
MEMORANDUM

From:	Ben Amey Development Control		
Service	WBC Highways	App No:	251086
Address:	Stanbury House, Basingstoke Road, Spencers Wood.		
Proposal:	Stanbury House (Phase 2). 63 Additional Dwellings.		
Site Visit Made:	Yes/No		

Comments On Application

Introduction and Summary

The Local Highways Authority (LHA) have no objection to application no. 251086 at Stanbury House.

However, this position is subject to the provision of a refuse collection strategy, agreement of Section 106 contributions and suitably worded planning conditions in order to support travel by sustainable modes and mitigate any possible impacts on the highway network.

A Transport Assessment (TA) report and Framework Travel Plan have been submitted by transport consultants WSP in support of the application.

Vehicle Access

The LHA are satisfied that the additional 63 dwellings can be served from the existing vehicle access approved/constructed for Phase 1 (57 dwellings). A 5.0m wide access road and a 2.0m wide footway are proposed which are considered acceptable.

The LHA accept conclusions of the collision analysis presented in the TA. WSP have analysed PIA data for the most recently available five-year period. Just 1 accident was recorded in the most recent 5-year period. The police recorded of the slight injury accident considered the key causal factor to be a 'medical episode'.

Section 106 Contributions

The LHA require s106 contributions towards the operation of the No.600 bus service and the MyJourney Travel Planning initiative. A contribution of **£54,873** (£871 per dwelling) is required towards the operation of the No.600 Bus Service and a contribution of **£40,509** (£643 per dwelling) towards MyJourney.

Pedestrian Access

The LHA have already secured pedestrian access improvements in the form of a new footway and a new crossing from Phase 1 of the development via a s278 agreement.

This was required within a recent appeal decision on the site which stated in Paragraph 93 that: *'A footpath link from the site to this bus stop is to be provided by the appellant or secured by way of the s106 agreement'*

Site Layout

A further site plan should be secured by condition which provides speed reduction measures on the internal site roads and demonstrates suitable forward visibility for vehicles travelling along the internal site access roads.

The design should naturally convey appropriate design speeds to drivers, with a target speed of 20-25mph on estate roads. Such a requirement relies on features at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.

The LHA require the internal site layout to be designed in accordance with the [Wokingham Living Streets Guidance](#).

Car Parking

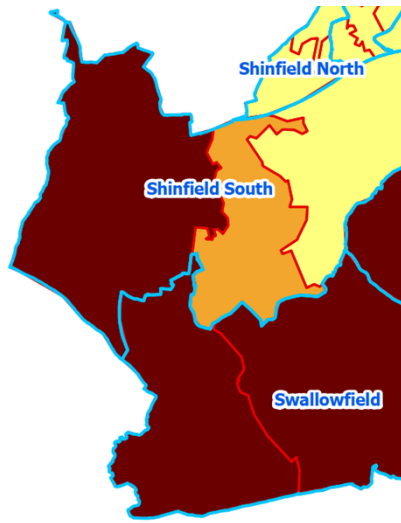
The LHA are satisfied with the car parking provision proposed on site. There is unlikely to be any overspill of vehicle parking onto the roads surrounding the site.

A total of 133 parking spaces are proposed (including 16 visitor parking spaces). Overall, this is the equivalent of 2.11 car parking spaces per dwelling for 63 dwellings.

The total of 133 car parking spaces is considered to exceed the requirements of the WBC Car parking Standards. A total of 124 parking spaces are calculated as required by the WBC Standards once Allocated and Unallocated Car Parking are accounted for as listed below:

Stanbury House: WBC Car Parking Standards (Town and Fringe)					
Dwelling Type	No. of Dwellings	Allocated Spaces	Unallocated per Dwelling	Allocated Spaces	Unallocated Requirement
1-Bedroom Maisonette	11	1		11	0
2-Bedroom House	11	2	0.1	22	1.1
2-Bedroom Maisonette	4	2	0.1	8	0.4
3-Bedroom House	23	2	0.1	46	2.3
4-Bedroom House	12	2	0.2	24	2.4
5-Bedroom House	3	2	0.2	6	0.6
Totals	64	11	0.7	117	7
Total Parking Spaces Required				124 Spaces	

The site is located in the area defined as 'Shinfield South' which is defined as a 'Town and Fringe' location by the Wokingham Car Parking Standards.



Map of E01035264 : Wokingham 017F



The TA states that the same ratio of car and cycle parking provision is adopted for the first phase of development, based on WBC's Parking Standards Study Report (October, 2011).

Trip Generation and Capacity Impact

The LHA are satisfied that the proposed development would have a minimal impact on highway capacity and queue lengths on the surrounding road network.

The TA forecasts a total of 37 two-way trips in the AM Peak Hour (08:00 – 0900) and 33 two-way trips in the PM Peak Hour (17:00 – 18:00).

The TA includes LINSIG modelling of Basingstoke Road / Church Lane Junction and Basingstoke Road / Hyde End Road Junction.

At the Basingstoke Road/Church Road junction, the modelling forecasts the queue will increase by 3 vehicles on Basingstoke Road (N) in the PM Peak (17:00 – 18:00) with the addition of development traffic.

The NPPF states in Para 116 that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation would be severe, taking into account all reasonable future scenarios”*

Electric Vehicle Charging

The LHA require the no. of active electric vehicle charging points to be agreed by condition. The application should provide 1 active electric charging point per dwelling.

The TA does not specify a number of active EV charging points and states: *‘The vast majority of houses proposed within the development are provided with on-plot parking and it is envisaged that each of these would be provided with an active charging point from the outset’.*

Cycle Parking

Cycle storage appears to be provided within rear garden sheds and within garages proposed on site. The LHA would require agreement of a condition securing further details of cycle store design.

Refuse Collection and Deliveries Strategy

The following details maybe secured by planning condition.

The LHA require the provision of a refuse collection strategy for the site which shows the bin storage areas, bin collection points and the drag distances involved for residents and refuse collection operatives.

Bin storage points are not shown and measurements taken from the site plan indicate that drag distances may total circa. 60m between dwelling and the turning location of a refuse vehicle.

It should be demonstrated that bin storage locations will be within the max. drag distances for operatives and residents. Manual for Streets Para 6.8.9 states that as per UK Building Regulations *‘Residents should not be required to carry waste more than 30m’*. The WBC Guidance for developers states that: *‘The distance to bin store should not exceed 10 metres of the parked collection vehicle or adopted highway’.*



Recommended Conditions

Subject to the provision of a new footway, refuse collection strategy and agreement of s106 contributions; the LHA would have no objection and recommends that planning permission is subject to the conditions listed below.

CF4 - PARKING (AS APPROVED)

No part of any building(s) hereby permitted shall be occupied or used until 133 car parking spaces have been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

CF9 - CYCLE PARKING (TO BE APPROVED)

Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

CH9 HIGHWAY CONSTRUCTION DETAILS

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, speed control measures, forward visibility, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. The roads and footways shall be constructed in accordance with the approved details to road base level before the development is occupied and the final wearing course will be provided within 3 months of occupation, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible and safe development. Relevant policy: Core Strategy policies CP3 & CP6.

Electric Vehicle Charging Points

Prior to commencement of development, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval

in writing by the Local Planning Authority. This strategy should include details relating to on-site infrastructure, power supply, the location and installation of charging points and future proofing of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

CW3 Refuse and Recycling Storage

No building shall be occupied until details of bin storage area/ facilities have been submitted to and approved in writing by the local planning authority. The bin storage area and facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

RW3 In the interests of visual and neighbouring amenities and functional development. Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.

Construction Environmental Management Plan

Before the development hereby permitted is commenced a Construction Environmental Management Plan (CEMP) in respect of that phase shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall not be carried out otherwise than in accordance with each approved CEMP. The CEMP shall include the following matters:

- a) A construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- b) Construction Access
- c) Loading and unloading of plant and materials;
- d) Storage of plant and materials;
- e) Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);
- f) Piling techniques including types of piling rig and earth moving machinery;
- g) Provision of boundary hoarding and gates;
- h) Protection of the aquatic environment in terms of water quantity and quality;
- i) Details of proposed means of dust suppression and noise mitigation;
- j) Details of measures to prevent mud from vehicles leaving the site during construction;
- k) Details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- l) Lighting on site during construction (including temporary);
- m) Measures to ensure no on-site fires during construction

- n) Monitoring and review mechanisms;
- o) Implementation of the CEMP through an environmental management system;
- p) Details of the haul routes to be used to access the development;
- q) Details of the temporary surface water management measures to be provided during the construction phase;
- r) Details of the excavation of materials and the subsurface construction methodology
- s) Appointment of a Construction Liaison Officer.

Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy.

Dated:	5 th June 2025	Signed:	Ben Amey
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