

PROJECT TITLE: Parcel N, Arborfield Green, Wokingham
REPORT REFERENCE: 19632
DATE: July 2025
PREPARED BY: SE
PREPARED FOR: Crest Nicholson

Parcel N, Arborfield Green, Wokingham - Public Transport Strategy

1. This Public Transport Strategy has been prepared by Woods Hardwick Ltd on behalf of Crest Nicholson in support of their Reserved Matters Planning Application for a site known as 'Parcel N, Arborfield Green, Wokingham'.
2. The site forms part of a wider scheme known as Arborfield Green which benefits from Outline Planning Approval (Ref: 14/02121/OUT) for the following;

OUTLINE PERMISSION FOR: Demolition of buildings and phased redevelopment of Arborfield Garrison and adjoining land for: Up to 2,000 new dwellings (including up to 80 units of extra care housing). District centre comprising a foodstore up to 4,000 sq m gross with up to a further 3,500 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2 (with residential above - Class C3)), and transport interchange, village square, car parking, servicing and drop off area. Up to a further 1,500 sq m (gross) floor space within Classes D1 and D2. Neighbourhood centre to provide up to 300 sq m (gross) floor space within Classes A1, A2, A3, A4, A5, B1, D1 and D2, with parking/servicing area. Secondary school for up to 1,500 pupils (Class D1) including sports pitches, floodlit all-weather pitch, and indoor swimming pool and parking areas. Up to three-form primary school (Class D1) with sports pitch and parking areas. Associated phased provision of: car parking; public open space including sports pitches, informal/incidental open space, children's play areas including multi-use games area (MUGA), skate park, community gardens/allotments; landscaping/buffer areas; boundary treatments; new roads, footpaths, cycleways and bridleways; sustainable urban drainage systems, including flood alleviation works.

PART 2 - FULL PERMISSION FOR phased development of: Creation of two new areas of Suitable Alternative Natural Greenspace (SANGS) (In the north-eastern part of the application site ("Northern SANGS") and at West Court ("West Court SANGS") including car parking areas, path/walkways, fencing and associated landscaping; re-use Application No: O/2014/2280 - 2 - of existing MoD gymnasium for sports/community uses/centre (Classes D1/D2; new roundabout junction to A327 Reading Road; junction improvements to Langley Common Road, Baird Road and Biggs Lane; junction improvements and new access at Biggs Lane/Princess Marina Drive; re-use and improvements to existing site accesses from Biggs Lane.

3. Whilst the Outline Planning Permission applies to the entire Arborfield Green development this report specifically pertains to Parcel N, located within the central area of the wider site to the south of the existing development.

4. The development proposals for Parcel N comprise 67 residential dwellings plus associated infrastructure. A Site Layout Plan is included in Appendix B.
5. A public transport strategy was provided by i-Transport in the Phased Public Transport Strategy Document that was submitted in support of the planning application. Wokingham Borough Council offered no objection to the proposals provided that the discharge of conditions was met for the public transport strategy in the planning application (O/2014/2280). A copy of the planning application document is included in **Appendix A**.
6. This document has been prepared to demonstrate that the proposed public transport strategy for Parcel N complies with the approved documents and to allow discharge of Condition 33 of the Planning Application (O/2014/2280), which is as follows:

Condition 33. The first reserved matters application shall include a phased public transport strategy identifying bus routes and the location of bus stops within the entire application site (covered by this outline application) in the context of the bus strategy for the entire Arborfield Strategic Development Location.

Reserved matters for each phase thereafter shall demonstrate satisfactory public transport accessibility consistent with the phased public transport strategy. The development shall be implemented in accordance with the agreed strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of sustainable transport measures in accordance with NPPF, Wokingham Borough Core Strategy Policies CP1, CP6 and CP18

7. The report 'ITB11051-002C, Phased Public Transport Strategy' by i-Transport was submitted to the local planning authority for agreement in discharge the part of Planning Condition 33 required as part of the first Reserved Matters Application.
8. The principles of the public transport strategy are to enhance connections to both Wokingham and Reading as well as improve routes between the site Bracknell and Finchampstead. This document is prepared to discharge the part of the condition that relates to each Reserved Matters Application thereafter.
9. The principles of the strategy for improvements to bus services can be summarised as follows:
 - Extended and new bus routes;
 - Increased frequency of bus services; and
 - Improved passenger information along key parts of bus route network; and
 - Improved passenger waiting facilities.
10. Bus stops will be provided at regular intervals along the bus routes through the site. In addition bus stop facilities at the District Centre will incorporate an interchange for passengers. All locations will be provided with suitable passenger waiting facilities and timetable information.
11. The internal road network of the wider site has been designed to enable buses to route directly through the site serving both the principal residential areas and in particular facilities within the District Centre.
12. The third phase of the strategy, which reflects the completed wider development proposals is shown in Drawing 'PUBLIC TRANSPORT STRATEGY - PHASE THREE AGLC' provided by i-Transport is shown in **Appendix C**.

13. The routing of the bus services will change on completion of the northern section of the site, once the secondary loop road is constructed. At this point the buses will route in accordance with the routing set out in Section 2 of this strategy. The main difference is buses will loop around the northern section of the site rather than straight along Biggs Lane and south on Princess Marina Drive.
14. To improve the bus service during the third phase of development it is proposed to remove temporary bus stop on Biggs Lane in the vicinity of Parcel O1. This would be replaced by five additional sets of bus stops on the roads within the northern section of the site.
15. The new bus services, stops and routing has been positioned to correspond with the likely third phase of development and public transport contributions. This will maximise the opportunities for future residents of the third phase of development, in particular the northern section of the site, to use public transport and minimise the distance to bus stops.
16. The development shall be implemented in accordance with the agreed strategy. Woods Hardwick Drawing 19632-ARB-100-005 demonstrates the public transport strategy including the bus routes, bus stops in the local area and the walking routes from Parcel N to these stops. This drawing is provided at **Appendix D**.
17. There are several walking routes from Parcel N Arborfield to the bus stops included on the agreed strategy:
 - From the southern end of Parcel N via the park, Stable Path and Rowcroft Road to the bus stop on Sheerlands Road.
 - From the southern end of Parcel N via the linear park and Stable Path to the bus stop on Princess Marina Drive.
 - From the northwestern end of Parcel N via Tope Crescent and Tope Road to the bus stop on Princess Marina Drive.
 - From the northwestern end of Parcel N via Tope Crescent, Tope Road and Buttenshaw Avenue to the bus stop at Princess Marina Drive / Biggs Lane roundabout.
18. The proposed walking routes to the bus stop locations are all within 800m which is a suitable walking route. Any bus routes on new road networks on the wider scheme's proposed plan would be in accordance with the Wokingham Borough design guide:

"All buses shall be routed on primary or secondary streets as defined in the Design and Access Statement, unless otherwise agreed in writing by the Local Planning Authority. If on a secondary route, the highway would need to be widened from 5.5m to 6.1m with a smooth geometry suitable for buses and to include a 3m shared pedestrian and cycle route unless otherwise agreed in writing by the Local Planning Authority."
19. Based on the above Condition 33 on the public transport strategy can be discharged relating to Parcel N.