

PLANNING REF: 261590

PROPERTY ADDRESS: 58 Toutley Road, Wokingham, Berkshire, RG41 1QL

Submitted by: Chris Mallett on behalf of Emmbrook Residents Association

Comments:

It is noted that further detail has been provided regarding the interface with each of the existing residential driveways off the access road, and in particular how drainage is dealt with at each of these interfaces.

Our comments in relation to this submission are as follows:

- 1) ***Detail of interface with Tree RPAs*** - *In response to the original planning application, we raised concerns about how the interfaces (with Oaklea Cottage in particular) were achievable in accordance with relevant standards whilst also ensuring that the roots of retained trees would be protected (in accordance with the Old Forest Road Arboricultural Combined report 160126 – the Approved Scheme). In particular we consider this applied to trees T18 and should also be considered for T20 and T22 as detailed under the Approved Scheme. These concerns were established based on measurements we took on site, and details were provided in our response to the original application. Reassurances were provided that this would be addressed under planning conditions, and in particular the provision of detailed cross-sections. It is also evident from the submitted cross-sectional drawing that the services running under the footway are likely to significantly impinge on the RPA for T18. For this reason we consider it is essential that the cross-section details provided under Condition 4 include cross-sectional detail of the interfaces with each significant retained trees, to demonstrate how the requirement to protect the tree roots is complied with.*
- 2) ***Kerb face heights & separation of traffic and pedestrians & drainage*** – *Section 2-2 infers that the kerb face heights along the entirety of the block-paved section are 25mm rather than the 125mm at the entrance, and this appears to be confirmed by the surfaces finish drawing. We raised concerns with the original application, that due to the non-standard road width larger vehicles would be encouraged to mount the pavement to pass each other. Low kerb thresholds would only serve to encourage this further. We do not consider this section of the road should constitute a shared vehicle/cycle/pedestrian area, or indeed that was envisaged in the original planning approval. We also consider that higher kerb thresholds, linked with kerb drainage, should serve to mitigate the impact of storm flows onto neighbouring properties. It is evident from Sections 1-1 and 2-2 that levels encourage flows towards neighbouring properties and hence measures are necessary to mitigate the impact. In section 3-3 it is unclear how drainage is managed without kerb drainage. Whilst*

the channel drains at the entrance points are clearly part of that mitigation, we consider kerb drainage with suitable kerb heights in the road itself should be part of that mitigation.