



# Transport Assessment and Road Safety Audit Brief

**Trowes Lane, Swallowfield, Reading**

**City & Country Group EPS**

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## Acronyms and Abbreviations

ATC	Automatic Traffic Counter
DfT	Department for Transport
DCLG	Department for Communities and Local Government
LTN	Local Transport Note
LTP4	Fourth Local Transport Plan
MAVRIC	Mapping Application for Visualising Road Injury Casualties
MDD	Adopted Managing Development Delivery Local Plan
Mph	Miles Per Hour
MSOA	Super Output Area – Middle Layer
NCN	National Cycle Network
NPPF	National Planning Policy Framework
NTAS	National Travel Attitudes Study
PIC	Personal Injury Collision
PSL	Posted Speed Limit
SDS	Swallowfield Village Design Statement
SPA	Swept Path Analyses
TA	Transport Assessment
WBC	Wokingham Borough Council



## 1.0 Introduction

- 1.1 SLR Consulting Ltd has been appointed by City & Country Group EPS to provide highways and transport advice in relation to an outline planning application for a proposed development of 79 dwellings on land east of Trowes Lane, Swallowfield, Reading. A description of the development is as follows:

*Outline Planning Application for the construction of 79 residential dwellings (Use Class C3), together with access, landscaping and associated infrastructure, with all matters reserved except access.*

- 1.2 The site falls under the administrative boundary of Wokingham Borough Council (WBC) as both local planning authority and local highway authority.
- 1.3 The site is an agricultural field currently accessed via an existing field access along Trowes Lane. The site is situated in a location with direct access to the Swallowfield village centre bounded directly to the north by existing dwellings.
- 1.4 A new access will be provided for the proposed development. The access has been designed so that it can be delivered with or without the access approved for the adjacent Croudace Development (Appeal Reference: APP/X0360/W/24/3340006).
- 1.5 As the application is for outline permission an Indicative Site Layout, Land Use Plan and an Access and Movement Parameters Plan are provided at **Appendix A**.

### Planning History

- 1.6 Although the site has not been a subject of any previous planning application, it is located adjacent to a neighbouring consented development, Land West of Trowes Lane and North of Charlton Lane (planning reference: 230422) put forward by Croudace Homes Ltd, which was approved at appeal (Appeal Reference: APP/X0360/W/24/3340006) in July 2024.
- 1.7 The application comprises:
- “Full planning application for the proposed erection of 81 dwellings (including 40% affordable homes), open space, SuDS, landscaping, biodiversity enhancements, new vehicular access off Trowes Lane, pedestrian & cycle links, and associated infrastructure.”*
- 1.8 Prior to the approval of the scheme in July 2024 following an appeal (appeal reference: APP/X0360/W/24/3340006), the proposal was refused by WBC on eight grounds two of which relate specifically to transport and accessibility as contained within the Planning Decision Notice (PDN) and the WBC Statement of Case (SoC) dated January and April 2024 respectively.
- 1.9 Ultimately the adjacent Croudace site has been consented and as such the adjacent site is therefore considered to be in a sustainable location and has been assessed by WBC as part of its “Call for Sites” process as a site that could form a logical extension to the settlement area of Swallowfield.

### Structure of Report

- 1.10 This TA considers the potential transport effect of the development proposals and the potential to support sustainable access. Following this introduction, the report is structured as follows:
- **Section 2 – Baseline Conditions** – A review of the existing site, context and surrounding area, existing pedestrian and cycle routes, public transport provision and the highway network;



- **Section 3** - Policy Context – A review of key current and emerging transport planning relevant to this prior approval application;
- **Section 4** – Development Proposals – A description of the proposed development;
- **Section 5** – Effects of Development - A consideration of the potential transport effects as result of the development proposals with regard to trip generation and junction impact; and
- **Section 6** – Summary and Conclusion – A review of the key points described in this report.



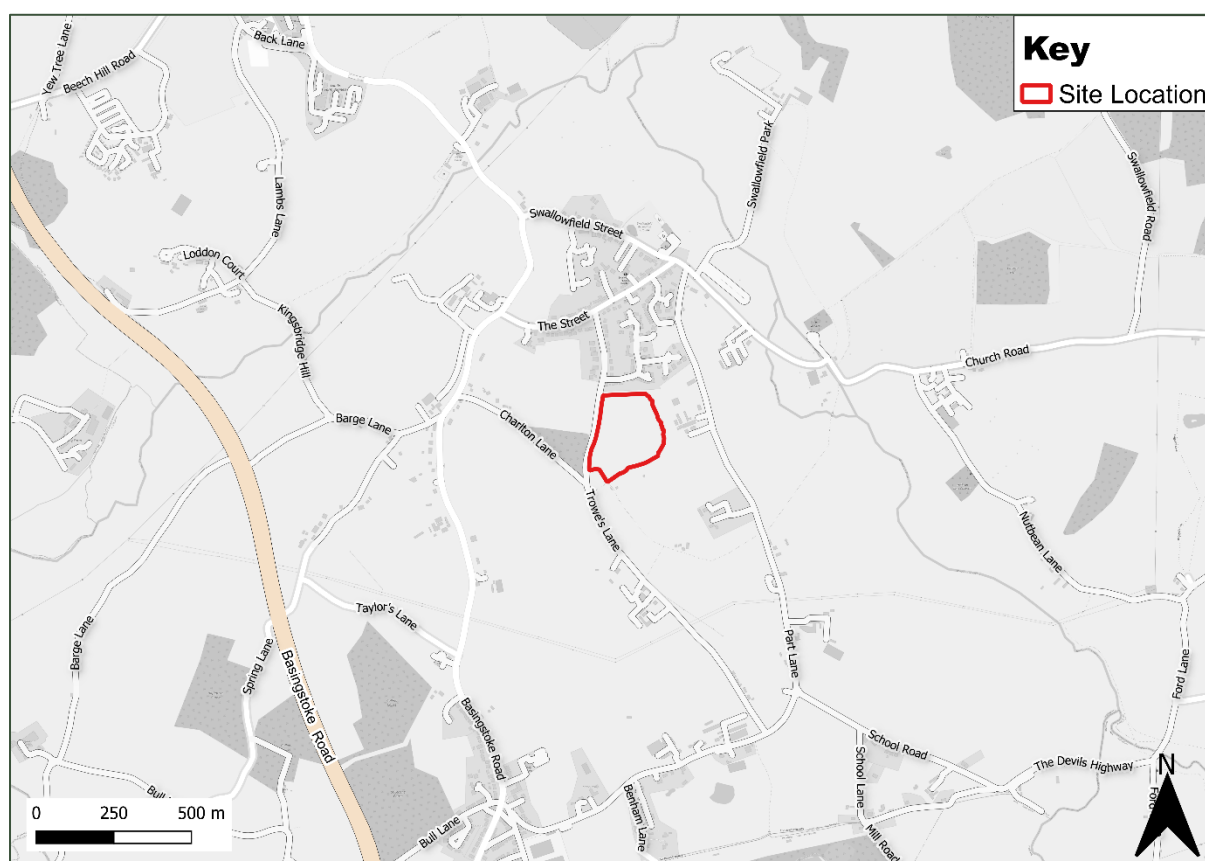
## 2.0 Existing Conditions

- 2.1 This section of the report establishes the existing conditions in relation to local highway network, public transport, walking and cycling in the vicinity of the development site.

### Site Location

- 2.2 The site is located approximately 8km south of Reading and 9km southwest of Wokingham. Locally, the site is within a 600m walking distance from the village centre equivalent of a 7-minute walk. The site is directly bounded to the west by Trowes Lane and to the north by residential dwellings. Existing buildings and a farm currently occupy the land to the east of the site whereas to the south, the site is bordered by a dense woodland.
- 2.3 The site is currently being accessed via an existing field access directly from Trowes Lane which will be upgraded to provide the primary vehicle access to the proposed development. The location of the site is shown in **Figure 2.1**.

**Figure 2.1: Site Location**



## Accessibility

### Walking

- 2.4 The primary desire line from the site is northbound towards the village centre. Although there are no pedestrian footways provided along Trowes Lane in the direct vicinity of the site, the nature of the road and its narrow width is such that would elicit slower speeds from drivers and ultimately functions as a Quiet Lane even though the road is not formally designated as a



Quiet Lane. There are also ample opportunities provided along the road for pedestrians and motorised traffic to avoid conflict with each other in the form of passing places and field accesses.

2.5 Beyond the Trowes Lane / Foxborough junction, footways are provided on one side of the Trowes Lane carriageway enroute the village centre with this section subject to a posted speed limit (PSL) of 30mph. In the wider area, footpath provision on both sides of the road is provided along The Street and Swallowfield Street.

2.6 The route towards the village centre benefits from natural surveillance from adjoining buildings and mirrors pedestrian desire lines following the shortest routes possible especially at junctions. The footway links are continuous providing direct access to some local facilities along the route including:

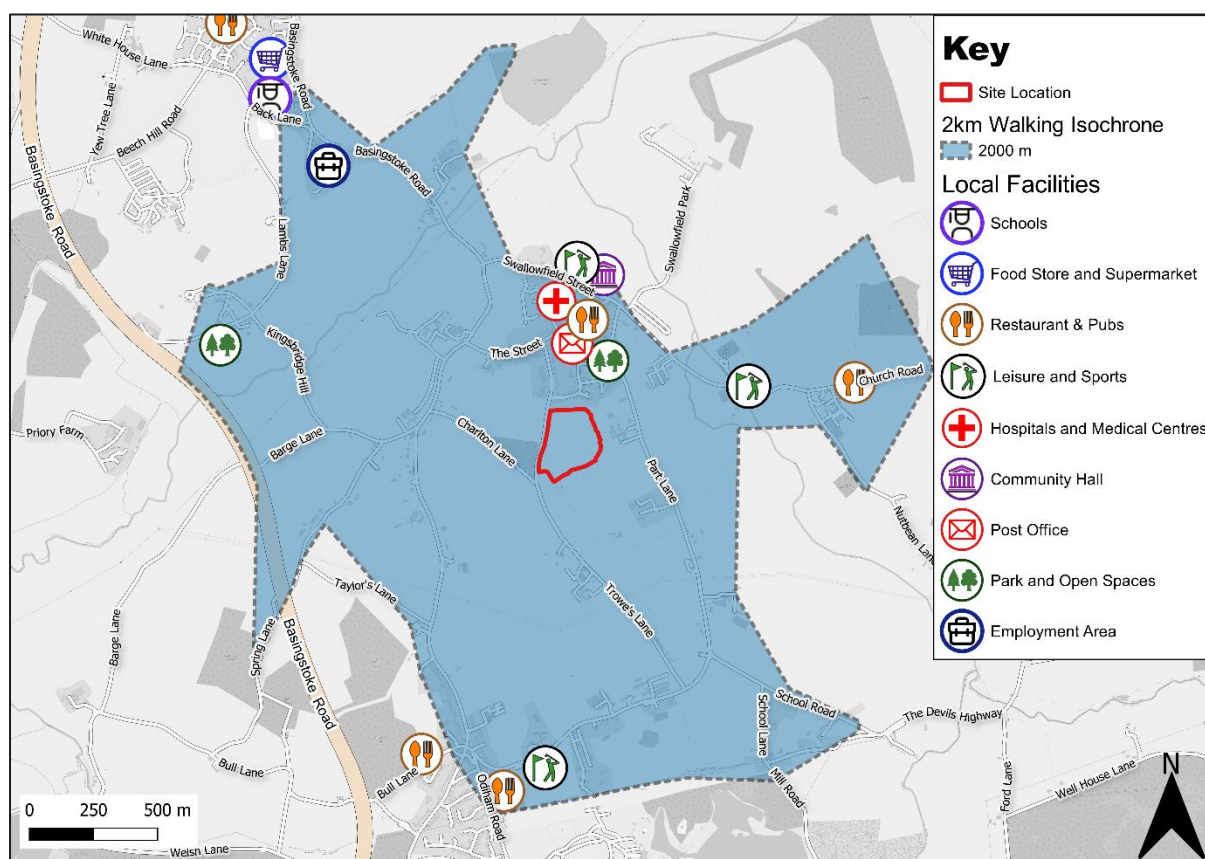
- Swallowfield post office (400m);
- A local pub (The Crown) (450m);
- Swallowfield Medical Practice (450m);
- Swallowfield Parish Hall (750m); and
- Swallowfield Recreation Ground (750m).

2.7 Manual for Streets makes a reference to journey distances that can be undertaken on foot.

*“... Walking offers the greatest potential to replace short car trips, particularly those under 2 km.*

2.8 **Figure 2.2** shows a 2km walking isochrone from the site and the facilities and locations accessible from the site.

**Figure 2.2: 2Km Walking Isochrone Map**

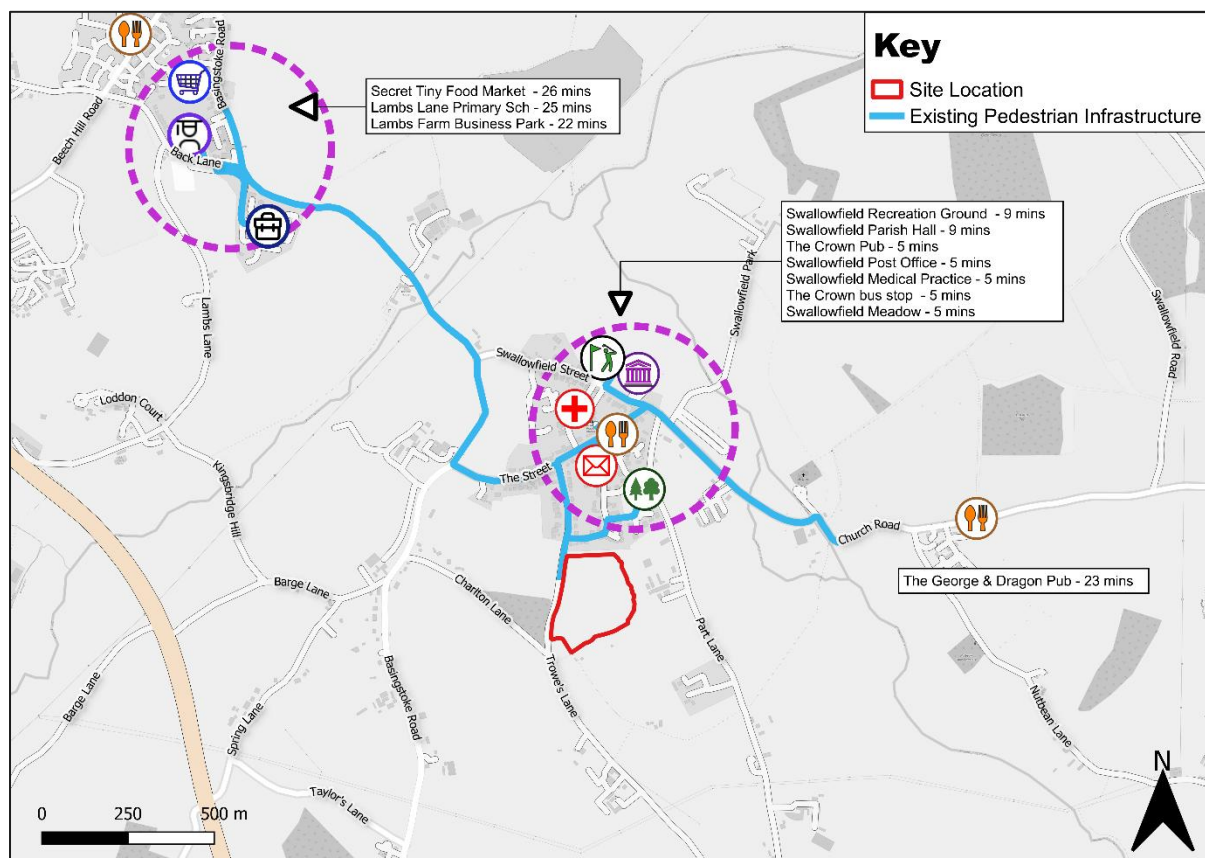




## Local Walking Journeys

- 2.9 The walking route to facilities most local to the site is presented in **Figure 2.3**. It is worthy of note that this is not an exhaustive list as a wide range of facilities are accessible on foot in the wider area.

**Figure 2.3: Map showing Walking Routes to Facilities Most Local to the Site**



- 2.10 **Figure 2.3** shows that within a 26-minute walk, a wide range of facilities can be accessed including a primary school, an employment area, a medical centre, the village hall, post office, restaurant and pub, park and a bus stop.

## Cycling

- 2.11 There is a good potential for future residents of the site to undertake journeys by cycle.
- 2.12 As already stated, it is expected the limited width along Trowes Lane and the nature of the road will serve to slow down vehicles using the road making it conducive for cycling. Some sections of Trowes Lane specifically in its southernmost extents are identified as 'Quiet Links' in the local cycle map<sup>1</sup> making it essentially a route suitable and safe for mixed traffic use.
- 2.13 DfT's LTN 1/20 (Cycle Infrastructure Design) asserts in section 7.1.1 in relation to cycling on-carriageway:

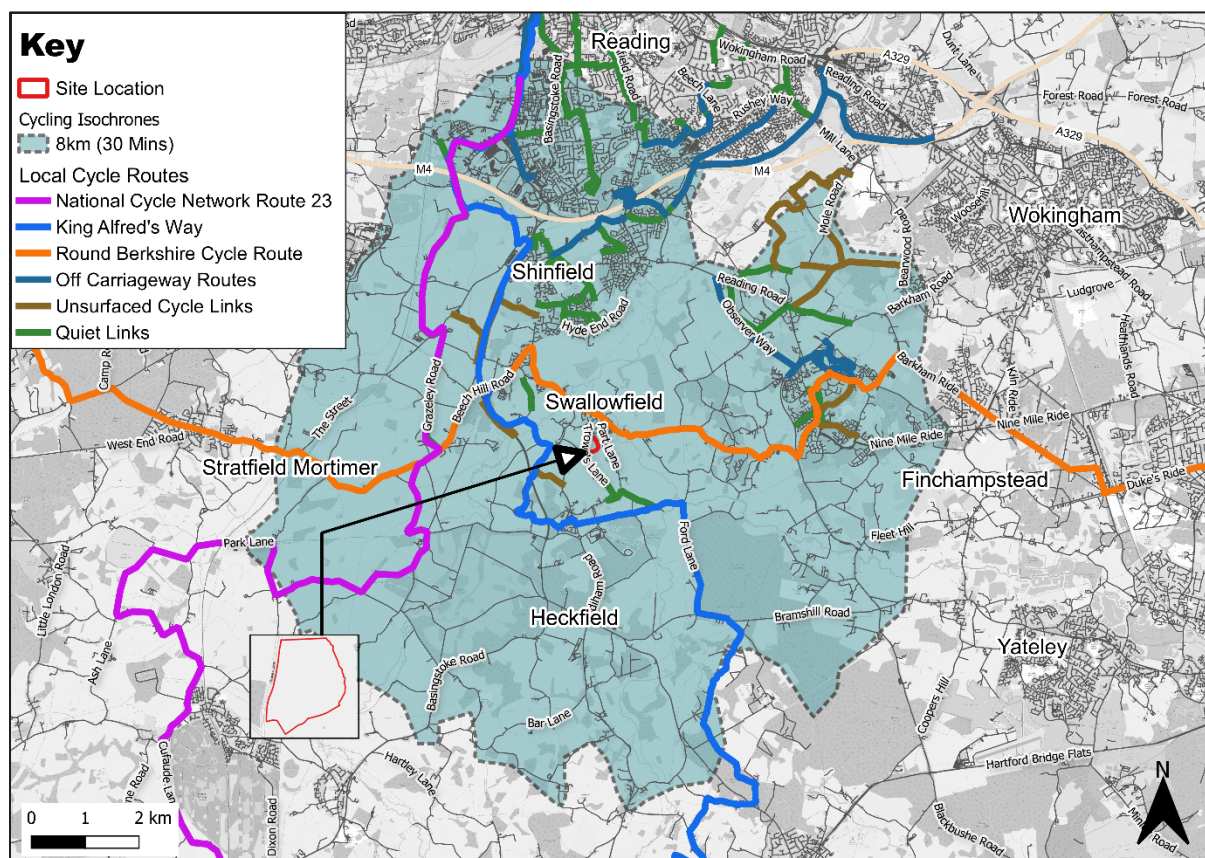
*"Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic..."*

<sup>1</sup> Available online at <https://www.myjourneywokingham.com/media/3814/western-area-cycle-map-2022.pdf>



- 2.14 Irrespective of the limited width along Trowes Lane, the passing places and accesses will provide ample space for cycle and vehicular traffic to avoid conflict with each other.
- 2.15 In the wide area, high quality cycle routes can be accessed including the Round Berkshire Cycle Route and the National Cycle Network (NCN) Route 23. The Round Berkshire Cycle Route can be joined along Church Road approximately 600m from the site providing east to west connections to Bracknell and Hungerford respectively. The NCN Route 23 on the other hand traverses the western fringes of Swallowfield providing north-south connections between Reading and Basingstoke.
- 2.16 The National Travel Attitudes Study (NTAS) Wave 9: Cycling study<sup>2</sup> published by DfT in 2024 puts average cycling trip distance at 4 miles per trip (approximately 6km) with an upper limit of 5 miles (approximately 8km) for confident cyclists. Although in reality, cycle distances often exceed this. **Figure 2.4** shows destinations that can be accessed within an 8km cycle from the site.

**Figure 2.4: 8Km Cycling Isochrone Map**



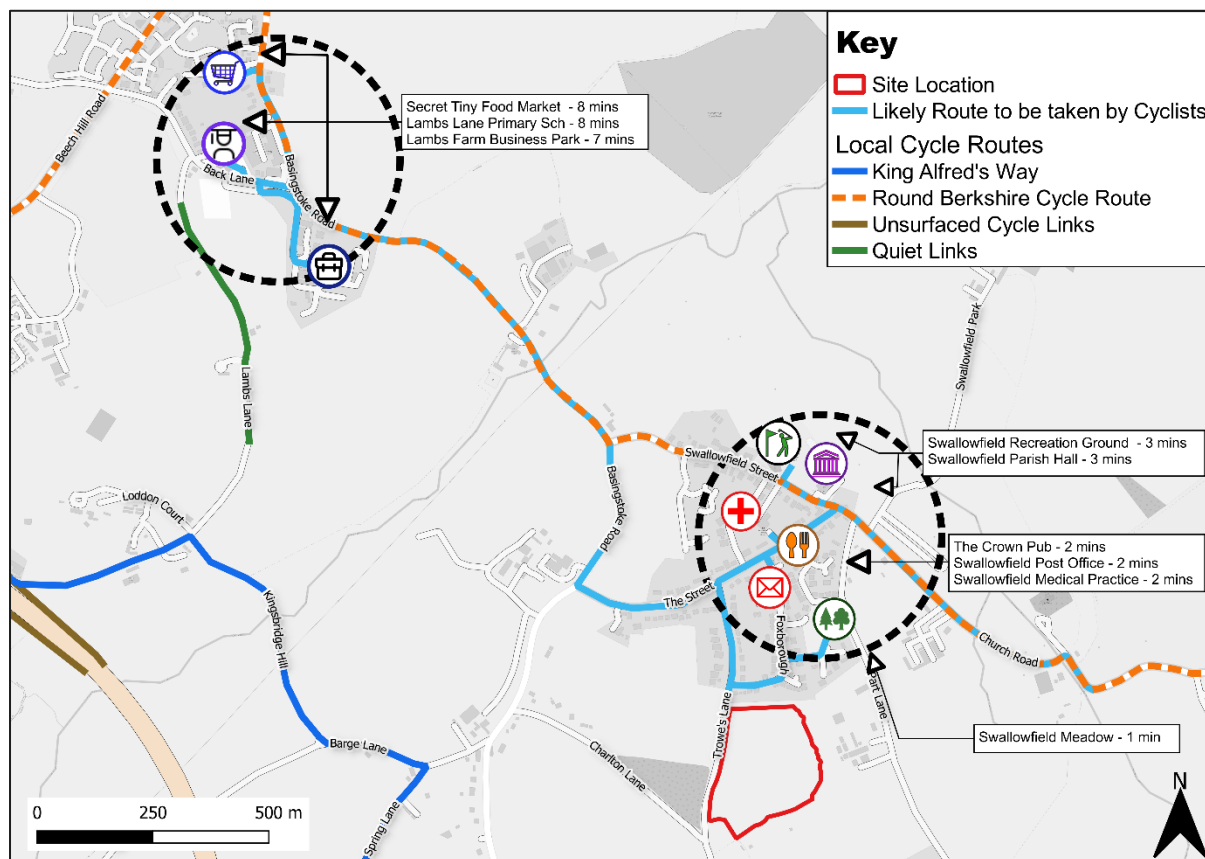
### Local Cycle Journeys

- 2.17 Existing cycle routes to facilities most local to the site is presented in **Figure 2.5**. The facilities shown in **Figure 2.5** is not exhaustive as there is a wide range of local facilities accessible by cycle in the wider area.

<sup>2</sup> <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-9/national-travel-attitudes-study-ntas-wave-9-cycling>



**Figure 2.5: Existing Local Cycle Routes to Facilities**



- 2.18 **Figure 2.5** shows that within an 8-minute cycle ride, future residents will be able to access an employment area, medical centre, a pub and a primary school from the site.

## Public Transport

### Bus

- 2.19 The site is very accessible by bus.
- 2.20 The closest bus stops to the site are The Crown bus stops located along The Street approximately 400m from the site equivalent to a 5-minute walk. The Crown bus stops are accessible directly from existing footways along the route to the village centre. The westbound stop features a shelter, a flag and pole marker and road markings whereas the eastbound stop features only the road marking and the flag and pole marker.
- 2.21 These bus stops are along the route of bus service 600 which provides regular services from Reading to Shinfield via the MereOak Park & Ride and Swallowfield. This bus service is operated by Reading Buses and runs from Mondays to Saturdays with an average frequency of four services an hour.

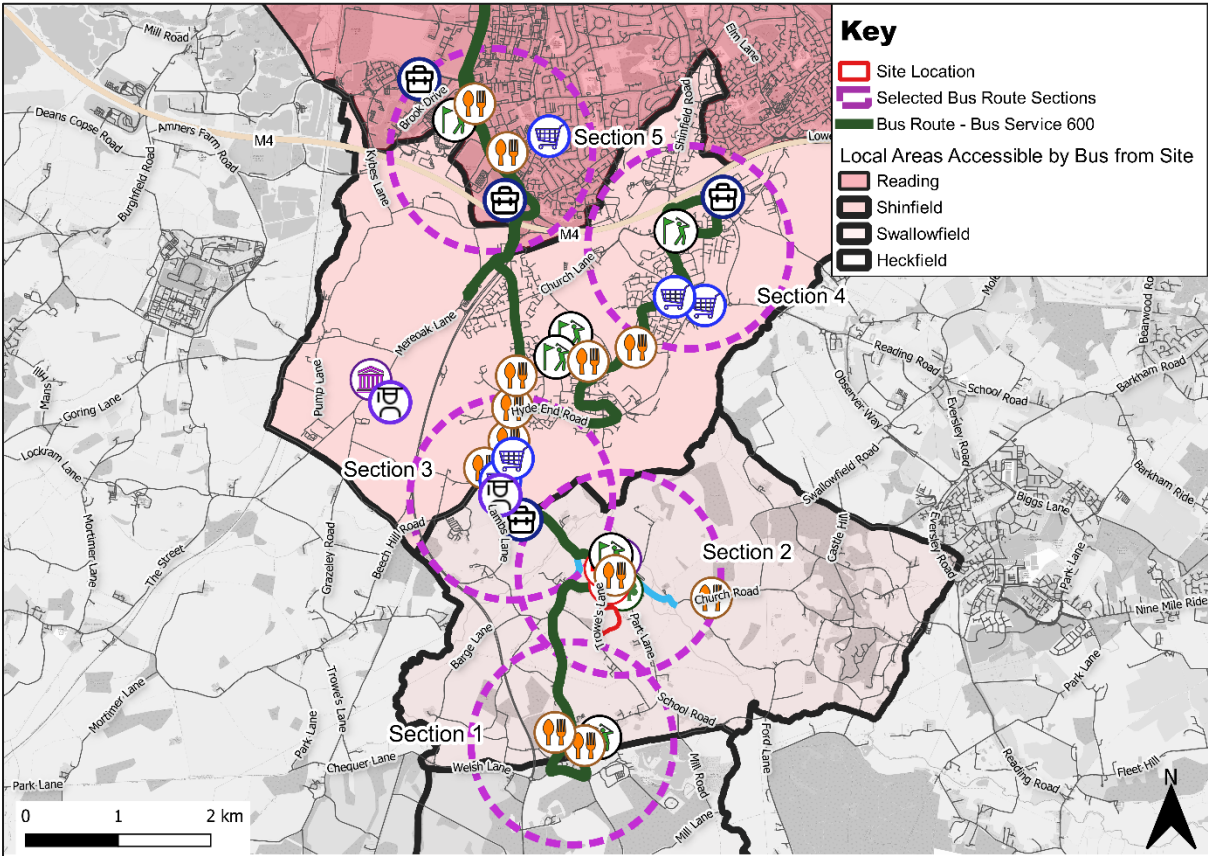
### Local Bus Journeys

- 2.22 **Figure 2.6** shows the route of bus service 600 and the local facilities either directly accessible along the existing route or a short walk from it.





Figure 2.6: Existing Bus Routes to Key Destinations



2.23 **Table 2.1** presents a summary of the local facilities along different sections of the existing bus route. Facilities located along bus route but with no existing footway links connecting to the nearest bus stop have not been accounted for in **Table 2.1**.

Table 2.1: Local Facilities along Bus Route

BUS ROUTE SECTION	FACILITY/ AMENITY	BUS JOURNEY DURATION FROM CROWN BUS STOP (MINS)	DIRECTLY ACCESSIBLE ALONG BUS ROUTE (Y/N)	DURATION OF WALK NEAREST BUS STOP (MINS)
Section 1	Bull at Riseley Pub	6 mins	Yes	1 min
	Riseley Tennis Club	5 mins	Yes	1 min
Section 2	Swallowfield Post Office	Very unlikely to be accessed by bus due to proximity to site	Yes	Not applicable
	Swallowfield Medical Practice			
	The Crown Pub & Restaurant			
	Swallowfield Parish Hall			



BUS ROUTE SECTION	FACILITY/ AMENITY	BUS JOURNEY DURATION FROM CROWN BUS STOP (MINS)	DIRECTLY ACCESSIBLE ALONG BUS ROUTE (Y/N)	DURATION OF WALK OF NEAREST BUS STOP (MINS)
	Swallowfield Recreation Ground			
	Swallowfield Meadow	Very unlikely to be accessed by bus due to proximity to site	No	Not applicable
Section 3	Lambs Farm Business Park	3 mins	Yes	3 mins
	Heron Industrial Estate	3 mins	Yes	1 min
	Lambs Lane Primary School	3 mins	Yes	3 mins
	Secret Tiny Food Market	3 mins	Yes	2 mins
	La Petite Bouche Bakery	5 mins	No	6 mins
	Spencer Wood Stores	5 mins	Yes	3 mins
	Warings Bakery	5 mins	Yes	1 min
	Spencers Wood Day Nursery and Preschool	5 mins	Yes	1 min
	Miah's Indian Restaurant	5 mins	Yes	1 min
	Farriers Arms Pub & Restaurant	7 mins	Yes	1 min
Section 4	Lidl	16 mins	Yes	2 min
	Co-op Foods Shinfield	16 mins	No	3 mins
	At Your Peak fitness centre	19 mins	No	2 mins
	Thames Valley Science Park	21 mins	Yes	2 mins
Section 5	Reading International Business Park	23 mins	Yes	1 min
	Reading Gate Retail Park	24 mins	Yes	1 min
	Nando's Reading - Gateway	24 mins	No	1 min



BUS ROUTE SECTION	FACILITY/ AMENITY	BUS JOURNEY DURATION FROM CROWN BUS STOP (MINS)	DIRECTLY ACCESSIBLE ALONG BUS ROUTE (Y/N)	DURATION OF WALK NEAREST BUS STOP (MINS)
	Mc Donald's	24 mins	No	8 mins
	Select Car Leasing Stadium	24 mins	No	8 mins

2.25 **Table 2.1** shows that the site is well situated to access a wide range of amenities and facilities within Shinfield, Heckfield and Reading by bus.

### Rail

2.26 The closest train station to the site is the Mortimer Train Station (5.22km). However, it is expected future residents will also make use of the Reading Green Park Train Station (6.4km from site) due to bus connectivity. These stations are within cycle distance which will enable future residents to cycle to the rail station to continue their journey via rail. Equally car parking spaces are available which would enable future residents to drive to the train station to then continue their journey by rail.

2.27 Facilities available at both stations are presented in **Table 2.2** below.

**Table 2.2: Facilities Accessible at Local Train Stations**

STATION	FACILITIES
Mortimer	<ul style="list-style-type: none"> <li>— 5 sheltered cycle storage spaces;</li> <li>— 5 key operated, secure cycle lockers;</li> <li>— Accessible Taxis available;</li> <li>— 50 Car parking spaces;</li> <li>— Toilets available;</li> <li>— Waiting rooms and seating available;</li> <li>— Category B3 station: Step-free access in one direction only.</li> </ul>
Reading Green Park	<ul style="list-style-type: none"> <li>— 54 Car parking spaces;</li> <li>— Accessible Taxi ranks at the front of station;</li> <li>— Accessible ticket machines;</li> <li>— Toilets and baby changing facilities available;</li> <li>— Bus connections available;</li> <li>— Step free access to all platforms</li> </ul>



- 2.28 A summary of rail services accessible at both train stations is presented in **Table 2.3**.

**Table 2.3: Summary of Rail Services at Mortimer and Reading Green Park Stations**

DESTINATION	AVERAGE FREQUENCY	JOURNEY TIME (MINUTES)	
		From Mortimer Station	From Reading Green Park Station
Reading	Two services an hour	13 mins	7 mins
Basingstoke	Two services an hour	14 mins	20 mins

## Committed Enhancements

- 2.29 As part of planning permission APP/X0360/W/24/3340006 for the adjacent Croudace development, the following enhancements to sustainable access is secured and committed:
1. Bus Contribution: **£89,100**
  2. Bus Stop Contribution: **£85,500**
  3. Highway Contribution: **£49,080** (improvement to the Basingstoke Road footway between Swallowfield Street and Lambs Lane (to include new crossing provision at the school) or towards sustainable home to school transport for the Site)
  4. Cycle route improvement to Mortimer Arborfield and employment areas: **£11,250**
  5. Highways Works – this includes quite a lot of works including crossing points / localised narrowing / lighting enhancements etc. presumably an obligation. (See annex 3 of the Croudace S106 provided at **Appendix B**).
- 2.30 These measures were secured through planning permission APP/X0360/W/24/3340006 for a residential development which is adjacent to the site. As such, these enhancements would benefit the site and wider area and enhance sustainable access.

## Local Highway Network

- 2.31 The application site is considered to have good access to the local highway network.

### Trowes Lane

- 2.32 Trowes Lane is a rural road of varying width extending approximately 300m north from the existing field access to connect The Street along the route to the village centre and 1.3km south to connect Part Lane at Riseley.
- 2.33 The section of the road north of the site and within 100m of the access is subject to a posted speed limit (PSL) of 30mph. This section of the road also features a footway on one side of the carriageway.

### The Street

- 2.34 The Street is a residential street connecting the village centre on its eastern end to the B3349 Basingstoke Road in the west.
- 2.35 The road is subject to a PSL of 30mph on all sections. The road features footways on both sides of the carriageway on its sections between its eastern end and the priority junction with Trowes Lane.



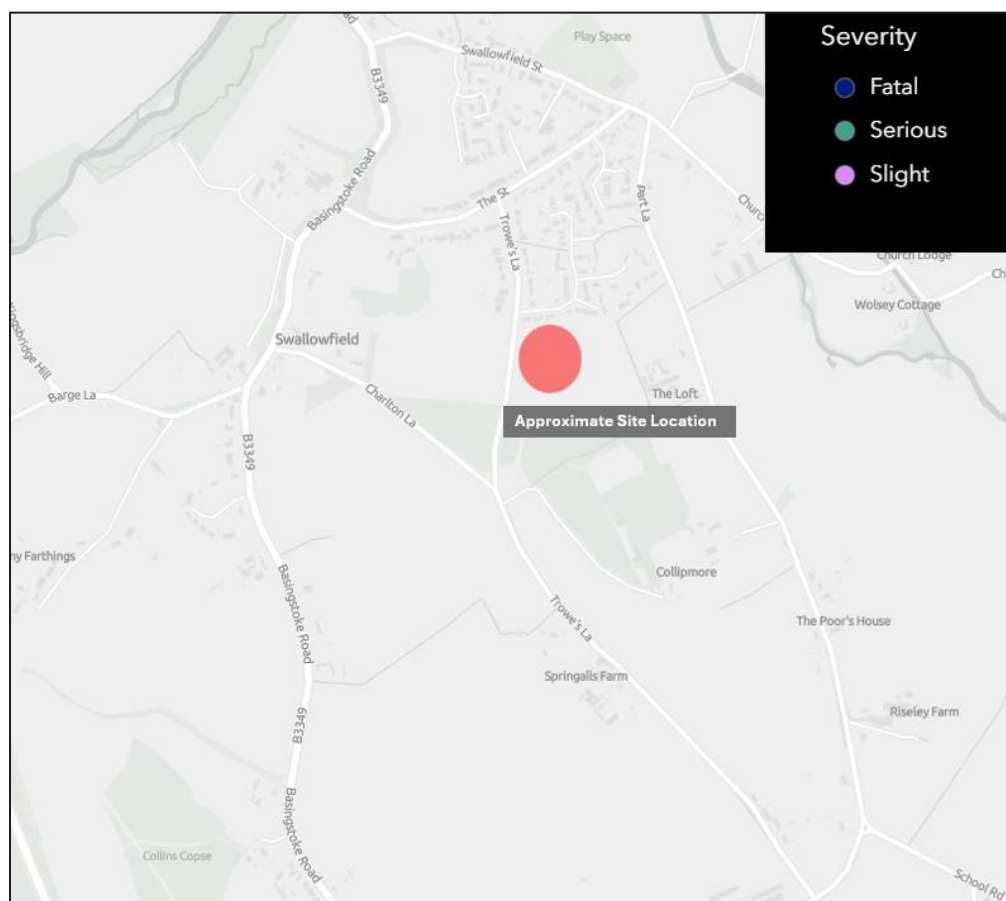
## B3349 Basingstoke Road

- 2.36 The B3349 runs in a north-south alignment from Wokingham to Alton via Swallowfield extending a total length of approximately 44km. The road forms major junctions with the M3, A30, A33 and A321 along its length.
- 2.37 The section of the B3349 (Basingstoke Road) which forms a priority junction with The Street is subject to a PSL of 40mph and features a footway on one side of the carriageway.

## Personal Injury Collision (PIC) Analysis

- 2.38 An assessment of the existing highway network in and around the site has been carried out based on Personal Injury Collisions (PIC) data available on the DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC)<sup>3</sup> for the most recent five-year period spanning 2019 - 2023. This has been undertaken to gain insight into any underlying safety issues or transport-related conditions present within the vicinity of the proposed development. At the time of preparing this report, 2024 and 2025 data were not available.
- 2.39 The study area for the PIC review includes the entire length of Trowes Lane and The Street covering a combined road length of approximately 2.2km.
- 2.40 A map of the study area obtained from the MAVRIC website is presented in **Figure 2.7**. The map confirms there have not been any collisions within the study area nor its immediate surrounding area for the five-year period spanning 2019 – 2023.

**Figure 2.7: Collision Map of the Study Area**



<sup>3</sup> <https://dft.maps.arcgis.com/apps/dashboards/ea3b071df62a434aa21ed80a6214d690>





- 2.41 **Figure 2.7** confirms there are no inherent highway safety concerns within the vicinity of the site.

## Baseline Travel Patterns

- 2.42 The 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* and 2021 Census Data have been interrogated to gain an understanding of the current travel to work behaviour of the local area where the Site is located. The site sits within super output area – Middle Layer (MSAO) Wokingham 017.
- 2.43 **Table 2.4** summarises the expected baseline travel mode share for the site.

**Table 2.4: Census Baseline Mode Share**

MODE OF TRAVEL	2011 MODE SHARE SPLIT	2021 MODE SHARE SPLIT
Driving a car or van	83%	84%
Train	5%	2%
Passenger in a car or van	4%	4%
Bus, minibus or coach	3%	2%
On foot	3%	4%
Bicycle	2%	2%
Motorcycle, scooter or moped	0.4%	1%
Underground, metro, light rail or tram	0.3%	0%
Other method of travel to work	0.1%	1%
Taxi	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

- 2.44 The information presented in **Table 2.4** indicates that the modal share for car drivers (trips to / from work) to and from the site is similar across both census datasets. However, the census 2011 data will be used for multi-modal trip generation analysis in **section 5.0** of this report. This census dataset will also form the basis for setting mode shift targets in the accompanying Residential Travel Plan (RTP) as these would represent a more ambitious objective for the RTP. The car driver mode share according to the 2011 census is 83%. This means that sustainable modes (including walking, cycling, taxi, public transport and powered two wheelers) account for 17% of the work-related trips to and from the site.

## Traffic Survey

- 2.45 An Automatic Traffic Counter (ATC) survey of Trowes Lane was undertaken for one week between 17 June 2025 and 26 June 2025. The survey data is provided at **Appendix C** and summarised in **Table 2.5**.



**Table 2.5: Summary of Traffic Survey Data**

	SOUTHERN SITE		
	NORTH-BOUND	SOUTH-BOUND	TWO WAY
AM	2	5	7
PM	6	4	10
AADT	61	64	125
Avg Speed	23.3mph	23mph	-
85 <sup>th</sup> %ile Speed	30.8mph	31.2mph	-

- 2.46 Recorded traffic flows and volumes are low and as such the road operates as a Quiet Lane.
- 2.47 Quiet Lanes typically experience traffic flows of less than 1,000 vehicle movements daily, 85<sup>th</sup> %ile speeds of less than 35mph and road widths of less than 5m. Trowes Lane meets this criteria and whilst it is not formally a Quiet Lane, it operates under the characteristics of a Quiet Lane, which is appropriate for shared use by walkers, cyclists, horse riders and motor vehicles.

## Summary

- 2.48 The site is situated within an accessible location about 600m from the village centre making the facilities within and around the village centre quite accessible by walking and cycling from the site. Within an 8-minute cycle ride, future residents will be able to access an employment area, medical centre, a pub and a primary school from the site. Enhancements to active travel and bus provision are already secured as part of planning permission APP/X0360/W/24/3340006.
- 2.49 There are existing walking and cycle routes within the area connecting the site to local facilities and destinations including the Round Berkshire Cycle Route and the National Cycle Network (NCN) Route 23.
- 2.50 The site is also accessible by bus. Bus service 600 which can be joined at The Crown pub bus within a 5-minute walk from the site provides regular services from Reading to Shinfield via Swallowfield and the Mere oak Park & Ride. Rail services can be accessed at the Mortimer Train Station and the Reading Green Park Train Station for journeys to Reading and Basingstoke. There is therefore a significant potential for future residents to undertake day-to-day journeys using sustainable modes.
- 2.51 Census data has been consulted to determine baseline travel mode share for the site area. The data shows that the car driver mode comprises about 83% of all travel and sustainable modes (including walking, cycling, taxi, public transport and powered two wheelers) account for 17% of the total travels to and from the site. This baseline data will form the basis for traffic distribution.
- 2.52 There are no obvious road safety concerns within the vicinity of the site which may be exacerbated by the proposed development.



## 3.0 Policy Context

### Introduction

- 3.1 A review of the national and local transport policy has been undertaken to evaluate the development proposals. This section reviews transport policies relevant to the site. The following policy and guidance documents have been reviewed in detail in preparing this Transport Assessment:

#### National Policy and Guidance

- National Planning Policy Framework (2024)
- National Planning Practice Guidance

#### Local Policy and Guidance

- Adopted Core Strategy Development Plan Document (2010)
- Adopted Managing Development Delivery Local Plan (2014)
- Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan
- Swallowfield Village Design Statement (2009)
- Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025)

### National Policy and Guidance

#### National Planning Policy Framework (NPPF) (December 2024)

- 3.2 The revised National Planning Policy Framework (NPPF) was published in December 2024 and identifies the Government's core principles behind the planning for and delivery of sustainable development.
- 3.3 The key overarching policies are set out in paragraphs 7 to 9 in terms of defining sustainable development, and paragraphs 10 to 14 in respect of the delivery of sustainable development.
- 3.4 The NPPF advocates for a presumption in favour of sustainable development in the planning process setting out the place of the NPPF within the plan-making and decision-taking process in paragraph 11. Paragraph 12 emphasizes that a presumption in favour of sustainable development does not negate the statutory status of development plans but is complementary to it. Paragraph 13 sets out the implications of presumption on neighbourhood planning.
- 3.5 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective.
- 3.6 The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.
- 3.7 Paragraph 117 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...”*
- 3.8 Paragraph 115 prescribes that in assessing sites and applications for development, “*it should be ensured that:*



- (a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) *safe and suitable access to the site can be achieved for all users;*
- (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.9 The NPPF at Paragraph 116 states 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 would be severe”.

3.10 Paragraph 118 emphasizes 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”.*

### **National Planning Practice Guidance**

3.11 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.12 As a prerequisite the note the guidance suggests transport statements should be made as useful and accessible as possible. This is achieved by ensuring that any information or assumptions should be set out clearly and be publicly accessible.

3.13 The guidance explains the role of Transport Assessments and Statements as: “ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)”.

3.14 The guidance also states that Travel Plans are “long term management strategies for integrating proposals for sustainable travel into the planning process” to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.

3.15 The guidance explains that when preparing Transport Statements, Transport Assessments and Travel Plans the following key principles should be taken into account:

- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*



- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

3.16 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

## Local Policy and Guidance

### Adopted Core Strategy Development Plan Document (2010)

3.17 The Core Strategy Development Plan adopted in January 2010 sets out the vision and framework for development within Wokingham for the policy period between 2006 and 2026. The Core Strategy Development Plan should be read in conjunction with the Managing Development Delivery (MDD) Document adopted in February 2014. Together both documents constitute the local plan for Wokingham Borough.

3.18 As of the time of preparing this report, the Borough Council was in the process of updating the local plan. Prior to the adoption of the local plan update, the adopted Core Strategy Development Plan and the MDD Plan remain in effect.

3.19 Part of the vision for the Borough as captured within the Core Strategy policy document is presented below:

*"...Recognising the current high car ownership of the Borough and congestion, a key part of the Strategy is the provision of a good transport system. Adequate capacity will be available to services and facilities where they are not within distances accessible by walking, cycling and mobility aids such as electric scooters. Improving the availability and increasing the use of non-car-based transport will also contribute towards addressing the cause of climate change..."*

3.20 In terms of implementing the vision of the local plan in Swallowfield, the local plan notes:

*"The Managing Development Delivery DPD will consider the opportunities for small scale allocations/additions to these settlements, having regard to the range and accessibility of facilities and services available which would contribute towards sustainable communities."*

3.21 Policy CP1 of the local plan provides some useful guidance on sustainable development within the Borough.



*“Planning permission will be granted for development proposals that:*

- 1) Maintain or enhance the high quality of the environment;*
- 2) Minimise the emission of pollutants into the wider environment;*
- 3) Limit any adverse effects on water quality (including ground water);*
- 4) Ensure the provision of adequate drainage;*
- 5) Minimise the consumption and use of resources and provide for recycling;*
- 6) Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;*
- 7) Avoid areas of best and most versatile agricultural land;*
- 8) Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;*
- 9) Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);*
- 10) Provide attractive, functional, accessible, safe, secure and adaptable schemes;*
- 11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*
- 12) Contribute towards the goal of reaching zero-carbon developments as soon as possible by:*
  - a) Including appropriate on-site renewable energy features; and*
  - b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.*

### **3.22 Policy CP6 focusses on managing travel demand within new developments**

*“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 Local Plan (2014)

- 3.23 The MDD Plan complements the Core Strategy local plan providing further details in relation policies contained therein.
- 3.24 Policy CC01 of the MDD Plan asserts that the council adopts a presumption in favour of sustainable development in the consideration of proposals.
1. *“Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.*
  2. *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*
    - a. *Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole; or*
    - b. *Specific policies in the National Planning Policy Framework indicate that development should be restricted.”*
- 3.25 Policy C007 of the MDD plan focusses on 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 MDD*
    - b) *That the new scheme retains an appropriate overall level of off-street parking.”*
- 3.26 Appendix 2 of the MDD plan lays out the parking standards applicable to developments within the Borough. For residential dwellings (Use Class C3) to be located within villages, applicable standards have been provided below.

**Table C3 -3: Houses owned unallocated parking demand**

No of Habitable Rooms	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3		1.1	0.2		1.2	0.4	
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4



- 3.27 A Parking Standards Calculation Document is also available at the council's website as a supplementary guidance document which can be used to calculate the parking requirements for new developments based on criteria set out in Table C3-3 of Appendix 2 of the MDD Plan.

### **Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan**

- 3.28 The Emerging Local Plan will establish a new planning strategy for Wokingham for the policy period up to 2040. The new local plan upon adoption will supersede the Core Strategy Development Plan (2010) and the Managing Development Delivery (2014) policy documents.

- 3.29 The Local Plan Update provides an overarching vision for the Borough.

- *“A borough that focuses on the needs of our communities.*
- *A borough that will be sustainable for generations to come.*
- *A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching.”*

- 3.30 The following objectives to achieve this vision have been set out within the emerging policy document including

1. Climate change
2. Getting around
3. Natural, built and historic environment
4. Employment and retail
5. Health and wellbeing
6. Housing
7. Delivering Infrastructure

- 3.31 The emerging policy document outlines the following sub-objectives which will assist in achieving the 'Getting Around' objective.

*“2. Reduce the need to travel and widen travel choice, by providing local opportunities to access learning and employment, services and facilities, through ensuring that options for walking, cycling and public transport are attractive, accessible for all, convenient and safe, and by enabling digital connectivity.*

*3. Improve strategic transport connectivity by walking, cycling, wheeling, public transport and road, both between places within and outside of the borough.”*

- 3.32 Similarly, the Emerging Local Plan provides some sub-objectives in relation to Housing.

*“9. Contribute our fair share towards meeting the need for more housing, ensuring that a range of suitable housing options are available across both towns and villages which cater for and adapt to a variety of needs including affordable housing and the growing ageing and those with additional care and support needs.”*

- 3.33 Policy SS1 on Sustainable Development Principles outlines the following:

1. *“As appropriate to their nature, development proposals will be expected to:*
  - a) *Contribute to meeting identified development needs;*





- b) Be located so as to offer the choice of active means of travel and/or public transport, reducing the need to travel by private car for day-to-day activities;*
- c) Make efficient use of land/buildings, especially suitable previously developed land;*
- d) Maintain, enhance or create a high quality and safe environment which contributes positively to the character and identity of the area;*
- e) Promote healthy lifestyles, well-being and social inclusion;*
- f) Maintain the separate identity of settlements and places, avoiding physical or perceived coalescence;*
- g) Reduce energy demand in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction;*
- h) Respond to climate hazards, incorporating appropriate adaptation and resilience measures;*
- i) Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;*
- j) Avoid the unplanned loss of best and most versatile agricultural land, except in exceptional circumstances;*
- k) Avoid areas where pollution may impact upon the amenity of future occupiers;*
- l) Conserve and enhance the significance of heritage assets, including their wider settings;*
- m) Conserve and enhance the landscape character of the area, with particular attention paid toward significant landmarks and toward landscape attributes and features;*
- n) Conserve and enhance the biodiversity of the area, and deliver measurable net gain; and*
- o) Provide or contribute to the provision of social, physical, transport, and green and blue infrastructure to support communities.”*

**3.34 Policy C1 focusses on Active and Sustainable Transport and Accessibility.**

- 1. “Development proposals must support the delivery of active and sustainable transport measures.*
- 2. Development proposals should prioritise travel by active means (including walking, cycling and wheeling), public transport, and incorporate inclusive infrastructure which provides connections to and within the development. This should focus on making the most efficient use of existing highway, including, where appropriate, reallocation of space to more sustainable modes.*
- 3. Development proposals should support the increased uptake of electric and zero emissions vehicles, in accordance with Policies C4 and C5.*



4. *Development proposals must contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing a proportionate package of measures that:*

- a) *Ensure development is located where people of all ages and level of physical ability are able, or will be able, to access a wide range of essential social, community, and cultural facilities;*
- b) *Optimise accessibility and connectivity both within the proposed development and in the surrounding area, which includes having regard to schemes identified in cycling and walking strategies;*
- c) *Make active travel (including walking, cycling and wheeling) the mode of choice for shorter journeys, both within and outside the site, including safe and attractive links to new and existing facilities, services, bus stops, train stations and existing non-motorized routes;*
- d) *Ensure buildings and spaces are inclusively designed to be legible and permeable for all, and provide for the delivery of, and improvement to, walking and cycling routes that serve the site, the wider area and adjoining development parcels;*
- e) *Reduce reliance on single occupancy car trips and prioritise and increase the use of sustainable transport modes;*
- f) *Maximise opportunities to provide improved and viable public and community transport and other mobility services and routes, including through active engagement with providers as appropriate;*
- g) *Maximise integration of, and interchange between, sustainable transport modes;*
- h) *Embrace opportunities to minimise congestion and delay, as part of an effective strategy to manage harmful emissions and improve air quality; and*
- i) *Facilitate transport innovations and solutions which reduce greenhouse gas emissions”*

3.35 Policy C2 provides some useful guidance in relation to mitigation of transport impacts from new developments.

1. *“Development proposals must fully assess the transport impacts of the development and provide for appropriate mitigation to minimise the adverse effects. Specifically, development proposals are required to:*

- a) *Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated;*
- b) *Provide, or make reasonable contributions towards providing, the transport infrastructure necessary to address the needs arising from the proposal, having regard to the cumulative impacts of development, secured either as a requirement of planning conditions or by the payment of financial contributions through planning obligations, and/or the Community Infrastructure Levy;*



- c) *Prepare and submit Transport Assessments or Statements alongside development proposals in accordance with the council's Local Validation requirements; and*
  - d) *Implement measures to promote and improve sustainable travel through agreed travel plans or through making an appropriate contribution to the borough wide My Journey initiative or any successor scheme. Travel plans should include appropriate monitoring to ensure targets are met.*
2. *With regards to highways safety and design, all development proposals must implement a proportionate package of measures that:*
- a) *Ensure safe and suitable access to the site for all users;*
  - b) *Contribute towards a high-quality public realm designed in accordance with Living Streets (or any successor document), user access hierarchy and demonstrate how the relevant principles of Healthy Streets have been incorporated;*
  - c) *Prioritise pedestrian, cycling and sustainable transport in accordance with Policy C1;*
  - d) *Design roads to optimise traffic flows to avoid adverse environmental impacts; and*
  - e) *Provide effective, convenient and safe delivery, collection, servicing and refuse, and recycling collection arrangements...*

3.36 Policy C3 advocates for the prioritisation of active travel within new developments.

*"1. Development proposals must promote sustainable transport by prioritising active travel, including walking, wheeling, and cycling...."*

3.37 Policy C5 provides some general guidance in relation to parking.

- 1. *"Development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users (including people with disabilities and visitors) that is appropriate to the location and the scale of development.*

*The assessment of requirements will have particular regard to the following factors:*

- a) *The accessibility of the proposed development;*
- b) *The type, mix, occupancy and use of the proposed development;*
- c) *The availability of and opportunities for public transport;*
- d) *The level of car ownership in the area; and*
- e) *Other locally specific issues including availability of parking and enforcement nearby."*

### **Swallowfield Village Design Statement (2009)**

3.38 The Swallowfield Village Design Statement (SDS) highlights specific details of the uniqueness and characteristics of the village.



- 3.39 The local guidance document aims to aid developers and the local planning authority in making the most appropriate decisions and considerations which border on the character and design of the village. The purpose of the guidance is captured below:

*“Its (SDS) purpose is to ensure that any change to the village and its surrounding area is done in sympathy with the essential character of the village. It is therefore a reference document for anyone wishing to make changes that effect the village or its buildings, and to guide any future developments so that the village and its setting remain as individual and attractive as they are today.”*

- 3.40 The SDS is intended to be used by the following:

- “the local planning authority making decisions that affect the character and design of the village
- developers and their architects and designers contemplating new buildings
- the Parish Council when assessing proposals and formulating comments on planning applications
- residents and local businesses thinking about alterations and extensions to existing buildings
- local community groups wanting to make provision for their interests.”

### **Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025)**

- 3.41 The Local Transport Plan (LTP4) of the Wokingham Borough Council adopted in March 2025 is the fourth local plan of the Borough Council and supersedes the LTP3 adopted in 2011. The LTP4 sets out the strategy and approach for providing, managing and investing in transport within the Borough.
- 3.42 The vision of the LTP4 is simply captured as *“To connect people and places”*. Three broad themes have been identified which relate directly to the LTP4 vision as captured below



- 3.43 A set of nine objectives are outlined within the policy document which will help achieve the LTP4 vision with three objectives directly linked with each LTP4 vision theme.
- *“Support sustainable transport initiatives to enhance health and wellbeing.”*



- *Ensure safer streets for all*
- *Enable and increase active travel in towns by 2030*
- *Support the transition to carbon neutrality*
- *Ensure clean air and eliminate all air quality exceedances.*
- *Develop high-quality travel corridors*
- *Foster thriving villages and rural centres*
- *Maintain a well-functioning transport network that benefits everyone*
- *Protect and enhance strategic connectivity”*

## Summary

- 3.44 National and local policy and guidance documents have been reviewed for the purpose of this assessment including the National Planning Policy Framework (2024), the National Planning Practice Guidance (2014), The Adopted Core Strategy Development Plan (2010), Adopted Managing Development Delivery Local Plan (2014), Wokingham Borough Local Plan Update 2023 – 2040 Proposed Submission Plan, Swallowfield Village Design Statement (2009) and Wokingham Borough Council Local Transport Plan 4 – Connecting People and Places (2025).
- 3.45 The policies advocate for a Transport Assessment of this nature to be carried out for new developments that will generate significant movement.
- 3.46 Although the Core Strategy (adopted in 2010) and the Managing Development Delivery Local Plan (adopted in 2014) are old, these policies are relatively consistent with the NPPF in relation to transport and highway issues and have been deemed relevant to this application in accordance with Paragraph 232 of the NPPF. As such, given it is the NPPF policies that this application will be determined against, in accordance with paragraph 11d(ii), these are the policies used to assess the proposals. The following sections will establish in detail how the site accords with all relevant policies and guidance.



## 4.0 Development Proposals

- 4.1 This section of the report summarises the proposals for the site. It includes a description of the proposed land uses, details with regard to parking and servicing arrangements. This section also sets out the access strategy for the development.

### Development Proposals

- 4.2 This Transport Statement has been prepared in support of the following:  
*“Outline Planning Application for the construction of 79 residential dwellings (Use Class C3), together with access, landscaping and associated infrastructure, with all matters reserved except access.”*
- 4.3 An indicative site layout is provided at **Appendix A**. A breakdown of the indicative layout is provided in **Table 4.1**.

**Table 4.1: Proposed Development Schedule**

BEDS	PRIVATE	AFFORDABLE	TOTAL
1	0	4	4
2	11	12	23
3	13	12	25
4	23	4	27
<b>TOTAL</b>	<b>47</b>	<b>32</b>	<b>79</b>

### Access Strategy

- 4.4 The site will connect directly onto Trowes Lane via a simple priority-controlled T-junction. Visibility splays are provided in line with recorded speeds (31mph northbound and 32 mph southbound). A 2-metre-wide footpath is provided to connect the site with the existing provision on Trowes Lane north of the site. The access design is provided at **Appendix D**.
- 4.5 A Road Safety Audit Brief is provided at **Appendix E** in accordance with Policy CP6 (e) and CP6 (f) of the Adopted Core Strategy Development Plan.
- 4.6 The design takes into account two Scenario's. Scenario 1 assumes that the Croudace site is implemented, and their access is in place prior to this site being developed. Scenario 2 provides an access design without the Croudace development. This strategy provides confidence that access can be delivered for the site regardless of which site comes forward first. The provision of a suitable access for the site under Scenario 2 can be secured via a s106 agreement if required.
- 4.7 As part of the access strategy, we have considered the context of Trowes Lane, which functions as a Quiet Lane even though the road is not formally designated as a Quiet Lane. The strategy is to widen Trowes Lane (northbound from the proposed access) to 5.5m as well as the introduction of a 2-metre footpath. However, a priority narrowing arrangement will also be provided (north of the access) to act as a speed calming measure and Gateway feature to the built-up area. This will assist in maintaining low speeds along Trowes Lane but also enable access to the site for all vehicles. An example of this type of arrangement is within the Foxborough housing estate immediately north of the site and as shown **Photograph 4.1**.





#### Photograph 4.1: Example of a Priority Narrowing Arrangement (Foxborough Road)



### Parking

- 4.8 Details relating to layout and car and cycle parking will be determined at the Reserved Matters stage.
- 4.9 However, this section includes a review of the parking proposals for the indicative layout which comprises of 79 dwellings.
- 4.10 A total of 154 allocated car parking spaces are proposed alongside 12 visitor / unallocated spaces.
- 4.11 This comprises of 1 space allocated to the 1 bed dwellings and 2 spaces allocated to the 2, 3 and 4 dwellings. Based on the housing mix (open market / affordable, bed numbers and number of allocated spaces) then there would be a requirement for 12 unallocated spaces. 12 unallocated spaces are provided and as such the proposed car parking is in line with policy.
- 4.12 **Table 4.2** sets out the calculation for unallocated spaces.

**Table 4.2: Unallocated Parking Spaces Calculation**

BED	OPEN			AFFORDABLE			TOTAL
	UNITS	STANDARD FOR UNALLOCATED	TOTAL UNALLOCATED	UNITS	STANDARD FOR UNALLOCATED	TOTAL UNALLOCATED	
1		0.4	0	4	0.2	0.8	0.8
2	11	0.1	1.1	12	0	0	1.1
3	13	0.2	2.6	12	0.1	1.2	3.8
4	23	0.2	4.6	4	0.3	1.2	5.8
<b>TOTAL</b>	<b>47</b>		<b>8.3</b>	<b>32</b>		<b>3.2</b>	<b>11.5</b>

- 4.13 As part of any future Reserved Matters Planning application provision of electric vehicle charging facilities will be provided in a safe, convenient and accessible location.
- 4.14 The parking standards for cycle as set out at Appendix 2 of the Adopted Managing Development Delivery Local Plan (2014) requires a provision of 1 cycle parking space per dwelling for a house with 3 habitable rooms and 2 spaces per dwelling for houses with 4 or 5 habitable rooms.



- 4.15 The proposed development will provide cycle parking in accordance with the local parking standards to be provided within garages or sheds.
- 4.16 Further details on proposed car and cycle parking provision will be submitted and agreed as part of any future Reserved Matters planning application for the site.

### **Delivery and Servicing**

- 4.17 Swept path analyses (SPA) have been carried out for both site access options using a large refuse vehicle (11.347m in length and 2.5m in width) which demonstrates that the proposed site access and the priority junction with the consented Croudace Homes site access road can accommodate this type of vehicle. The proposed access drawings for the site with detailed SPA have been provided at **Appendix D**.





## 5.0 Effects of Development

- 5.1 This section of the report outlines the trip generation forecast associated with the development and its impact on the local transport network.

### Vehicle Trip Forecast

- 5.2 Vehicle trip rates have been obtained from the Transport Assessment that was prepared for the adjacent planning permission (Ref: APP/X0360/W/24/3340006) which is informed by a survey of the Foxborough housing area (traffic survey of the Foxborough and Trowes Lane Junction).
- 5.3 The survey also provided information on the distribution of trips.
- 5.4 **Table 5.1** provides a summary of the vehicle trip rates, and resultant vehicle trip generation for 79 dwellings.

**Table 5.1: Vehicle Trip Generation**

MODE	AM (08:00-09:00)			PM (1700-1800)			12 HOUR (0700-1900)		
	IN	OUT	2WAY	IN	OUT	2WAY	IN	OUT	2WAY
Vehicle Trip Rate	0.254	0.381	0.636	0.2	0.29	0.5	2.745	2.600	5.345
Vehicle Trip Generation	20	30	50	16	23	40	217	205	422

- 5.5 As set out in **Table 5.1**, the proposed development could generate around 50 vehicle trips in the AM peak hour and 40 vehicle trips in the PM peak hour.

### Multi Modal Trip Forecast

- 5.6 A multi modal trip forecast has been calculated utilising the vehicle trip generation presented in **Table 5.1** and the 2011 Travel to Work Census mode share data presented in **Table 2.4**. Trip generation for all other modes have subsequently been derived and set out in **Table 5.2**.

**Table 5.2: Multi-Modal Trip Generation**

MODE	MODE SHARE	AM (08:00-09:00)			PM (1700-1800)			12 HOUR (0700-1900)		
		IN	OUT	2WAY	IN	OUT	2WAY	IN	OUT	2WAY
People	100%	24	36	61	19	28	48	262	248	510
Drive	83%	20	30	50	16	23	40	217	205	422
Passenger	4%	1	1	2	1	1	2	11	10	21
Walk	3%	1	1	2	1	1	1	7	7	14
Cycle	2%	0	1	1	0	1	1	5	5	10
Bus	3%	1	1	2	1	1	1	8	8	15
Train	5%	1	2	3	1	1	2	13	12	25
Taxi & P2W	0%	0	0	0	0	0	0	1	1	3



## Distribution of Trips

5.7 Trip distribution has been taken from planning application for the adjacent Croudace development as follows:

- **AM Peak**
  - Northbound 100%
  - Southbound 0%
- **PM Peak**
  - Northbound 90%
  - Southbound 10%
- **12 Hour**
  - Northbound 98%
  - Southbound 2%

## Traffic Impact

- 5.8 The proposed development is forecast to result in an additional 50 vehicles at the Trowes Lane / The Street junction to the north in the AM peak hour and 36 in the PM peak hour.
- 5.9 Vehicle trip generation in the AM peak hour equates to one additional vehicle movement every 72 seconds. In the PM peak hour the development could generate around one vehicle trip every 100 seconds. This level of vehicle trip generation is minimal and would not have any notable impact on network performance.
- 5.10 In reference to the Croudace development, the scope of the TA concluded that there was no need to undertake any detailed capacity assessment as any impact would be minimal in line with the data obtained from the Borough's Strategic Model.
- 5.11 As the proposed development is of a similar scale and given the forecast number of trips would be similar and the fact that there are no known capacity constraints on the adjacent road network, then we do not consider there a need to undertake any detailed capacity assessments.
- 5.12 As such the proposed development would not lead to a severe impact on the adjacent road network.

## Summary

- 5.13 In light of the above, the development would not result in a severe impact on the road network, in line with paragraph 116 of the NPPF.



## 6.0 Summary and Conclusions

### Summary

- 6.1 SLR Consulting Ltd has been appointed by City & Country Group EPS to provide highways and transport advice in relation to an outline planning application for a proposed development of 79 dwellings on land east of Trowes Lane, Swallowfield, Reading.
- 6.2 The site is located approximately 8km south of reading and 9km southwest of Wokingham within a vacant arable land. Locally, the site is within a 600m walking distance from the village centre equivalent of a 7-minute walk. The site is directly bounded to the west by Trowes Lane and to the north by residential dwellings. Existing buildings and a farm currently occupy the land to the east of the site whereas to the south, the site is bordered by a dense woodland.
- 6.3 The site is situated within an accessible location about 600m from the village centre making the facilities within and around the village centre accessible by walking and cycling from the site. Within an 8-minute cycle ride, future residents will be able to access an employment area, medical centre, a pub and a primacy school from the site.
- 6.4 Enhancements to the adjacent active travel and bus network are secured as part of the neighbouring Croudace development which the proposed development would benefit from:
- Bus Contribution: **£89,100**
  - Bus Stop Contribution: **£85,500**
  - Highway Contribution: **£49,080** (improvement to the Basingstoke Road footway between Swallowfield Street and Lambs Lane (to include new crossing provision at the school) or towards sustainable home to school transport for the Site)
  - Cycle route improvement to Mortimer Arborfield and employment areas: **£11,250**
  - Highways Works – this includes enhancements including crossing points / localised narrowing / lighting enhancements etc.
- 6.5 There are existing walking and cycle routes within the area connecting the site to local facilities and destinations including the Round Berkshire Cycle Route and the National Cycle Network (NCN) Route 23.
- 6.6 The site is also accessible by bus. Bus service 600 which can be joined at The Crown pub bus within a 5-minute walk from the site provides regular services from Reading to Shinfield via Swallowfield and the MereOak Park & Ride. Rail services can be accessed at the Mortimer Train Station and the Reading Green Park Train Station for journeys to Reading and Basingstoke. There is therefore a significant potential for future residents to undertake day-to-day journeys using sustainable modes.
- 6.7 Existing access to the site is via a field access directly from Trowes Lane.
- 6.8 The design of the proposed access (**Appendix D**) takes into account two Scenario's. Scenario 1 assumes that the Croudace site is implemented, and their access is in place prior to this site being developed. Scenario 2 provides an access design without the Croudace development. This strategy provides confidence that access can be delivered for the site regardless of which site comes forward first. The provision of a suitable access for the site under Scenario 2 can be secured via a s106 agreement if required.
- 6.9 As demonstrated in this Transport Assessment, there are no obvious road safety concerns within the vicinity of the site which may be exacerbated by the proposed development.
- 6.10 The proposed development will generate no more than 50 two-way vehicle movements in the AM peak hour and 40 in the PM peak hour. This level of net movements is considered minimal and will not impact the local transport network adversely. Even when considered cumulatively



with the Croudace development (which did not need to model any off site junctions), the impact would not be severe.

## Conclusion

- 6.11 The following conclusions can be made on this outline planning application:
- The site is located in a highly sustainable location to enable future residents travel via sustainable modes, in accordance with paragraph 115a of the NPPF;
  - Safe and suitable access to the site can be achieved, as set out in paragraph 115b; and
  - The site would not have an unacceptable impact upon the local highway network or exacerbate any existing highway issues in accordance with paragraph 115d.
- 6.12 The design of streets, parking areas and other transport elements in paragraph 115c of the NPPF will be addressed through the submission of a reserved matters application.
- 6.13 Therefore, it can be concluded that the proposal corresponds with the national and local policies relevant to this application and should be considered acceptable on transport grounds.





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