provided in **Appendix B**.
- 3.2.2 As shown on **Drawing Number ITL210697-GA-001 Rev A**, the southern two spaces within the parking court are widened to 3.0m x 5.0m to facilitate easy access for vehicles. The remaining parking spaces are designed to be 2.5m x 5.0m as per WBC guidance. **Drawing Number ITL210697-GA-004 Rev A** shows that vehicles can enter and leave the parking spaces in a safe and practical manner, with sufficient space available for drivers to manoeuvre within the residential parking area.
- 3.2.3 In terms of visitor parking, the Wokingham Car Park Calculator indicates that for 6 privately owned houses with 5 habitable rooms, 1.8 visitor spaces should be provided.

3.2.4 Notwithstanding this, it is not considered necessary or appropriate to provide additional visitor parking for the limited quantum of residential development proposed as the principle of shared parking in the District Centre is embedded within both the outline and RM consents.

3.2.5 In terms of the parking proposed as part of this application, the parking demand for the Pre-school and Nursery will be limited to when they are open typically in the daytime and as such, will be available for use outside of their operational hours when typically the demand for visitor parking that could be associated with the residential element of the proposals will be generated. It is therefore considered that the parking areas proposed at the Pre-school, Nursery and wider District Centre, will be more than sufficient to accommodate any limited visitor parking demand associated with the 6 residential dwellings.

Cycle Parking

3.2.6 Cycle parking will be provided within the curtilage of each dwelling with appropriately sized cycle stores/sheds provided in the rear garden of each dwelling. The proposals allow for 2 covered and secure cycle parking spaces to be provided for each dwelling which is in line with WBC guidance.

3.2.7 This arrangement will provide secure and accessible cycle storage for residents, supporting the use of cycling for local journeys within Arborfield Green and to nearby facilities.

3.3 Deliveries and Servicing

3.3.1 Deliveries associated with the residential dwellings are expected to be limited in scale and frequency and will generally comprise parcel / supermarket deliveries and occasional furniture or maintenance visits. These activities can be accommodated from the residential access and adjoining carriageway without requiring any dedicated servicing infrastructure.

3.3.2 Refuse storage will be provided within the curtilage of each dwelling, with residents able to present bins for collection at the appropriate collection point on collection days. For dwellings 1,2,3 and 4, refuse will be collected kerbside in line with the surrounding dwellings. For dwellings 5 and 6, a refuse collection point is provided within the parking court area. As shown on **Drawing Number ITL210697-GA-001 Rev A**, this refuse collection area is within 25m of the adopted highway and as such, it is considered appropriate for council refuse workers to collect and return the refuse/bins for the two dwellings.

3.3.3 The proposed access and parking layout provides sufficient space for residents to move bins safely between the dwellings and the collection location.

3.3.4 As set out, refuse collection vehicles would be able to serve the dwellings from the adjacent carriageway (refuse vehicle tracking in shown on **Drawing Number ITL210697-GA-002 Rev A**), consistent with typical residential collection arrangements. The scale of the development means that collection activity would be short in duration and would not be expected to give rise to any material highway safety or capacity concerns.

- 3.3.5 Overall, the proposed delivery and servicing arrangements for the residential element are considered appropriate for the number of dwellings proposed and are capable of operating safely alongside the access and parking arrangements described above.

4 Trip Generation

- 4.1.1 Vehicle trip rates for the Pre-school and wider residential development were agreed as part of the outline consented scheme (O/2014/2280).
- 4.1.2 WBC have identified vehicle trip rates for the principal land uses within the Strategic Development Locations (SDL). The trip rates were used to estimate traffic generation from the SDL across the borough and were input into the Wokingham Strategic Transport Model (WSTM). The morning and evening peak trip rates are summarised in **Table 4.1** below:

Table 4.1: Vehicle Trip Rates WSTM

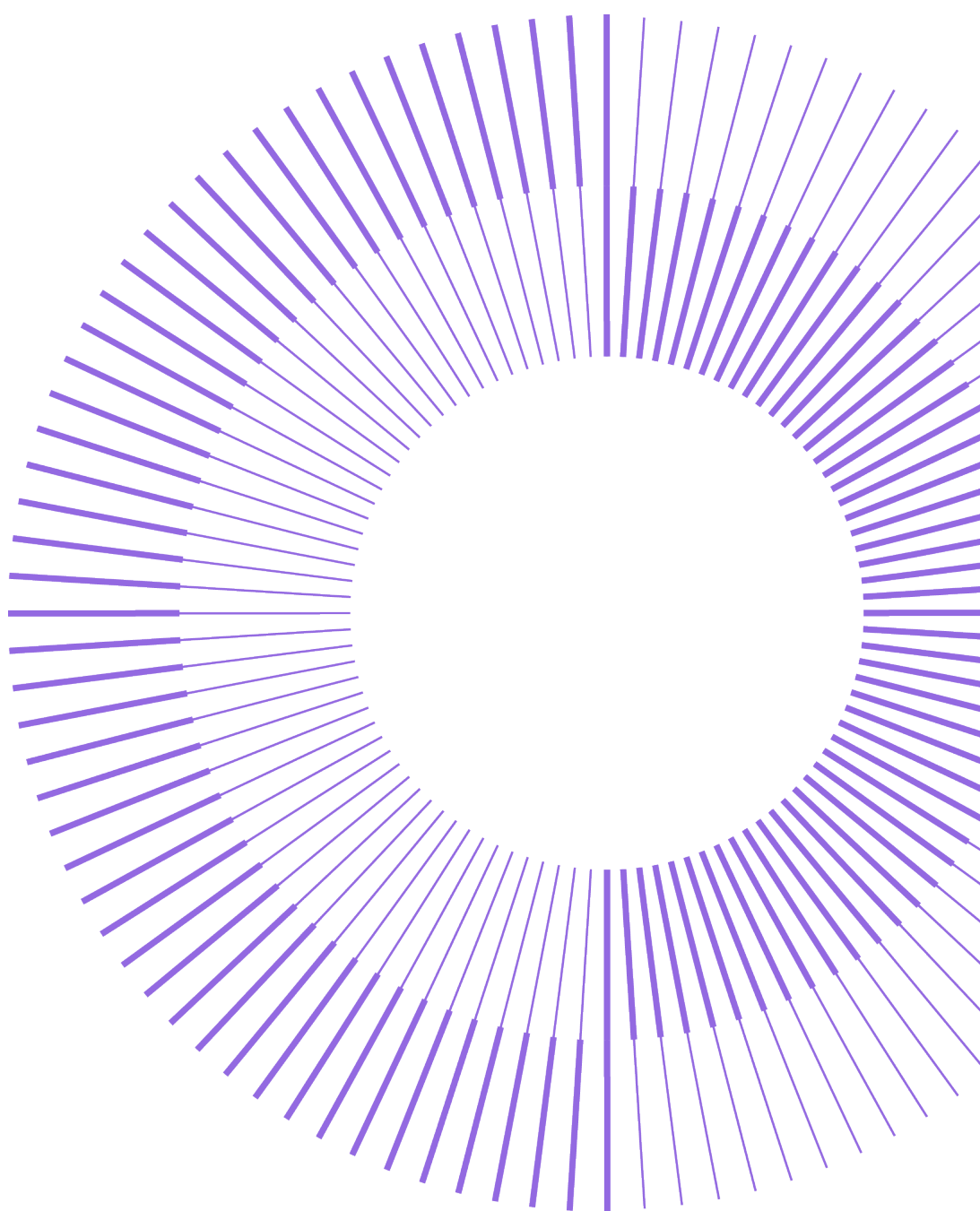
Development Type	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Dwelling Houses (per unit)	0.13	0.40	0.53	0.33	0.20	0.53
Primary School (per pupil)	0.26	0.16	0.42	0.03	0.04	0.07
Secondary School (per pupil)	0.14	0.08	0.22	0.02	0.03	0.05
Food Retail (per 100sqm)	4.68	3.14	7.81	6.91	7.16	14.07

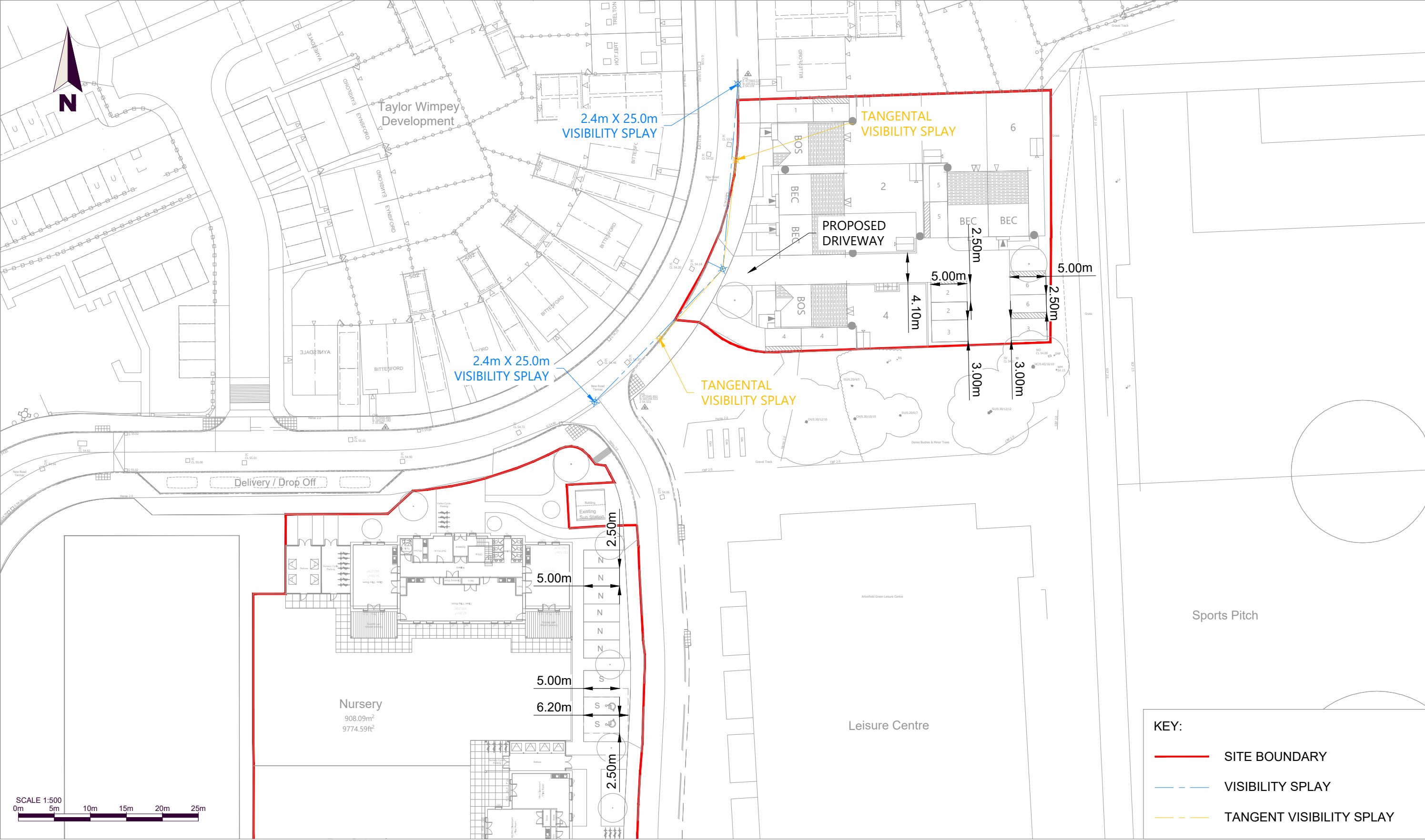
- 4.1.3 The vehicle trip rates above indicate that the residential element proposed as part of this application would only generate 3 two-way departures during the morning and evening peak hours. The increase is negligible and cannot be considered severe.
- 4.1.4 In terms of the Pre-school and Nursery, the previous outline and RM consent agreed the vehicle trips that could be associated with a Pre-school and as such, given that there is no change on the overall GFA of provision, the trips that could be associated with the Pre-school and Nursery elements of the application are understood to already be allowed for in the wider development trip budget.

5 Summary and Conclusion

- 5.1.1 This Technical Note has reviewed the transport-related elements of the RM proposals for the District Centre Nursery and Pre-school, which includes a nursery, pre-school and six residential dwellings

-
- 5.1.2 For the Pre-School, the proposals do not change the overall GFA, with a very limited increase in space for the Nursery from 429sqm to 475sqm. Given the limited increase in GFA of the Nursery, a total of 12 car parking spaces will be provided (11 previously approved), including two disabled bays, which is considered appropriate for the combined use and consistent with the requirements previously agreed with WBC. Visitor cycle parking will be provided at a level of provision above the relevant standards.
- 5.1.3 Delivery, drop-off and servicing activity for the Nursery and Pre-School can be accommodated using the delivery/drop-off bay to the north of the Nursery. This arrangement allows short-stay activity and private refuse collection to take place clear of the running carriageway. For the Pre-School refuse collection strategy, the proposed routing through the adjacent school car park provides a practical means of avoiding extended reversing movements, subject to the necessary arrangements being secured.
- 5.1.4 For the residential element, the proposed access is appropriate for a small development of 6 dwellings. 2 allocated car parking spaces will be provided for each dwelling, with visitor demand capable of being accommodated through the wider shared parking established for the District Centre and Pre-school and Nursery. Covered and secure cycle storage will be provided within the curtilage of each dwelling, while residential refuse and servicing arrangements are proportionate to the scale of development and can operate from the adjoining carriageway and parking court.
- 5.1.5 The agreed WBC trip rates show that the residential element would generate only a very limited number of peak-hour vehicle movements, with the change from the previously consented Pre-school use being negligible.
- 5.1.6 Overall, this Note and associated drawing have confirmed that the revised layout is capable of operating safely and efficiently, provides appropriate parking, cycle parking and servicing arrangements, and is not expected to result in any unacceptable or 'severe' highways or transport impacts.





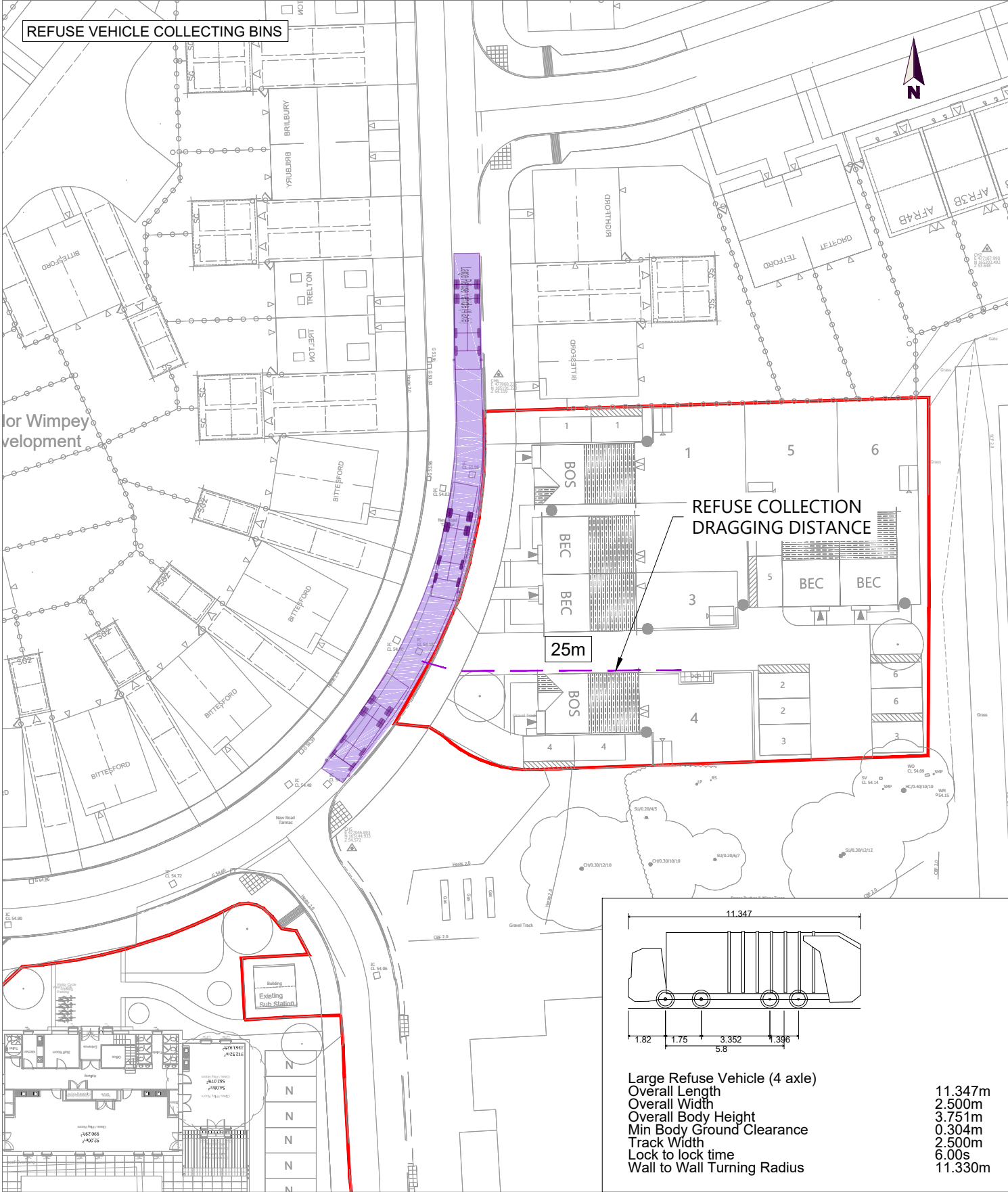
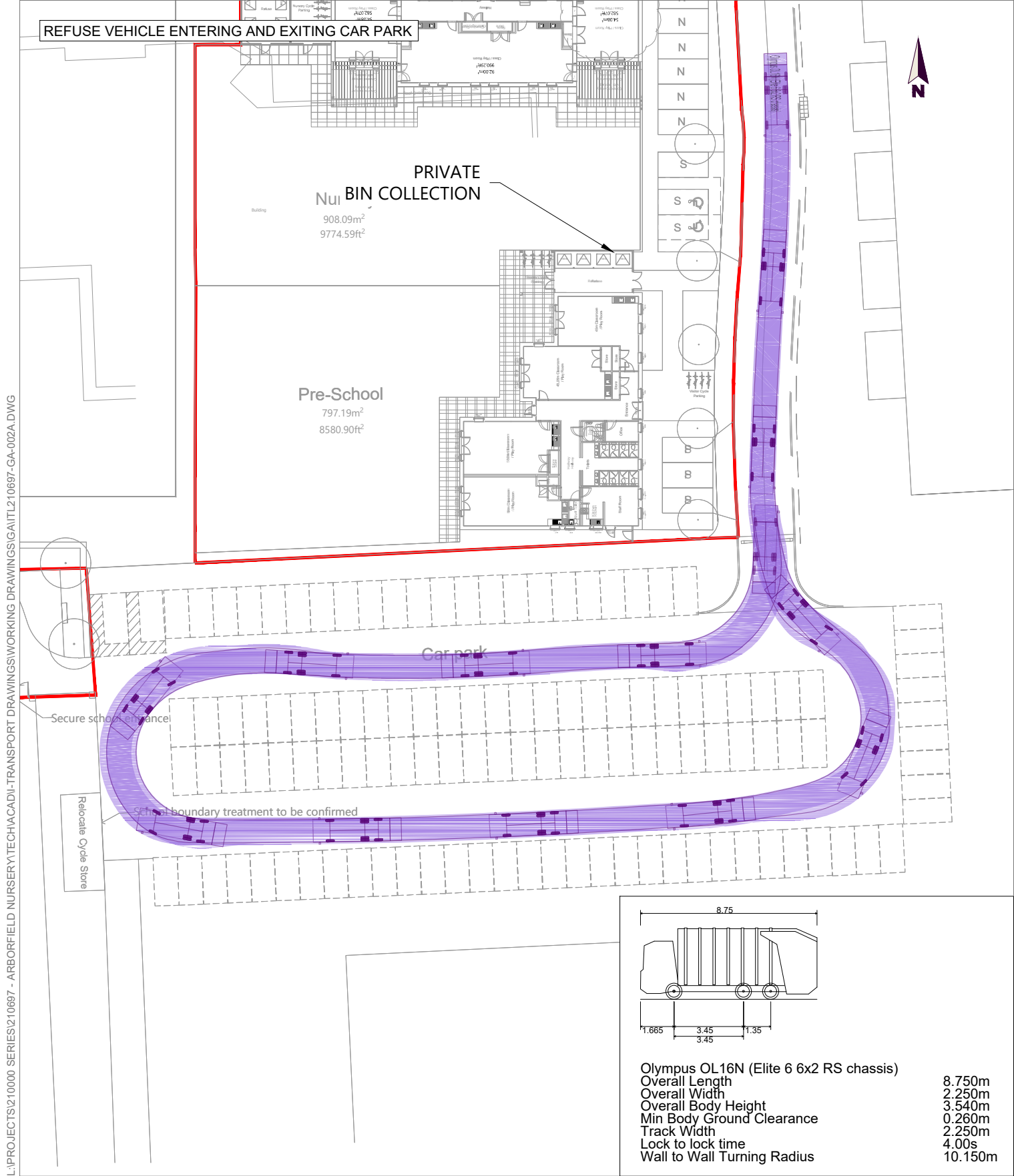
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REV	DATE	BY	DESCRIPTION	CHK
				APD

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CLIENT:	CREST NICHOLSON OPERATIONS LTD		DRAWING No:	ITL210697-GA-001	REV:	A



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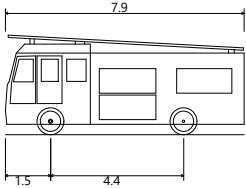
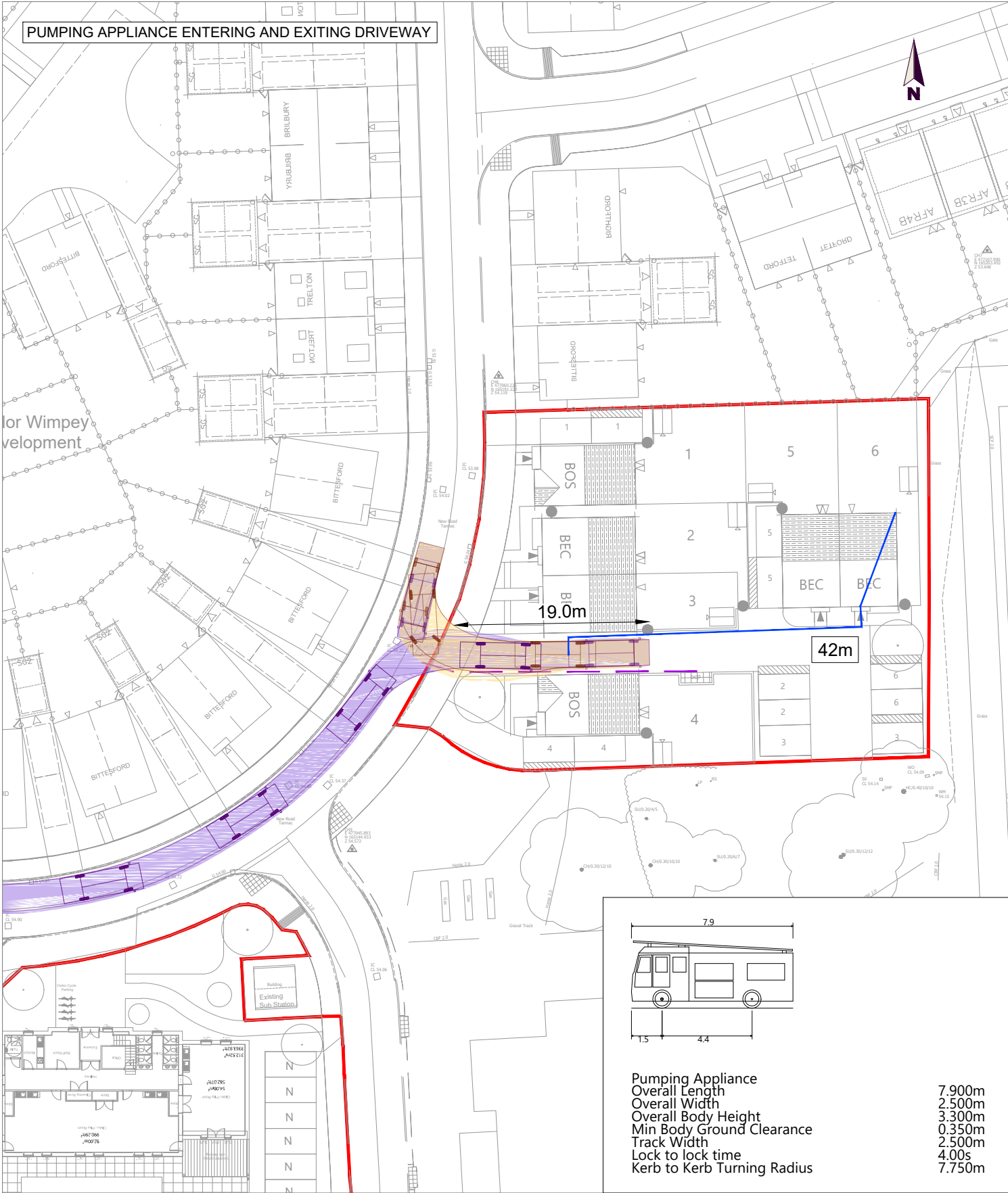
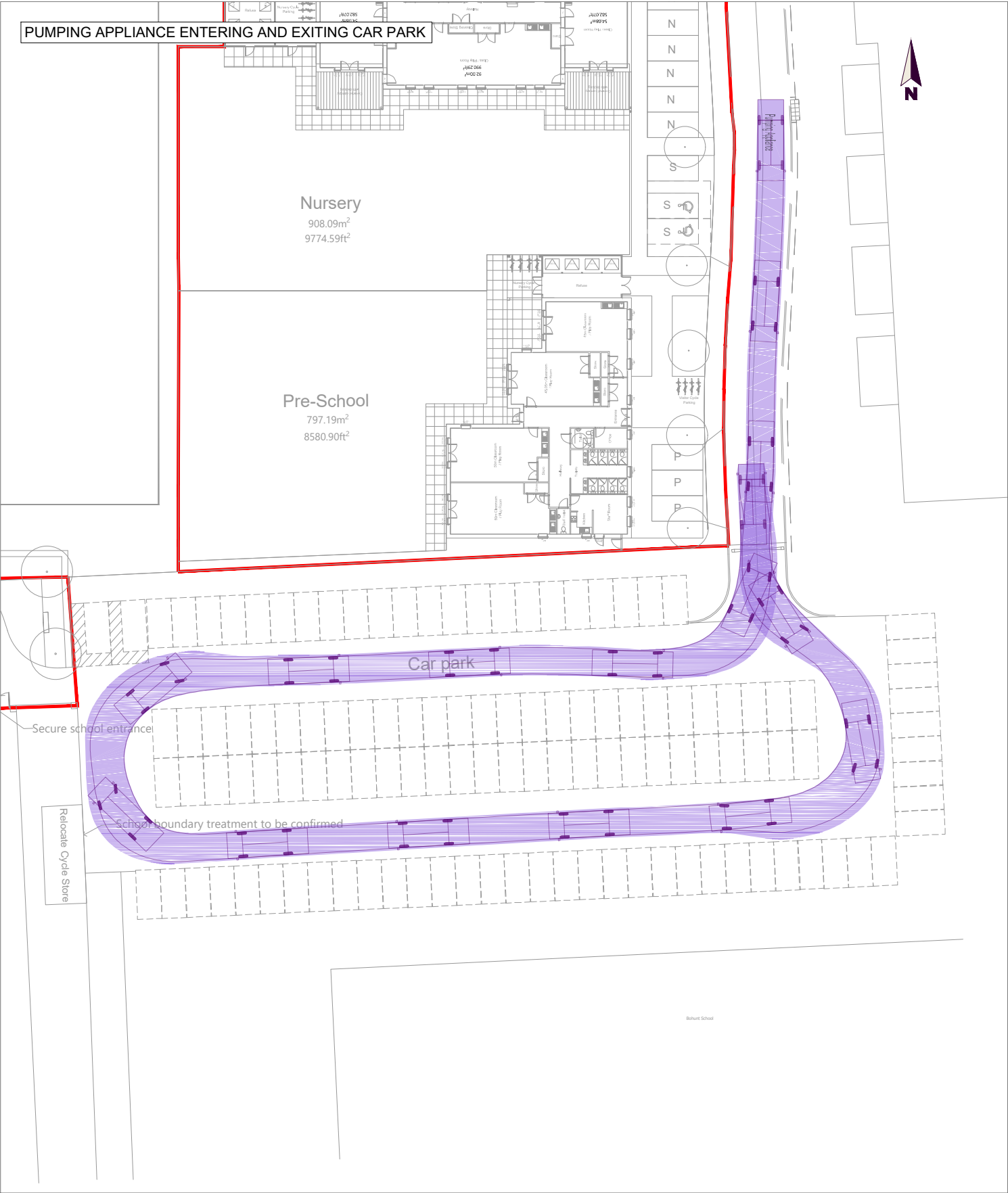
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REV	DATE	BY	DESCRIPTION	CHK	APD

TITLE: SITE SWEEP PATH ANALYSIS - REFUSE VEHICLE	DRAWING STATUS: FOR PLANNING	DESIGN STAGE: PRELIMINARY
PROJECT: ARBORFIELD NURSERY	SCALE @ A3: 1:500	PROJECT No: ITL210697
CLIENT: CREST NICHOLSON OPERATIONS LTD	DRAWING No: ITL210697-GA-002	REV: A

SCALE 1:500
0m 5m 10m 15m 20m 25m



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

NOTE: TRACKING UNDERTAKEN
AT A MINIMUM OF 10mph

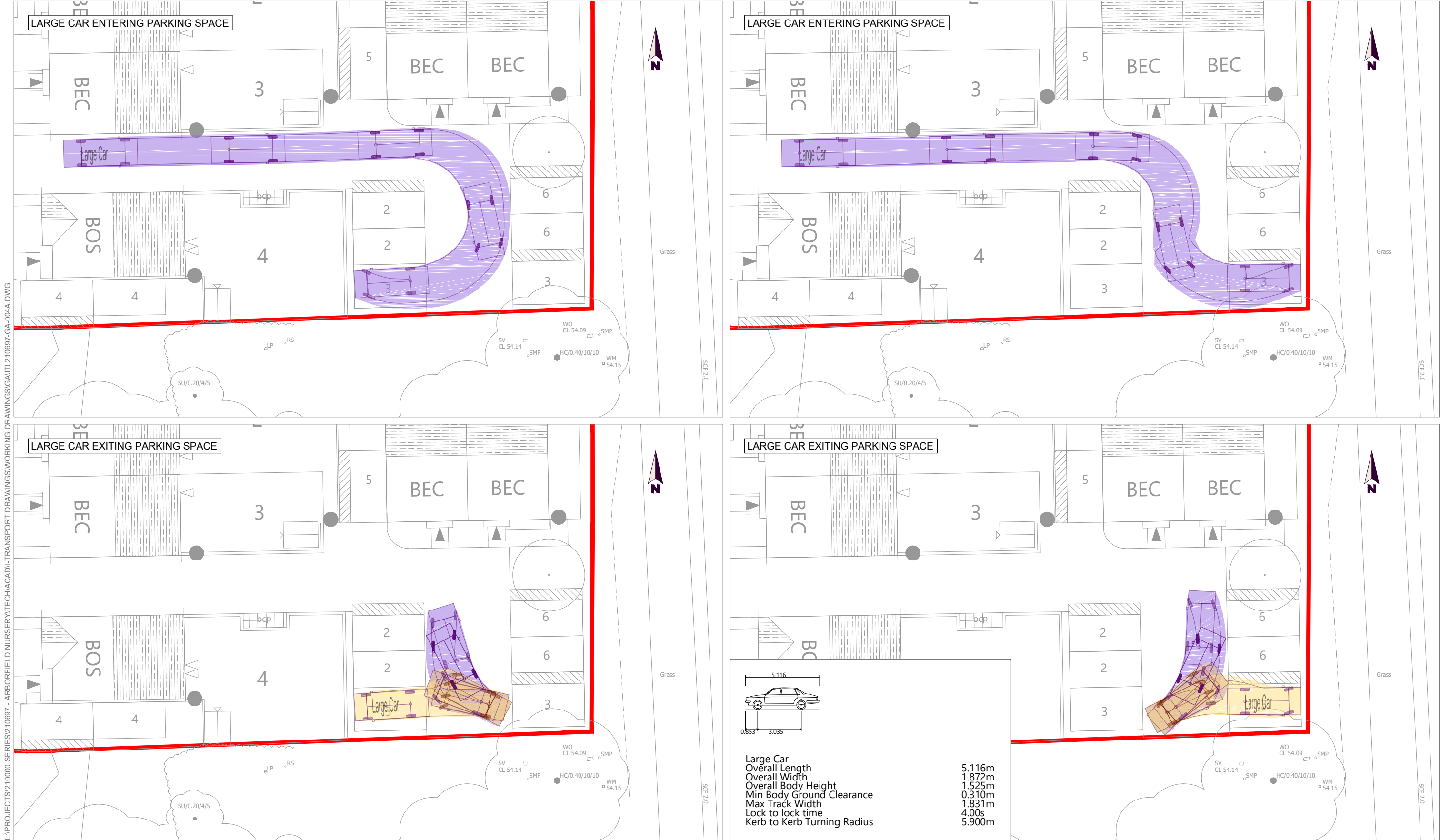
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REV	DATE	BY	DESCRIPTION	CHK	APD

TITLE: SITE SWEEP PATH ANALYSIS - PUMPING APPLIANCE	DRAWING STATUS: FOR INFORMATION	DESIGN STAGE: PRELIMINARY
PROJECT: ARBORFIELD NURSERY	SCALE @ A3: 1:500	PROJECT No: ITL210697
CLIENT: CREST NICHOLSON OPERATIONS LTD	DRAWING No: ITL210697-GA-003	REV: A

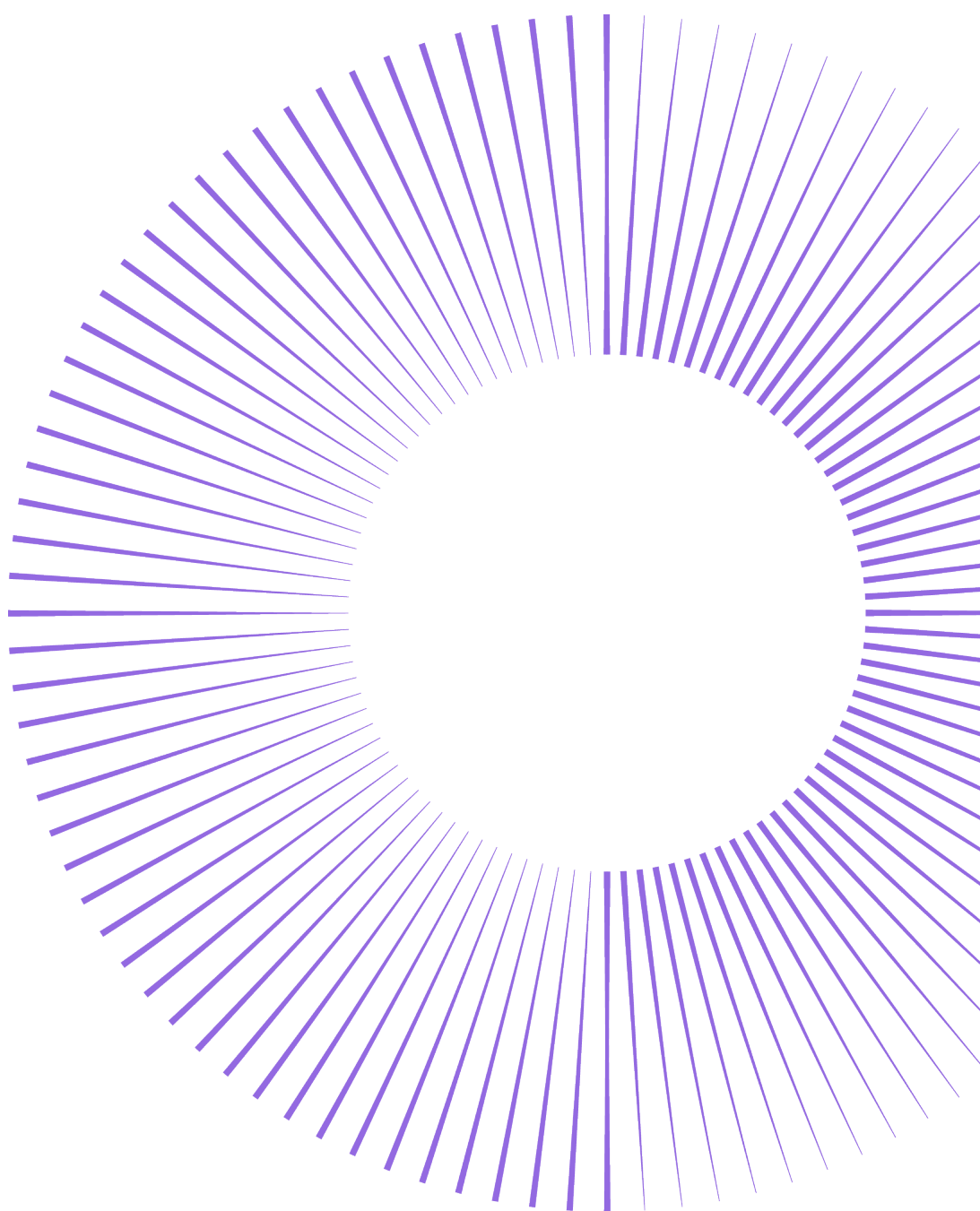


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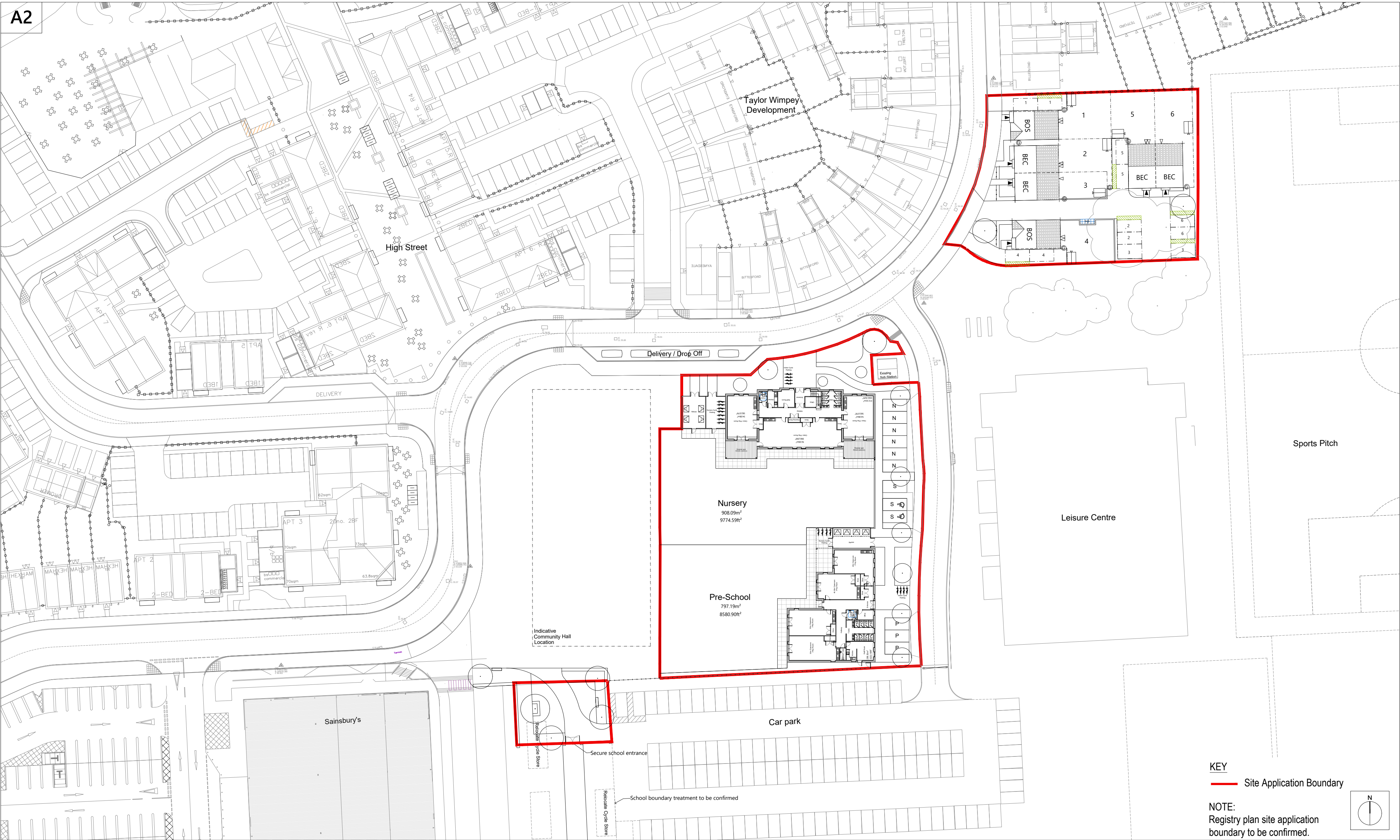
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REV	DATE	BY	DESCRIPTION	CHK	APD

TITLE:	SITE SWEPT PATH ANALYSIS - LARGE CAR		DRAWING STATUS:	FOR INFORMATION	DESIGN STAGE:	PRELIMINARY
PROJECT:	ARBORFIELD NURSERY		SCALE @ A3:	1:250	PROJECT No:	ITL210697
CLIENT:	CREST NICHOLSON OPERATIONS LTD		DRAWING No:	ITL210697-GA-004	REV:	A



APPENDIX A. SITE LAYOUT



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Rev	Description	Date	Au	Ch
A	Issue For Planning	29.07.26	EBE	TW

scale 1:500
0 10m 20m 30m

Project	Arborfield Green District Centre
Drawing	Site Layout
Client	Crest Nicholson Operations Ltd
Job no.	CRES260217-SW
Dwg no.	SL.01
Author	EBE
Checker	TW
Status	PLANNING
Client ref.	
Date	07.04.26
Rev.	A
Scale	1:500 at A2
Office	Portishead

thrive.

architects

APPENDIX B. WBC PARKING CALCULATION SHEET



Search your development location area by postcode

RG2 9NN

Find Postcode

Total number of properties
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6

Total allocated spaces	
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12

Total unallocated spaces

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Select your development location
from a map

Access Map

Development location

urban

Reset Sheet

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