

Date: 5 December 2024
Application: 241567



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 241567

Applicant: .

Site Address: Land East of Longwater Road, Longwater Road, Finchampstead, Wokingham, RG40 3TS

Parish: Finchampstead

Grid Reference: Easting - 479637, Northing - 162696

Type of Development: Major Dwellings (10+)

Proposal: Full application for the proposed erection of 40no. dwellings (Use Class C3), together with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access, and associated works.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 241567.

The new details are as follows: **Revised Plans received to amend the Proposed Site Layout. The number of proposed units reduced from 40 to 38. Description amended accordingly.**

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#)

Your observations are required in respect of this application within **10 working days** of the above date. If you need any more information please do not hesitate to contact the case officer Adriana González.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control	To (Case Officer):	Adriana González
Service	WBC Highways	App No:	241567
Address:	Land East of Longwater Road, Longwater Road, Finchampstead, Wokingham, RG40 3TS.		
Type of Development:	Major Dwellings (10+)		
Proposal:	Full application for the proposed erection of 40no. dwellings (Use Class C3), together with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access, and associated works.		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☒ Recommend refusal for the reason(s) **stated below**;
- ☐ Negotiate the amendments **stated below**; or
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

Comments in red concern additional information sent to highways on 10th Feb 2025
General

1. Highways understands that this is a full application for 38 dwellings on this site not the 40 in the description.
2. Highways would have expected that pre-application discussion would have been held. However, none were.
3. This application is supported by a travel plan and Transport Statement which is welcome.

Parking

4. It is welcome that the Borough's Parking Calculator has been used and submitted. This has been assessed and is accepted. The level of parking would be 78 allocated spaces, 8 visitor spaces and 2 unallocated spaces giving a parking ratio of 2.3 which is in line with Borough Parking standards.
5. Parking Plan (PP01 Rev B) shows all the unallocated spaces as visitor spaces.
6. The distribution of spaces is better than the previous submission which is welcome.

7. The dimensions of the parking spaces are in line with Borough standards
8. Highways is concerned that the parking spaces for plots 1,2 and 3 require the neighbouring parking spaces to be used for manoeuvring. This will need looking at. Highways is content for details of parking to be secured through a planning condition.

Cycle parking

9. It is welcome that cycle parking will be provided to Borough standards with on plot provision. These are proposed in rear gardens with direct access which is welcome. Sheds are also proposed which is welcome. Highways is content for cycle parking to be secured by condition.

Electric Vehicle Charging

10. It is welcome that each dwelling would have a charging point which is in line with Building Control Regulations Approved Document S.

Trip Rates

11. The trip rates for this site have been calculated using TRICS data. However, no comparative assessment has been carried out to assess whether or not these represent this site.
12. That being said, highways have carried out an assessment using the Borough's approved Trip rates and there would be an increase of 4 and 2 trips in the AM and PM respectively. These are not significant and therefore the trip rates are acceptable.

Access

13. It is proposed that this site will be accessed from Longwater Road via a priority junction to the south of the entrance into the Public Right Off Way.
14. It has now been proposed to extend the 30pmh speed limit further south which is welcome. This will need to be through the TRO process and the funding of this would be through a s106 agreement.
15. It is welcome that visibility splays for this proposed access have been design to actual 85th percentile speeds. The lengths of the splays have been calculated using the equation that is contained within MfS which is welcome. These calculations would need to be submitted.
16. Any landscaping within the visibility splay would need to be maintained to less than 0.6m in height. This would involve the removal and/or maintenance of more hedgerow.
17. Highways is content to secure the detail design of this access through a planning condition.

Pedestrian

18. The proposed side roads have 2 m pavement where there are proposed frontages which is welcome.

19. Dropped kerbs and tactile paving will need to be provided on the site roads which will need to be part of detailed design..
20. It is proposed that there would be dropped kerbs and tactile paving as part of the access which is welcome.
21. There are pavements on the development side of Longwater Road, though highways would have expected to see proposals to clear the over growth. It is welcome that this will be cleared.

Sustainability Assessment

22. A sustainability assessment has been carried out and included in the Transport Statement.
23. The nearest bus service to the proposed site is bus route 145 which operates 1 return journey every Tuesday. There is one school service which runs between California Cross Roads to Yateley and Farnborough from a stop some 600m away from the site. There is one service in the morning at 07:46 and 2 in the afternoon arriving back at 15:51 and 17:21 which runs only during the term time.
24. Therefore, the bus service for this development cannot be classed as a good service under CP6 and would not offer a reliable and attractive alternative to the motor car.
25. Whilst it is true that MfS states that for journeys less than 2km walking would provide a good alternative. The document also goes on to state that walking to local services would need to be available for all no matter their ability or age.
26. The nearest primary school is Finchampstead Church of England Primary school some 650m from the site. This is an acceptable walk distance, however if the child is accompanied that would imply 2 journeys a day of 1.3km.
27. There is at the Greyhound Pub some 450m north of site a Goswell & Birds Farm Shop and Coffee House selling various farm produce. However, this would not be classed as weekly food shop, and the nearest supermarket is the Co-op at California Cross around 3km from the site. Therefore, this would not be a walk trip as this would be a round trip of 6km.
28. An audit of the walking route to local services has been carried out which is welcome.
29. Highways is of the view that due to the lack of attractive alternatives sustainable alternatives, the car will be the main mode of choice and therefore this site is unsustainable.
30. Whilst highways have concluded that this is an unsustainable site, highway recognises that due to the Borough's poor housing land supply position, the tilted balance comes into play under NPPF guidance. To this end whilst highways objection still stands, highways have recommended planning conditions and s106 contributions if the planning officer deems to recommend approval of this planning application.

Site Visibility Splays

31. For every private driveway that crosses a pavement, 2m x 2m pedestrian splays are required. These have not been submitted and are required.

However, it is stated that these can be achieved which is welcome and highways is content to secure these through a planning condition.

- 32. Visibility splays for the internal junction have been submitted for a 20mph design speed which is welcome.
- 33. Forward splays have been provided but are these to 20mph design speeds or actual speeds. The forward visibility splays will be protected by either the provision of a footway or grassed areas. No planting will be provided within any visibility splay which is welcome.

Swept path Assessments

- 34. Swept paths assessments have been submitted for a variety of vehicles with acceptable dimensions which is welcome and acceptable.

Road Safety Audit

- 35. An up to date safety audit has been submitted with designer comments which is welcome.
- 36. All items that have been raised have been accepted which is welcome.

Access Junction Modelling

- 37. A PICADY junction model has been submitted for the proposed access.
- 38. Turning flows have been provided. These do not match those included in the model however, the difference is small and would not affect the results.
- 39. No plan showing geometries has been included. Highways have carried out an assessment and concluded that the geometries in the model are acceptable.

Travel Plan

- 40. A travel plan statement has been submitted in support of this planning application which is welcome.
- 41. Due to the size of the development, there is no requirement for targets or monitoring.
- 42. A travel plan co-ordinator will be appointed prior to occupation which is welcome.
- 43. The statement includes action plans for walking and cycling which is welcome.
- 44. Funding will be made available for administration of the statement and for implementation of initiatives which is welcome.
- 45. Highways is content to secure this document through a planning condition

Construction Method Statement.

- 46. Due to the size and location of this site, highways would have expected a framework, none was submitted, and this is required.
- 47. However, the applicant is willing to secure this through a planning condition. Highways is content with this.

S106 Contributions and Inclusions

48. Whilst highway's objection still stands, highway recognises that due to the housing land supply in the Borough and the tilted balance comes in to play. If the planning officer is going to recommend planning approval, highways seeks the following contribution.

49. For bus services that serve the site £30,000

50. For the TRO for the speed reduction measure, up to a maximum of £6,500.

51. If the roads are either private, or adopted this needs to form part of the s106

Conditions & Reasons (if required)

1. The applicants have failed to demonstrate to the Council's satisfaction that the site is sustainable in transport terms with regards to its location and access to services. The proposed development is not within walking distance of local facilities, amenities and schools and will result in a high level of car dependency contrary to the sustainable goals of the NPPF and core strategies policies CP1, CP3, CP6 and CP9 and will therefore result in an unsustainable intensification of a use of land.

If the planning officer deems to recommend approval of this site under the tilted balance, highways would recommend the following conditions.

Hours of Construction

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

CF3 - PARKING (TO BE APPROVED)

No development shall commence above foundation level until details of parking shall be submitted to and approved in writing by the local planning authority, details of off-street parking space within the site. The development shall not be occupied until the parking space so-approved has been provided in full accordance with the approved details. The parking space shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

RF3 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

No development shall commence above foundation level until 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.

RF9 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.

ACCESS

Prior to commencement of the development, there shall be submitted to and approved in writing by the local planning authority, details of the proposed vehicular accesses on to Longwater Road to include visibility splays of 43m x 2.4m. The accesses shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The access shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

CG4 - VISIBILITY SPLAYS FOR PRIVATE DRIVES

Dwellings shall not be occupied until visibility splays of 2.0 metres by 2.0 metres, have been provided at the intersection of the driveway and the adjacent footway. (Dimensions to be measured along the edge of the drive and the back of the footway from their point of intersection). The visibility splays shall thereafter be kept free of all obstructions to visibility above a height of 0.6 metres.

RG4 In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

CH8 - CONSTRUCTION METHOD STATEMENT

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be

adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors,
- ii) loading and unloading of plant and materials,
- iii) storage of plant and materials used in constructing the development,
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- v) wheel washing facilities,
- vi) measures to control the emission of dust and dirt during construction,
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

RH8 In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 & CP6.

CH9 - HIGHWAY CONSTRUCTION DETAILS

Prior to the commencement of development, full details of the construction of roads and footways, including levels, widths, construction materials, depths of construction, surface water drainage, lighting, swept paths and visibility splays 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.

RH9 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.

Parking Management Strategy

Prior to the occupation of the development a Parking Management Strategy for the management of the parking arrangements within the development shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces

Reason: To ensure satisfactory development in the interests of amenity and highway Safety.

CJ3 - TRAVEL PLAN STATEMENT (TO BE APPROVED)

Prior to the occupation of the development a Travel Plan Statement shall be submitted to and approved in writing by the local planning authority. The travel plan statement shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other

than by the private car and provide for periodic review. The travel plan statement shall be fully implemented, maintained and reviewed as so-approved.

RJ3 To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

Date:	12 th Feb 2025	Signed:	Gordon Adam
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