



ttp consulting
transport planning specialists

Ayro Properties

Land at the southern end of
Mitford Close

Transport Statement

July 2025

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1 INTRODUCTION

1.1 TTP Consulting has been appointed by Ayro Properties to prepare this Transport Statement to support the application to develop a backland brownfield site, located to the south of Mitford Close in Shinfield, Reading, RG2 8JQ. Mitford Close is located to the east of Whitley Wood Road, Shinfield. The site is in the jurisdiction of Wokingham Borough Council. The site location is shown on Figure 1.1.

Figure 1.1 – Site Location Plan



1.2 The site comprises the land at the southern end of Mitford Close which is currently undeveloped. The proposal seeks to provide four new houses as an extension to the existing row of houses on the road. There will be car parking, cycle parking and refuse storage for each property.

1.3 The proposal benefits from pre-application meetings with the Council with the current proposal responding to comments. This Transport Statement considers the effects of the development in transport-terms including an assessment of parking provision, turning ability for large vehicles, cycle parking, deliveries and refuse storage. The remainder of the report is structured as follows:

- Section 2 – Existing conditions and accessibility.
- Section 3 – Policy considerations.
- Section 4 – Proposed development and effects.
- Section 5 – Summary and conclusion.

2 EXISTING CONDITIONS AND ACCESSIBILITY

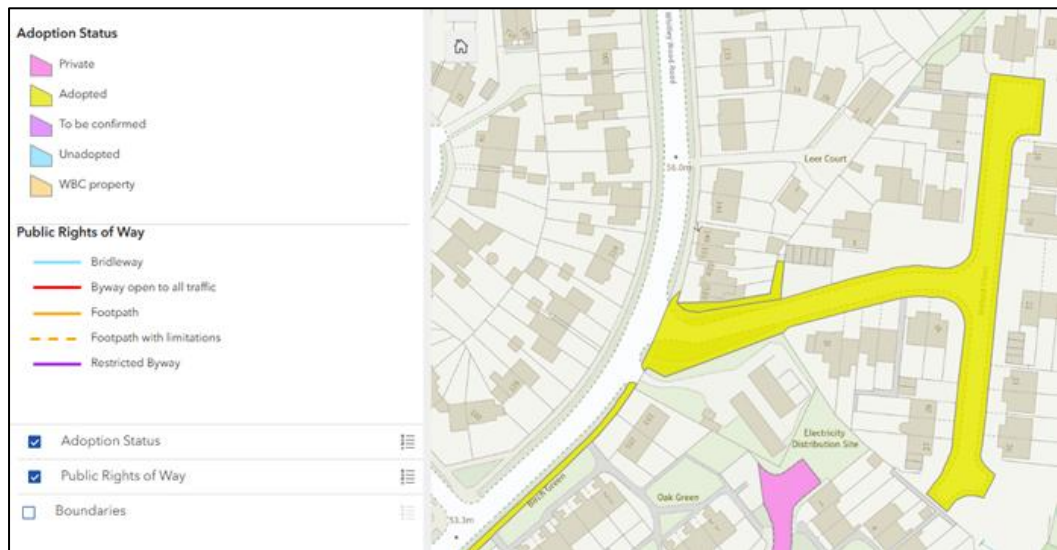
The site and surrounding area

- 2.1 The existing site comprises land to the south of Mitford Close. The area is residential in nature. Most of the houses on the street have driveway parking with a garage. There is a row of houses that are set back from the road a row of garages sits adjacent.
- 2.2 There are primary schools in the local area including Geoffrey Field Junior School (1km to the west), The Ridgeway Primary School (1.1km to the north), Crossfields School (1.4km to the east) and Hillside Primary School (1.6km to the east).
- 2.3 There are bus stops on Whitley Wood Road both to the north and south of the junction with Mitford Close within a 3-4 minutes' walk, that provide access to Route buzz 9 which runs between Reading Station to Green Park Station. There is a Co-op Food shop, a convenience store and a pharmacy on Whitley Wood Road which is 600m or 7-8 minutes' walk to the south. In this location the bus stops provide access to Route emerald 5 between St Marys Butts in Reading and Engineers Court in Whitley Wood, as well as Route buzz 9.
- 2.4 There is a row of shops to the northeast of the site on Shinfield Road (A327) approximately 1.2km or 15 minutes' walk, with convenience stores including a Tesco Express with an ATM, restaurants, cafes and a pharmacy. Bus stops on Shinfield Road provide access to the Route 3 leopard between Broad Street in Reading and Arborfield Green.

Local Highway Network

- 2.5 Mitford Close is a no through road which connects to Whitley Wood Road at its western extent. It has street lights and no road markings other than double yellow lines and priority junction markings where it meets Whitley Wood Road. Mitford Close is classified as adopted highway as shown by Figure 2.1.
- 2.6 Whitley Wood Road is a two-way single carriageway that operates in a broadly northeast to southwest orientation. It is subject to a 30mph speed limit and allows for unrestricted parking. To the south Whitley Wood Road continues into Toro Way which connects to Basingstoke Road (B3031) and ultimately the M4. To the north, Whitley Wood Road connects to Shinfield Road (A237) which goes to Reading.

Figure 2.1 – Highway boundary information

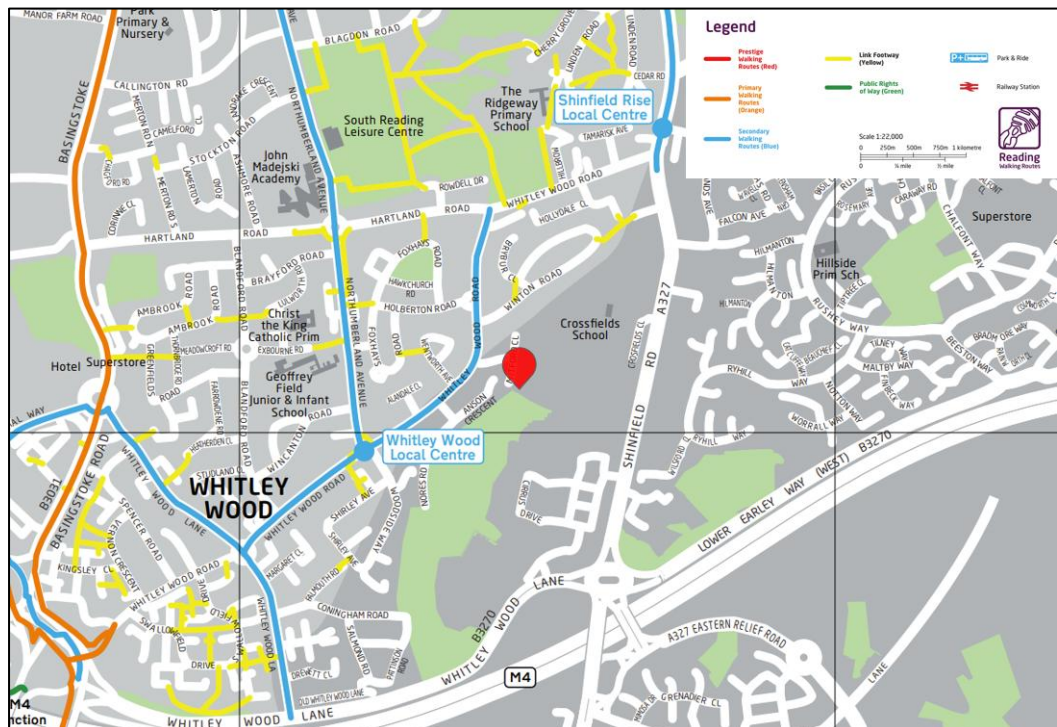


Walking

2.7

There are footways on both sides of the carriageway on Mitford Close and other local roads like Whitley Wood Road. The local area walking map is contained in Appendix A with an extract shown in Figure 2.2.

Figure 2.2 – Reading Walking Map Extract



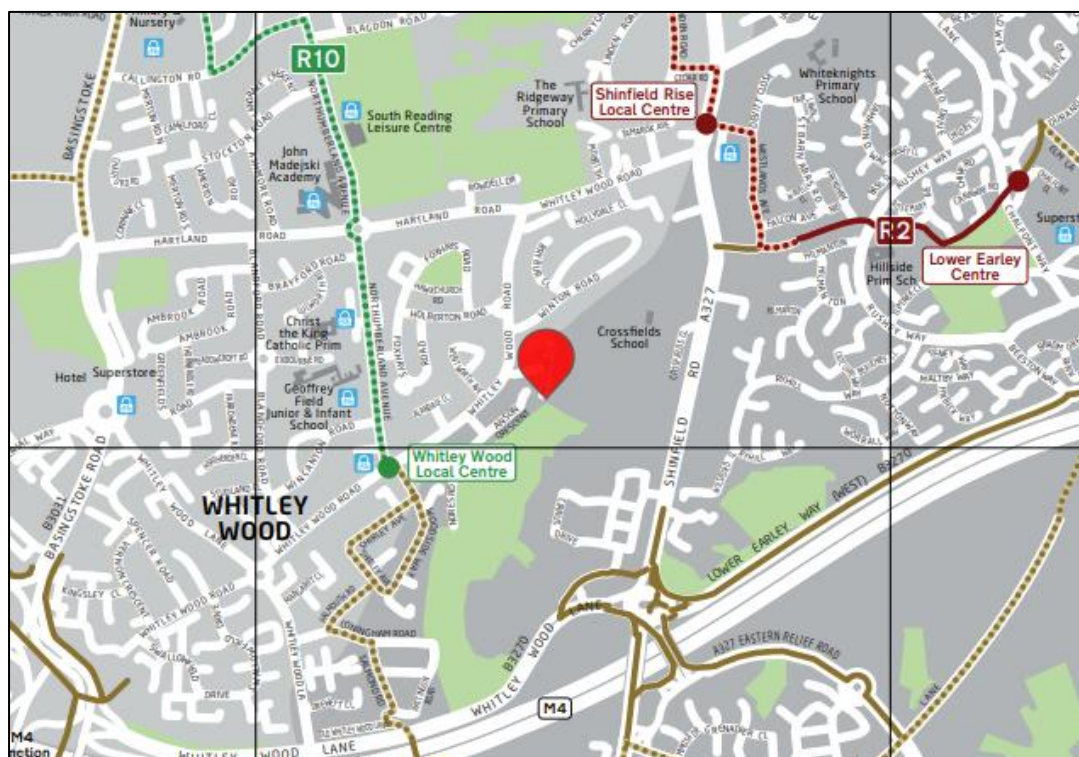
Cycling

2.8 There are cycle routes in the local area including Route R1, R2 and R10 as follows:

- Route R1 and R10 connect South Reading and Green Park & Whitley. The R10 is the closest to the site and operates along Northumberland Avenue.
- Route R2 connects Reading & Wokingham Royal Berkshire Hospital, Reading University & Winnersh.

2.9 A copy of the local area cycle map is contained in Appendix B with an extract shown in Figure 2.3.

Figure 2.3 – Reading Cycle Map Extract



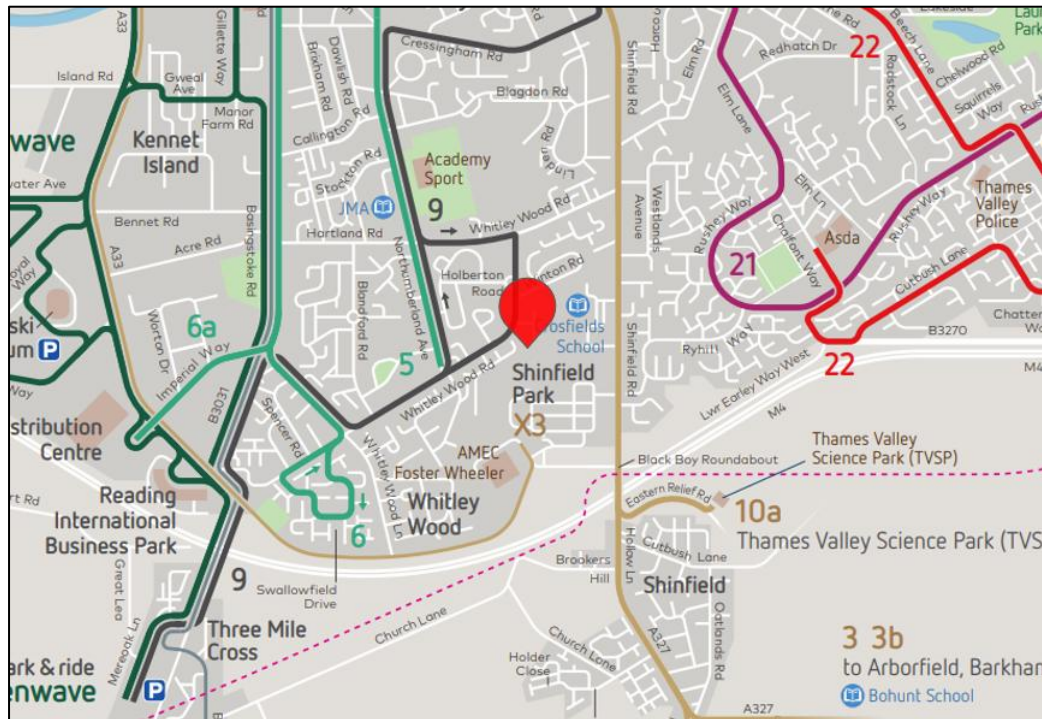
Public Transport

By Bus

2.10 There are bus stops on Whitley Wood Road both to the north and south of the junction with Mitford Close. The 'Wentworth Avenue' bus stops are 260m from the site and the 'Holberton Road' bus stops are 300m (3-4 minutes' walk). The bus stops are served by Route 9 Buzz which connects Reading Station to Green Park Station via Royal Berkshire Hospital & Whitley Wood. Buses operate hourly throughout the day. The local area bus map is contained in Appendix C, with an extract shown in Figure 2.4.

- 2.11 Route emerald 5 can be caught from bus stops on Whitley Wood Road approximately 600m to the south of the site. This route operates between St Marys Butts in Reading and Engineers Court in Whitley Wood at a frequency of every 15-20 minutes during the day.
- 2.12 The bus stops on Shinfield Road provide access to the Route 3 leopard between Broad Street in Reading and Arborfield Green, every 15 minutes.

Figure 2.4 – Reading Bus Map Extract



By Rail

- 2.13 Reading Station is located 5.5km to the north. The station offers up to 42 departures each hour to destinations on Great Western Railway, South Western Railway, CrossCountry services and the Elizabeth Line.
- Great Western Railway services connect to destinations including Basingstoke, London Paddington, Swansea, Heathrow Airport, Didcot Parkway, Cheltenham Spa and Frome.
 - Southwestern Railway services provide access to stops to London Waterloo.
 - CrossCountry services connect Bournemouth to Manchester Piccadilly.
 - Elizabeth Line services connect to Abbey Wood.
- 2.14 Reading Green Park Station is located less than 5km to the east. It is a new station situated on the Reading to Basingstoke line with services running twice per hour in either direction.
- 2.15 Journey time by bus to Reading Station is 27 minutes or to Green Park Station is 15 minutes.

Method of Travel to Work

- 2.16 The 2011 Census has been used to establish the method of the journey to work for the local resident population. The 2011 census has been referred to as COVID-19 restrictions may have resulted in travel patterns in 2021 not being representative of usual conditions. The data for the super output area – middle layer (Wokingham 012D) where the site is located is summarised in Table 2.4.

Table 2.4: 2011 Method of Travel to Work (Wokingham 012D)		
Mode	Number	Percentage
Underground, metro, light rail	51	1%
Rail	93	5%
Bus	4	9%
Taxi	5	0%
Motorcycle	770	0%
Car Driver	56	71%
Car Passenger	21	5%
Bicycle	84	2%
Walking	51	8%
Total	1,091	100%

- 2.17 In summary, the data suggests that in 2011 71% of residents travelled to work by car, with 15% of residents using public transport and 10% travelling by active modes (walking and cycling).

Parking Survey Data

- 2.18 A parking survey was conducted over two nights in order to understand existing levels of parking demand when most residents are at home with cars parked outside. The survey covered 200m walk distance which in many Councils is considered a fair distance that residents could park their car and walk to their home. The survey took place at 2am on Tuesday 4th March and at 5am on Wednesday 5th March 2025. This demonstrated that on Whitey Wood Road, Wentworth Avenue, Winton Road and Mitford Close there are 78 on-street parking opportunities. On both nights there were observed to be 30-32 observed spaces. The results of the survey are contained in Appendix D.

3 POLICY CONSIDERATIONS

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2024. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 116 advises 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."

3.3 Paragraph 117 states that:

"Within this context, 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, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

3.4 When considering the transport effects of a development, NPPF states at paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Wokingham Borough Local Development Framework

- 3.5 The development plan for Wokingham Borough is made up of a collection of local plan and neighbourhood development plan documents. Together these set out a strategy for how growth and development will be managed which forms the starting point for deciding planning applications.

Adopted core Strategy Development Plan Document

- 3.6 The Wokingham Borough Core Strategy DPD was adopted in January 2010. The Core strategy sets out the vision for how the borough will develop in the period to 2026 and how the council aims to protect and enhance the good quality of life enjoyed in the borough. A summary of relevant policies is set out below:
- 3.7 Policy CP1 – Sustainable development describes that planning permission will be granted for development proposals that maintain or enhance the high quality of the environment, that support opportunities for reducing the need to travel, particularly by private car and that contribute towards the goal of reaching zero-carbon developments.
- 3.8 Policy CP6 – Managing Travel Demand describes that planning permission will be granted for schemes that provide for sustainable forms of transport to allow choice, that are located where there are choices in the mode of transport available, that provide appropriate vehicular parking having regard to car ownership and that mitigate any adverse effects on the transport network and that do not cause highway problems.

Wokingham Borough Development Plan

- 3.9 The Managing Development Delivery Local Plan (MDD) adds extra detail to the policies within the Core Strategy. Together, these two documents set out how the Borough will develop up until 2026 making it an excellent place to live, work and play. The policies of relevance are set out:
- Policy CC01 – Presumption in Favour of Sustainable Development
 - Policy CC07 – Parking
- 3.10 Policy CC01 – Presumption in Favour of Sustainable Development describes that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
- 3.11 Policy CC07 – Parking describes that planning permission will only be granted where the proposal demonstrates how the proposed parking provision meets the appropriate standards and that the new scheme retains an appropriate overall level of off-street parking.

- 3.12 Work is underway on a new local plan – the Local Plan Update – which will put in place a new planning strategy for the period to 2040. Once adopted, it will replace the current Core Strategy and Managing Development Delivery local plans.
- 3.13 The Local Plan Update will include a vision, objectives and strategy for development and growth in the borough.

4 PROPOSED DEVELOPMENT AND EFFECTS

Development Proposal

- 4.1 The development proposal seeks to provide four 3 bed, 5 person homes at the southern extent of Mitford Close. The four new homes will have car parking, cycle parking and refuse storage. Application plans are provided in Appendix E, with an extract in Figure 4.1. Vehicular and pedestrian access will be provided from Mitford Close.

Figure 4.1 – Proposed Site Layout



Cycle Parking

- 4.2 Cycle storage will be provided for each house. There will be a Sheffield stand capable of accommodating two bikes with each store measuring 2m x 1m. Each store will be located adjacent to the property they serve, next to which will be the bin store.

Car Parking

- 4.3 The four houses will be provided with a total of four parking spaces. Each house will be provided with one allocated parking space as set out in Table 4.1.

Table 4.1 – Allocated Parking Provision			
House	Beds per unit	Number of allocated parking spaces	Parking provision
House 1	3 bed, 5 person	1 space	One garage space
House 2	3 bed, 5 person	1 space	One garage space
House 3	3 bed, 5 person	1 space	one driveway space
House 4	3 bed, 5 person	1 space	one driveway space

- 4.4 Wokingham's Parking standards document has been referred to when designing the car parking arrangement at the development. The following table shows the parking standard for new houses.

Table C3 -3: Houses owned unallocated parking demand										
	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
No of Habitable Rooms	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

- 4.5 The site is in an Urban area. Each house will have five habitable rooms including a living room at ground level, two bedrooms at first floor, one bedroom and a study suitable for home working at second floor. The unallocated parking requirement is set out in Table 4.2 which demonstrates a shortfall of 2 parking spaces.

Table 4.2 – Unallocated Parking Requirement		
House Number	Allocated	Unallocated requirement
House 1	1	0.5
House 2	1	0.5
House 3	1	0.5
House 4	1	0.5

- 4.6 The parking survey has demonstrated that there are 30 observed spaces overnight on roads within 200m walk that could accommodate the unallocated parking demand associated with the development. There is not considered to be an unacceptable impact in this regard.
- 4.7 The car park layout is designed as follow:
- Electric vehicle charge will be possible for each parking space utilising a supply unit from the houses.
 - Each space in front of the houses has dimensions of 2.5m x 5m.
 - Each garage will measure 3.1m x 6m.
 - There will be 1.5m of footway, as a continuation of the existing provision on Mitford Close, separating the driveway.
- 4.8 Pedestrian visibility splays are provided for the driveway parking spaces as shown on the plan in Appendix F; there is no issue with visibility.
- 4.9 There will also be good visibility to the front of the garages. Very few pedestrians are expected to traverse in front of the site, with it being at the end of the cul-de-sac.

Proposed Highway Works

- 4.10 Mitford Close is public highway as illustrated on the Council's plan in Appendix G. It is proposed that the size of the turning head is reduced whilst still allowing sufficient space to turn fire tenders and delivery vehicles. Council refuse vehicles do not turn around at this end of the road.
- 4.11 The parking spaces for the two southernmost houses will be provided as driveways on hardstanding in front of the properties. The changes to the highway in this location will enable the development to be accessed. With the works being at the end of the cul-de-sac it should have minimal impact on other the amenity of existing residents along the street. All works that involve changes to the public highway will be secured through an appropriate S278 highway agreement with the Council.
- 4.12 A stopping up order will be made, as appropriate, with consultation as per the Council's usual procedure.
- 4.13 An application to relocate the street lighting column will be made to the Council.



Refuse Storage

- 4.14 In terms of refuse storage, each house will be provided with space to store 1 x 240L bin for general waste, 1 x 240L bin for recycling and a smaller caddy for food waste.

Deliveries and Servicing

- 4.15 Deliveries to the proposed residential units will be expected to be undertaken in accordance with the local restrictions with vehicles stopping on Mitford Close.
- 4.16 Refuse vehicles will reverse along Mitford Close to collect waste from the new houses as part of their existing regime. Correspondence with a Climate Change and Recycling Specialist at Wokingham Council contained in Appendix H has demonstrated that vehicles enter the road in forward gear and reverse along the road to collect from the properties, leaving in forward gear.
- 4.17 Fire tenders can turn within the existing turning head which will be retained. This is shown on the swept path analysis drawing contained in Appendix I, alongside a 7.5t box van which are typically the largest used for residential deliveries.

Trip Generation

- 4.18 In order to assess the likely demands on the transport network arising from the proposals, reference has been made to anticipated occupancy of the units as well as travel to work data extracted from the 2011 census as set out in section 2 of this TS.
- 4.19 The anticipated occupancy of the units is set out in Table 4.3.

Table 4.3 – Unit Mix and Projected Residents		
Unit Size	Number	Maximum Residents
3 bed, 5 person	4	20

- 4.20 It is anticipated as a robust case that there would be six car trips in the morning and afternoon peaks associated with the 20 residents. This will include journeys to work or school drop offs and likely to have more than one person per car. There are also expected to be eight trips by public transport or active travel modes.
- 4.21 With the highway, bus and cycle opportunities nearby, it is considered that the anticipated increase in trips resulting from the new residences is unlikely to be noticeable amid daily fluctuations in travel in the area.

Summary

- 4.22 It is considered that the proposal will not result in an unacceptable impact. Car and cycle parking are provided and refuse will be stored on site. There is not expected to be an unacceptable impact from overspill parking or trip generation.

5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been appointed by Ayro Properties to provide transport and planning services with regard to the proposals to provide four new homes at Mitford Close.

5.2 This Transport Statement has demonstrated that:

- The site is well located with bus and cycle infrastructure.
- The proposal will provide an appropriate level of car parking.
- Cycle parking will be provided for each house.
- Refuse storage will be provided accordingly. Collection can take place as per the Council's existing regime in the area.
- The proposal does not affect the ability for fire tenders to turn in front of the new houses.
- Works to change the carriageway in front of the development will be secured through an appropriate S278 agreement.
- A stopping up order will be made for the removal of the section of carriageway in front of the development on Mitford Close.
- The anticipated trips associated with the proposed site uses are not considered to result in a noticeable change in travel demand during the week.
- Deliveries and servicing will be undertaken on-street in line with the existing situation.

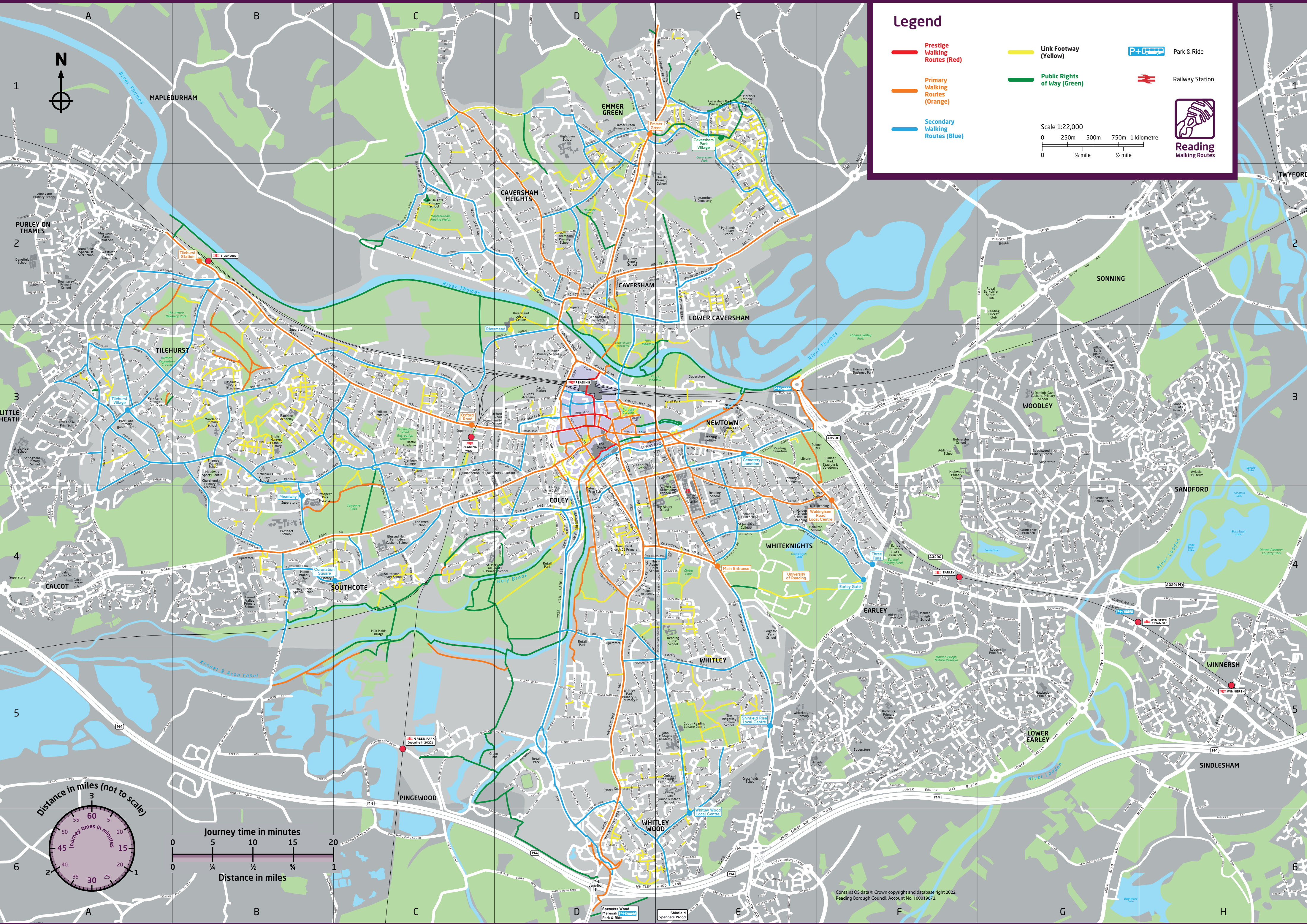
Conclusion

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 116, which 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 on the road network following mitigation, would be severe, taking into account all reasonable future scenarios."

Appendix A

Reading Walking Map



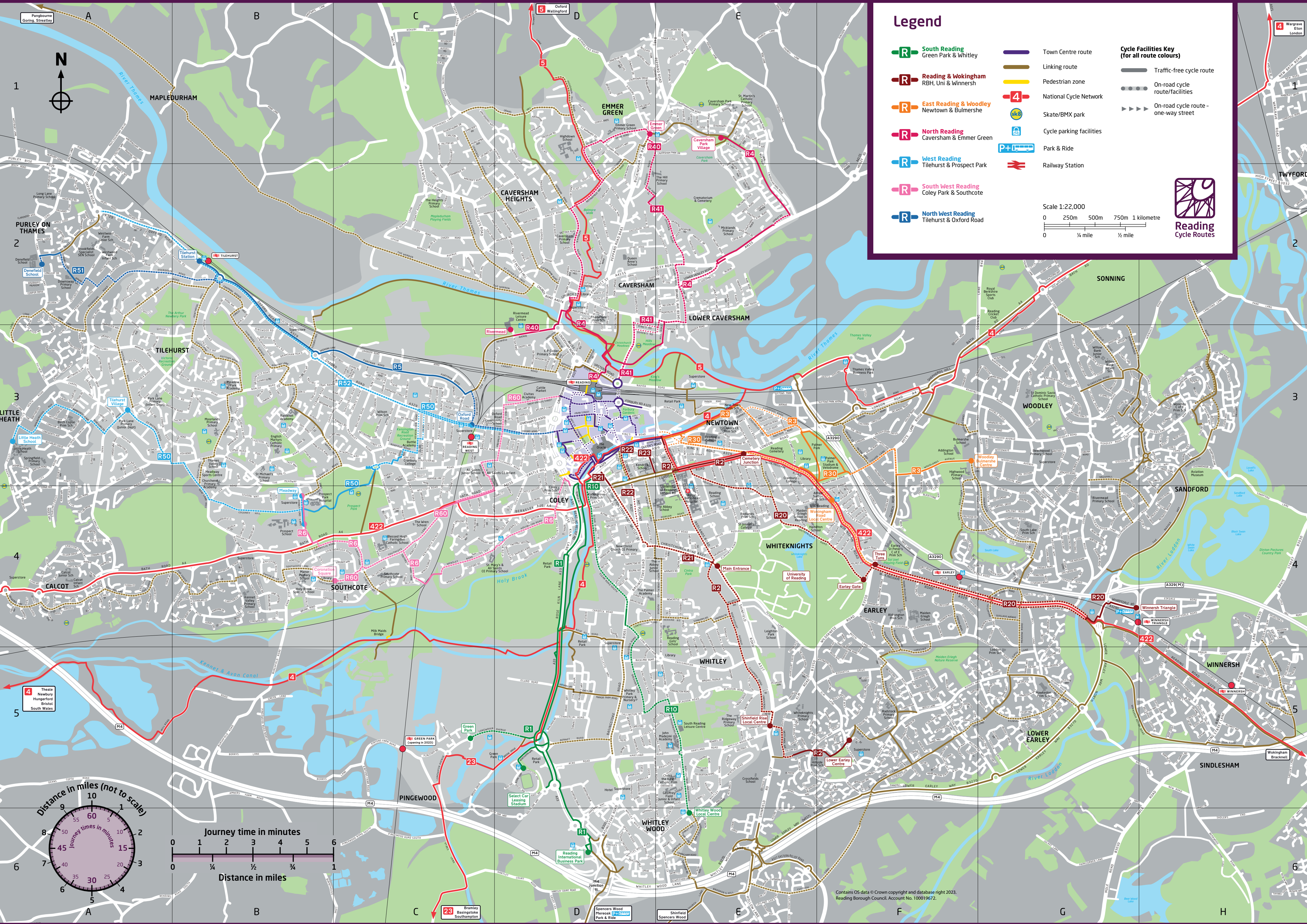
Legend

- Prestige Walking Routes (Red)
 - Primary Walking Routes (Orange)
 - Secondary Walking Routes (Blue)
 - Link Footway (Yellow)
 - Public Rights of Way (Green)
- Park & Ride
- Railway Station
-

Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 ¼ mile ½ mile

Appendix B

Reading Cycling Map



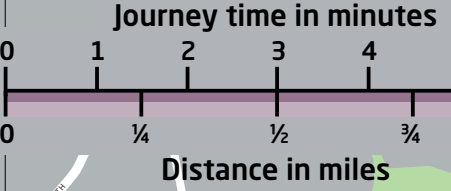
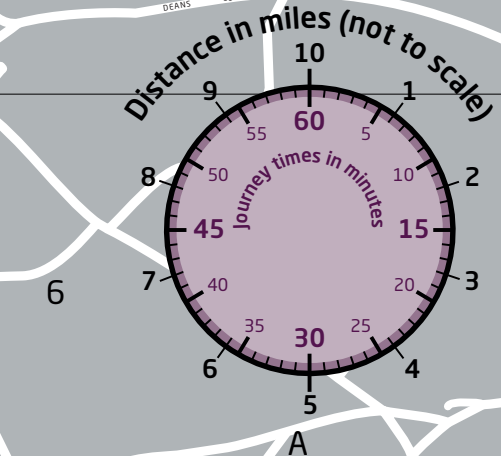
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South West Reading**
Coley Park & Southcote
- North West Reading**
Tilehurst & Oxford Road
- Town Centre route**
- Linking route**
- National Cycle Network**
- Skate/BMX park**
- Cycle parking facilities**
- Park & Ride**
- Railway Station**

- ### Cycle Facilities Key (for all route colours)
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street

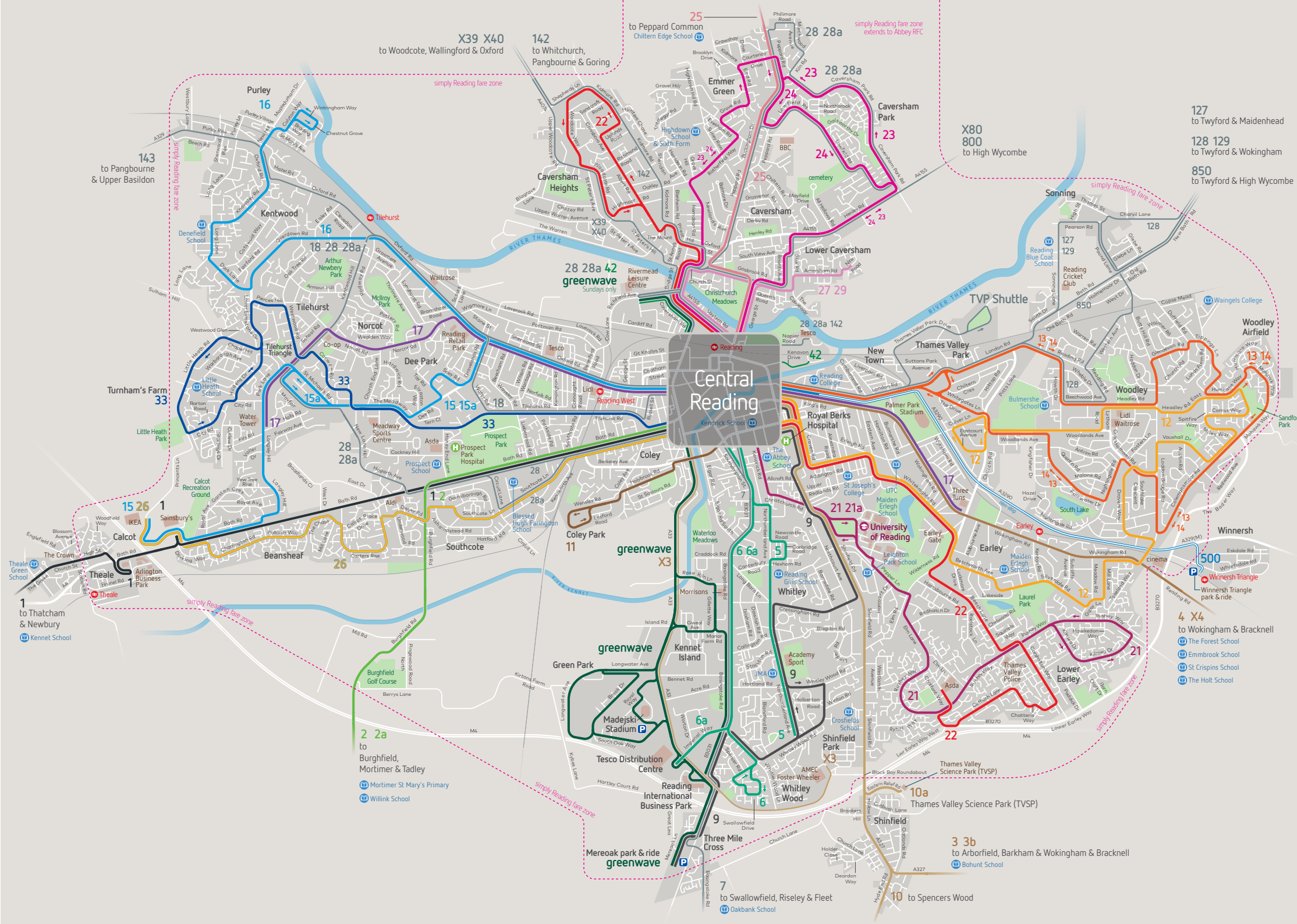


Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



Appendix C

Reading Bus Map



Appendix D

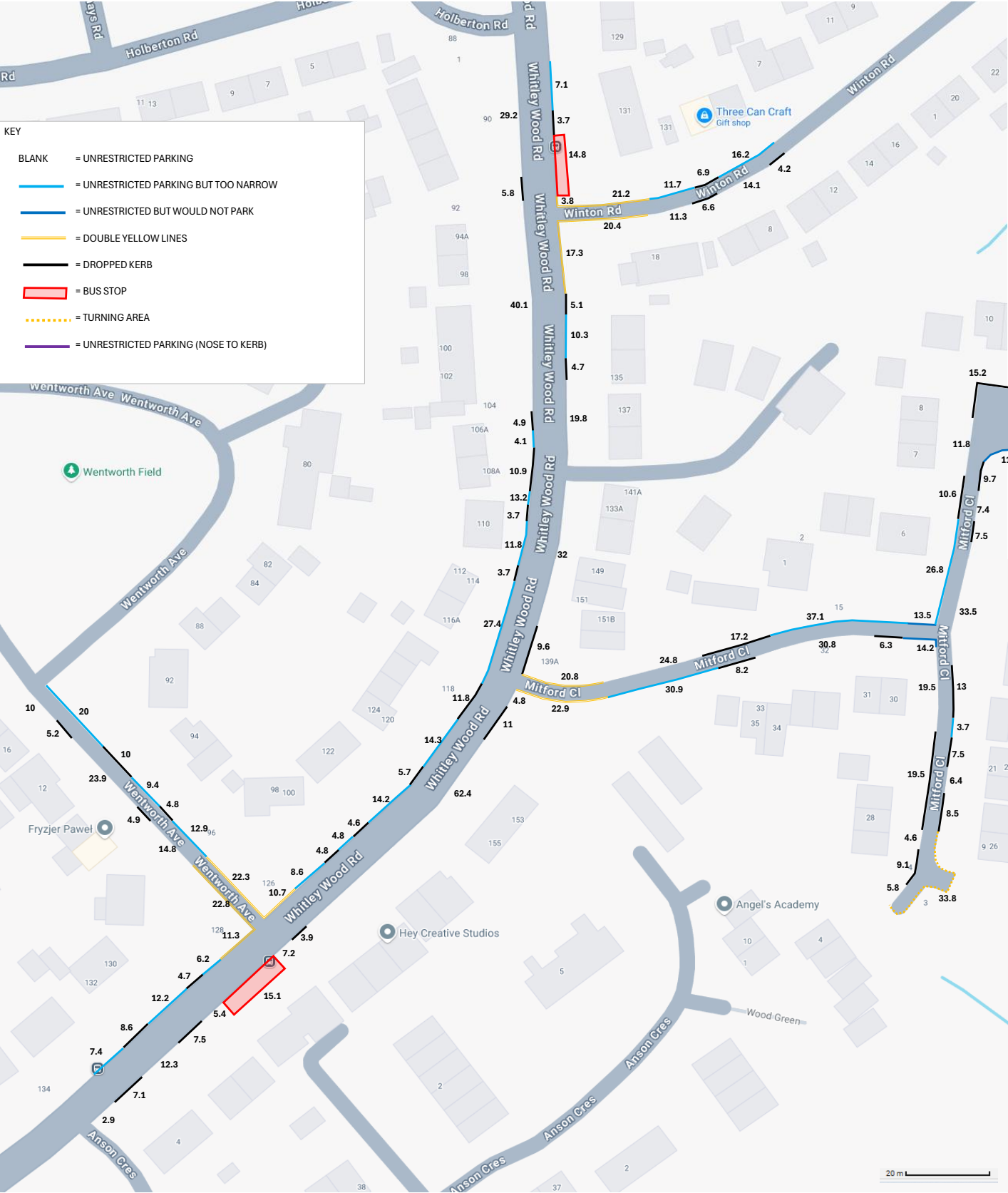
Parking Survey Results

K&M TRAFFIC SURVEYS

DATE: 4th & 5th MARCH 2025

DAY: TUESDAY & WEDNESDAY

LOCATION: MITFORD CLOSE, READING.

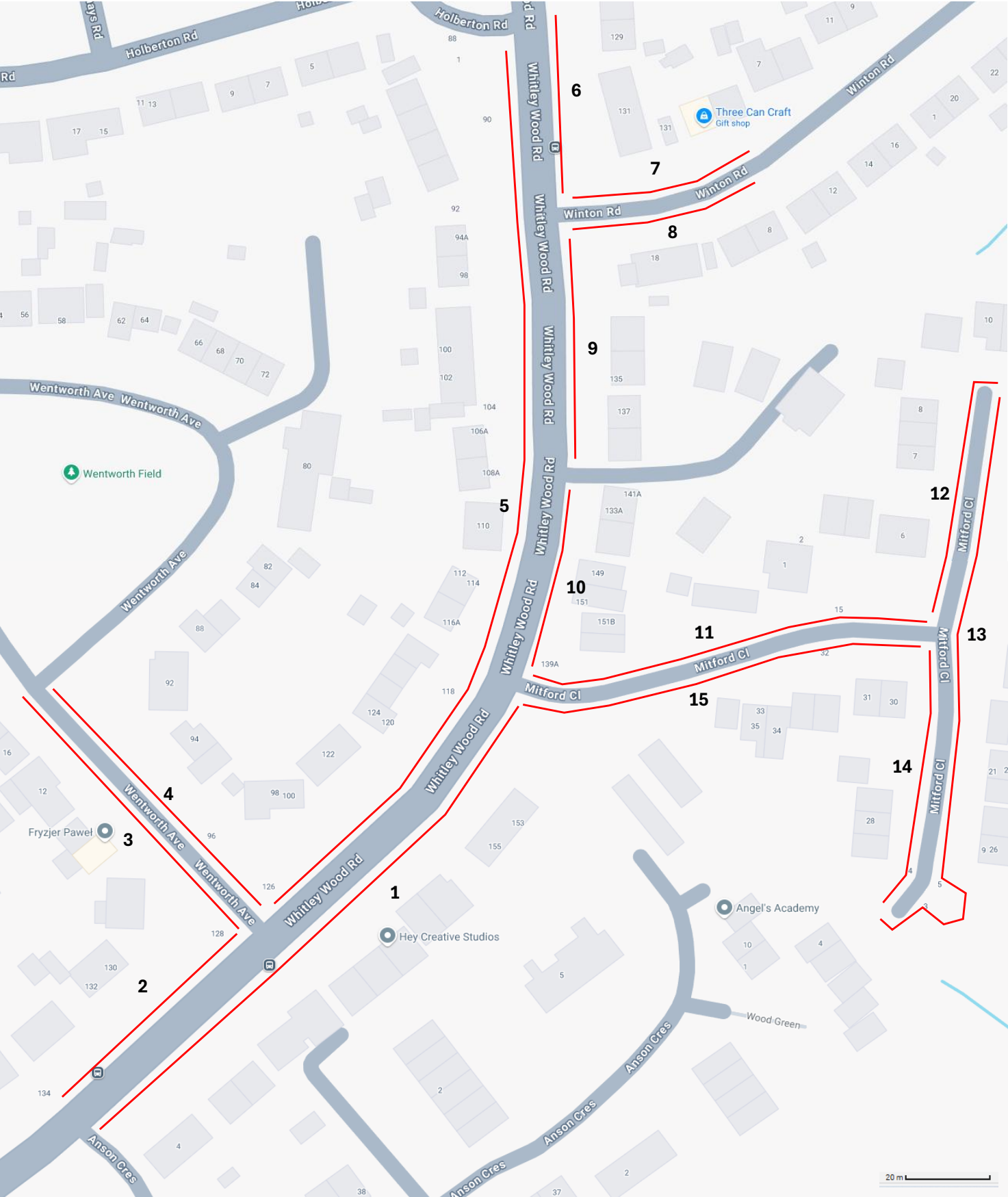


K&M TRAFFIC SURVEYS

DATE: 4th & 5th MARCH 2025

DAY: TUESDAY & WEDNESDAY

LOCATION: MITFORD CLOSE, READING.



K&M TRAFFIC SURVEYS

DATE: 4th & 5th MARCH 2025

DAY: TUESDAY & WEDNESDAY

LOCATION: MITFORD CLOSE, READING.

					TUESDAY 4th MARCH 2025			WEDNESDAY 5th MARCH 2025		
					TIME : 0200			TIME : 0500		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
WHITLEY WOOD ROAD	1	UNRESTRICTED PARKING	95	16	8	7	53.3%	7	7	50.0%
		DROPPED KERB	29.5					1		
		BUS STOP	15.1							
	2	TOO NARROW - UNRESTRICTED	25.8							
		DROPPED KERB	13.3							
		DOUBLE YELLOW LINES	11.3							
WENTWORTH AVE	3	DOUBLE YELLOW LINES	22.8							
		UNRESTRICTED PARKING	48.7	8	2	6	25.0%	2	6	25.0%
		DROPPED KERB	10.1							
	4	TOO NARROW - UNRESTRICTED	42.3							
		DROPPED KERB	14.8							
		DOUBLE YELLOW LINES	22.3							
WHITLEY WOOD ROAD	5	DOUBLE YELLOW LINES	10.7							
		TOO NARROW - UNRESTRICTED	98.4							
		DROPPED KERB	55.9							
		UNRESTRICTED PARKING	69.3	13	3	10	23.1%	3	9	25.0%
	6	TOO NARROW - UNRESTRICTED	7.1							
		DROPPED KERB	3.7							
		BUS STOP	14.8							
WINTON ROAD	7	DOUBLE YELLOW LINES	21.2							
		TOO NARROW - UNRESTRICTED	27.9							
		DROPPED KERB	6.9							
	8	DROPPED KERB	10.8							
		UNRESTRICTED PARKING	25.4	4	2	2	50.0%	2	2	50.0%
		DOUBLE YELLOW LINES	20.4							
WHITLEY WOOD ROAD	9	DOUBLE YELLOW LINES	17.3							
		DROPPED KERB	9.8							
		TOO NARROW - UNRESTRICTED	10.3							
		UNRESTRICTED PARKING	19.8	3	2	1	66.7%	2	1	66.7%
	10	UNRESTRICTED PARKING	32	6	5	0	100.0%	5	0	100.0%
MITFORD CLOSE	11	DROPPED KERB	9.6							
		DOUBLE YELLOW LINES	20.8							
		UNRESTRICTED PARKING	24.8	4	3	0	100.0%	3	1	75.0%
		TOO NARROW - UNRESTRICTED	37.1							
		DROPPED KERB	17.2							
	12	WOULD NOT PARK BUT UNRESTRICTED	13.5							
		TOO NARROW - UNRESTRICTED	26.8							
		DROPPED KERB	25.8					1		
	13	UNRESTRICTED PARKING	17.9	3	3	0	100.0%	3	0	100.0%
		NOSE TO KERB - UNRESTRICTED PARKING	14.7	5	4	0	100.0%	4	0	100.0%
		DROPPED KERB	46.2							
		UNRESTRICTED PARKING	47.3	8	6	2	75.0%	6	3	66.7%
		WOULD NOT PARK BUT UNRESTRICTED	11.8							
		TOO NARROW - UNRESTRICTED	3.7							
		TURNING AREA	33.8		1			1		
	14	UNRESTRICTED PARKING	29.9	4	3	2	60.0%	3	2	60.0%
		DROPPED KERB	28.6							
	15	WOULD NOT PARK BUT UNRESTRICTED	14.2		1			1		
		DROPPED KERB	14.5							
		UNRESTRICTED PARKING	30.8	6	5	0	100.0%	4	1	80.0%
		TOO NARROW - UNRESTRICTED	30.9							
		DOUBLE YELLOW LINES	22.9							

TUESDAY 4th MARCH 2025

TIME : 02:00

KEY

- BLANK = UNRESTRICTED PARKING
- = UNRESTRICTED PARKING BUT TOO NARROW
- = UNRESTRICTED BUT WOULD NOT PARK
- = DOUBLE YELLOW LINES
- = DROPPED KERB
- = BUS STOP
- ... = TURNING AREA
- = UNRESTRICTED PARKING (NOSE TO KERB)

KEY

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

The map displays a network of streets including Whitely Wood Rd, Winton Rd, Mitford Cl, Anson Cres, and Wentworth Ave. Various road features are highlighted, such as double yellow lines, dropped kerbs, and bus stops. Parking data is shown as blue dots (car parked) and red dots (observed space), with numerical values indicating specific metrics. A scale bar at the bottom right indicates 20m.

K&M TRAFFIC SURVEYS

DATE: 4th & 5th MARCH 2025

DAY: TUESDAY & WEDNESDAY

LOCATION: MITFORD CLOSE, READING.

WEDNESDAY 5th MARCH 2025

TIME : 05:00

KEY

BLANK

= UNRESTRICTED PARKING

= UNRESTRICTED PARKING BUT TOO NARROW

= UNRESTRICTED BUT WOULD NOT PARK

= DOUBLE YELLOW LINES

= DROPPED KERB

= BUS STOP

= TURNING AREA

= UNRESTRICTED PARKING (NOSE TO KERB)

KEY

= CAR PARKED

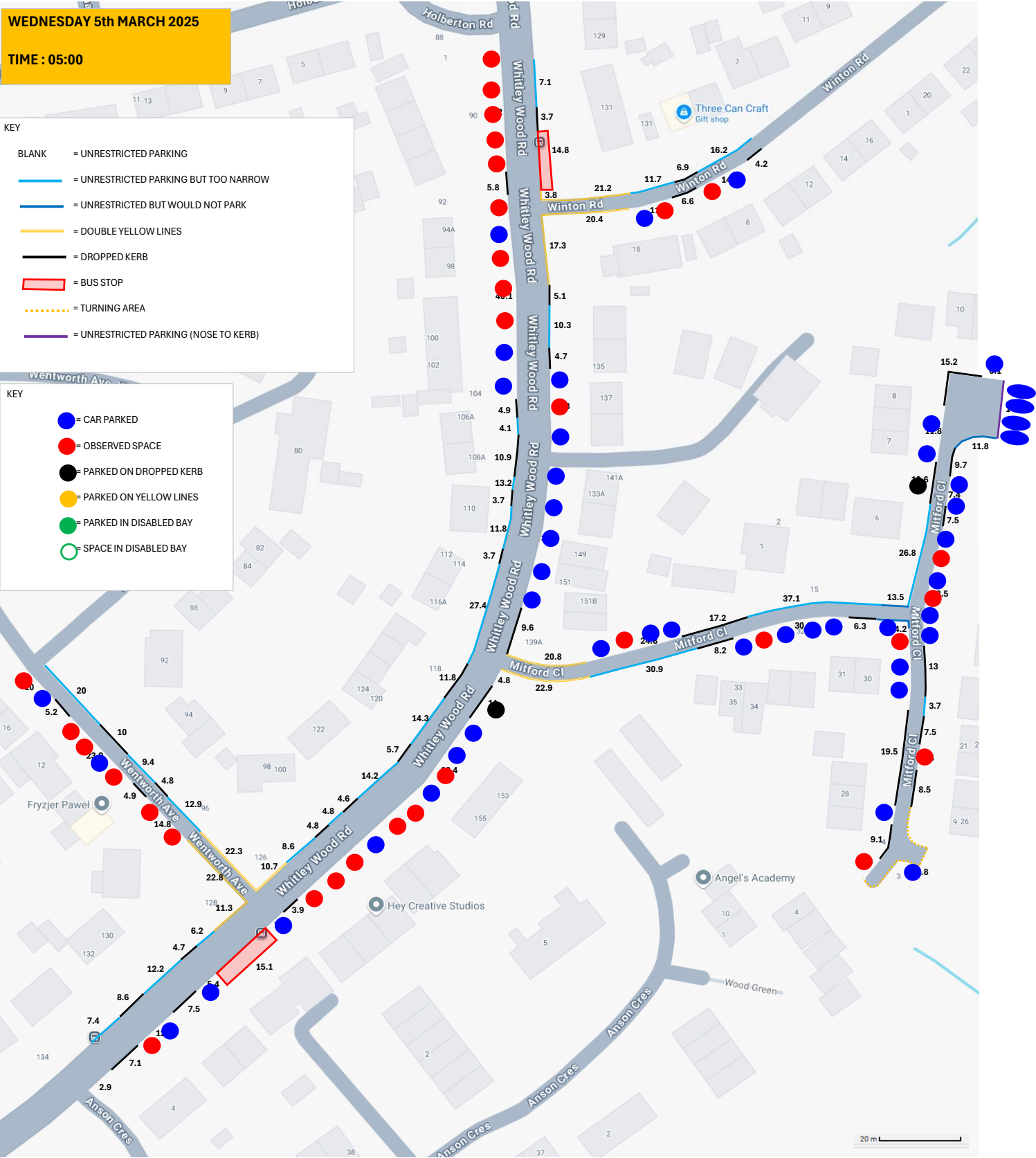
= OBSERVED SPACE

= PARKED ON DROPPED KERB

= PARKED ON YELLOW LINES

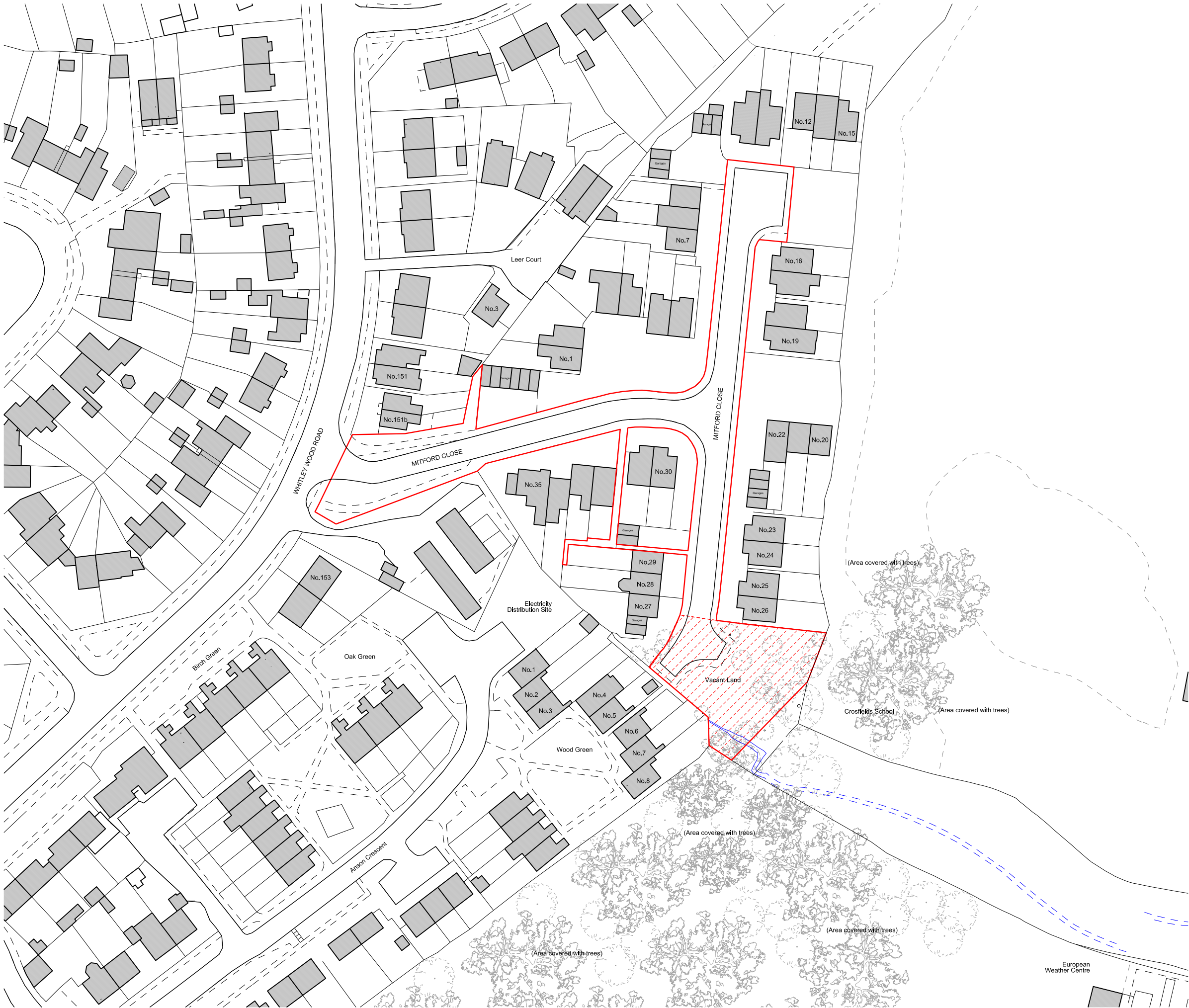
= PARKED IN DISABLED BAY

= SPACE IN DISABLED BAY



Appendix E

Application Plans



- Legend:
- Title Plan (Site Ownership)
 - Main Highway/Streets
 - Dry Ditch
 - Borough Boundary
 - Vacant Land (Site Development focus)

Notes:

Please note this map is sourced from Edina Digimap, and accuracy is to be confirmed.

Project Address:	Land lying to the East Side of Whitley Wood Road, Mitford Close, Shinfield, RG2 8JQ, Reading.
Client:	Ayro Property Investments Ltd.
Drawing Title:	SITE LOCATION PLAN (WHOLE MITFORD CLOSE)
Drawing Status:	Planning
Scale	1:1000 @A1/ 1:2000@ A3
Date:	July 2025
Drawing Number:	100_00

N

0m5m10m20m50m

Laura Nica Studio

Anayah Apartments, 54B Trundleys Rd, London, SE8 5FB

T.: +44 7413176181

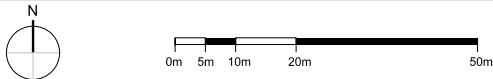
E: a.lauranica@gmail.com

No implied license exists. All dimensions should not be used to calculate areas for the purposes of valuation. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. Do not scale drawings. All work must comply with relevant British Standards and Building Regulations requirements. Drawings errors and omissions to be reported to the architect.



Legend

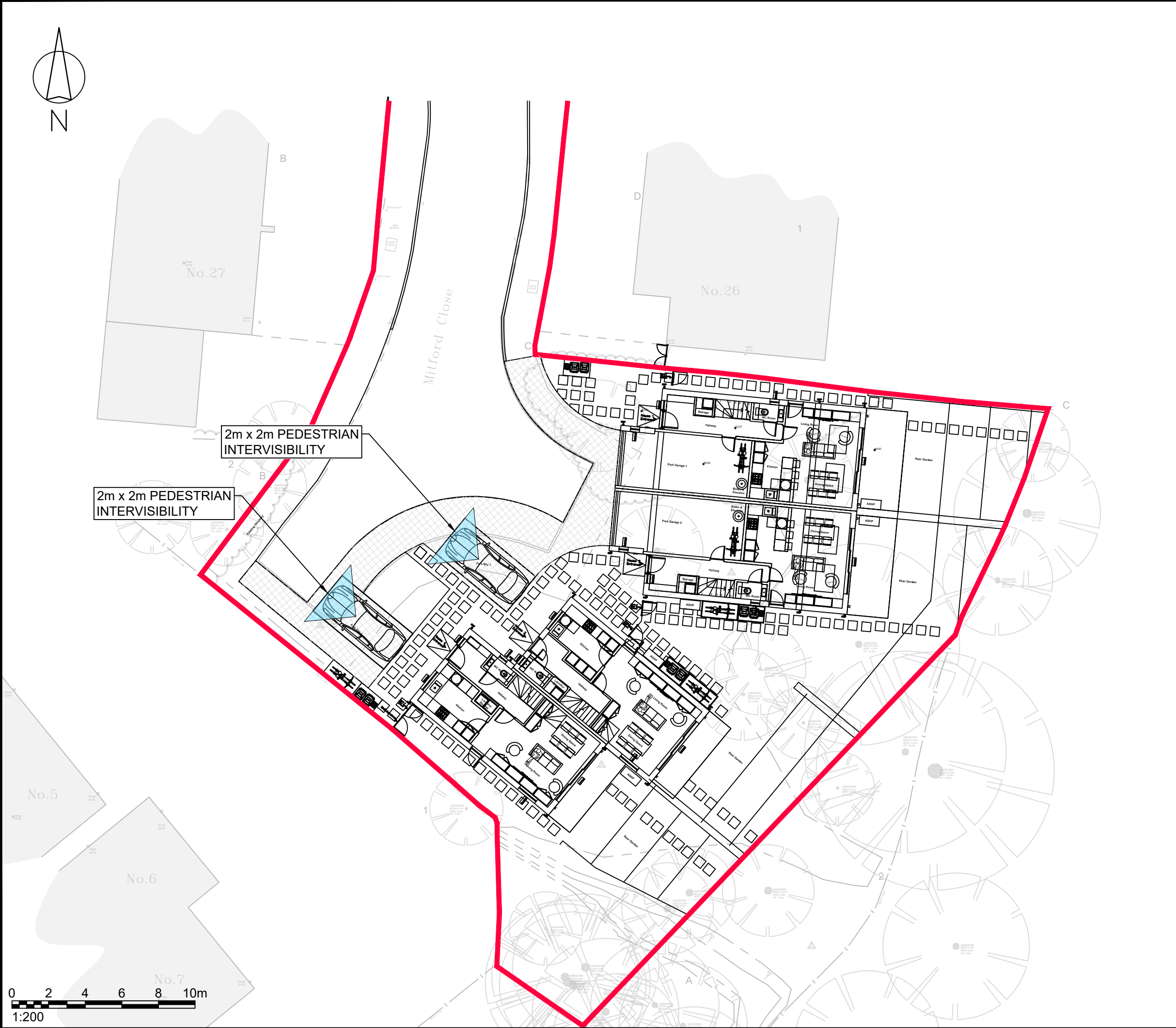
Project Address:	Land lying to the East Side of Whitley Wood Road, Mitford Close, Shinfield, RG2 8JQ, Reading.
Client:	Ayro Property Investments Ltd.
Drawing Title:	PROPOSED GROUND FLOOR PLAN (GA)
Drawing Status:	Planning
Scale	1:100 @A1/ 1:200 @A3
Date:	July 2025
Drawing Number:	200_01



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No implied license exists. All dimensions should not be used to calculate areas for the purposes of valuation. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility. Do not scale drawings. All work must comply with relevant British Standards and Building Regulations requirements. Drawings errors and omissions to be reported to the architect.

Appendix F

Pedestrian Visibility Splays



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

Client
Ayrn Properties Investments Limited

Project
Land to the south of Mitford Close

Drawing Title
Pedestrian Intervisibility

Scale	1:200	Size	A3
Drawn	MG	31.07.25	
Checked	JP	31.07.25	



ttp consulting
transport planning specialists

27 Beak Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5244-001	...

2024-5244-001 - PEDESTRIAN INTERVISIBILITY.DWG

Appendix G

Highway Boundary Map

☒ Highways

Adoption Status

-  Private
-  Adopted
-  To be confirmed
-  Unadopted
-  WBC property

Public Rights of Way

-  Bridleway
-  Byway open to all traffic
-  Footpath
-  Footpath with limitations
-  Restricted Byway

☒ Adoption Status

☒ Public Rights of Way

☐ Boundaries



Appendix H

Email correspondence with Wokingham Climate Change and
Recycling Specialist

Re: Waste Services Enquiry - Mitford Close Laura Nic

Waste Services <Waste.Services@wokingham.gov.uk>

to me ▾

Hi Laura,

Our driver, drives in to the close towards point 1, then reverses towards point 2.

Kind regards,

Jonathan

Jonathan Adams

Climate Change and Recycling Specialist | Place Clienting

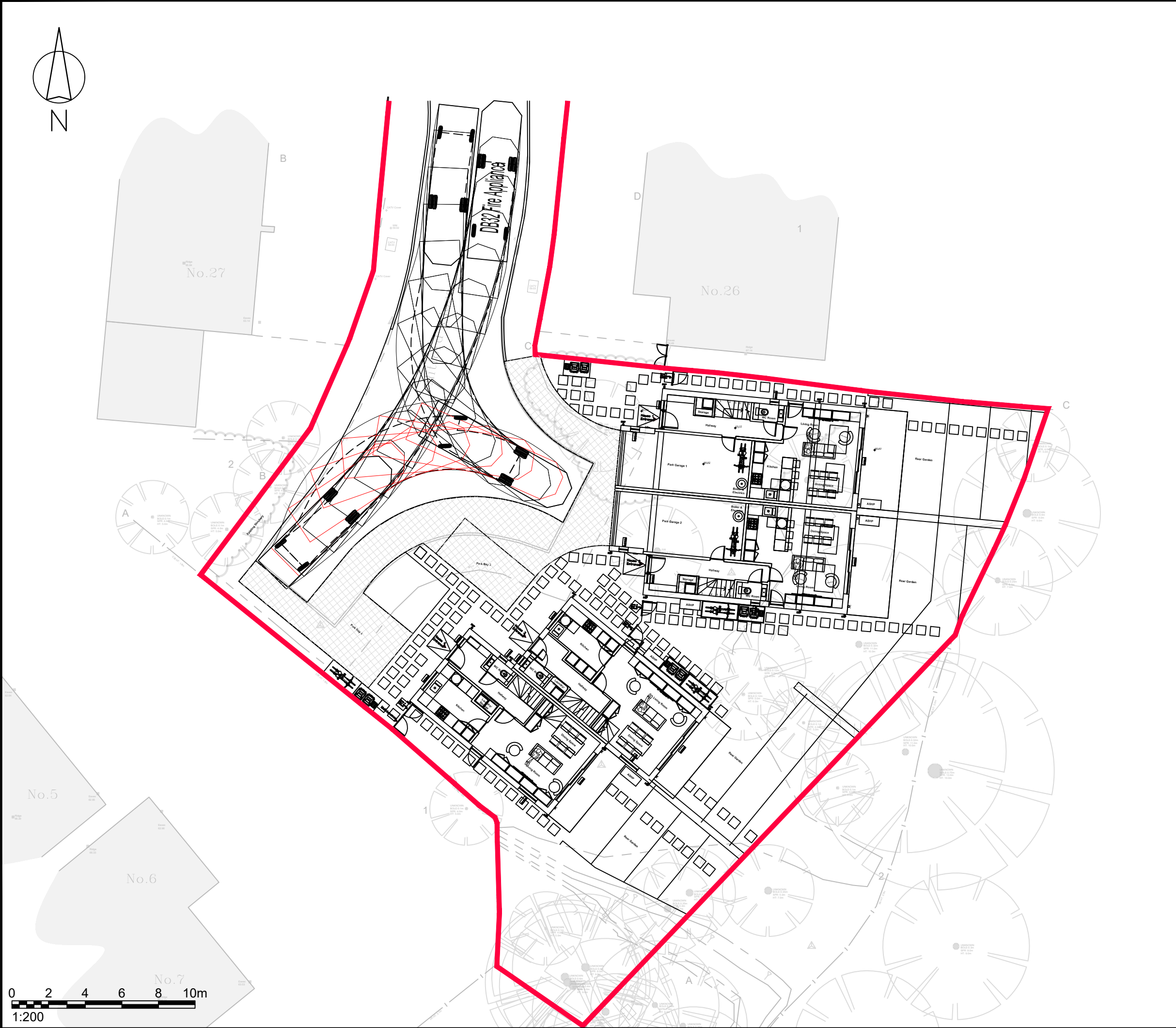
Wokingham Borough Council

Tel: 0118 9746000



Appendix I

Swept Path Analysis (fire tender and box van)



Rev	Details	Drawn	Checked	Date
A	Site Layout Updated	MG	JP	16.07.25

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

DB32 FIRE APPLIANCE

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
Ayrn Properties Investments Limited

Project
Land to the south of Mitford Close

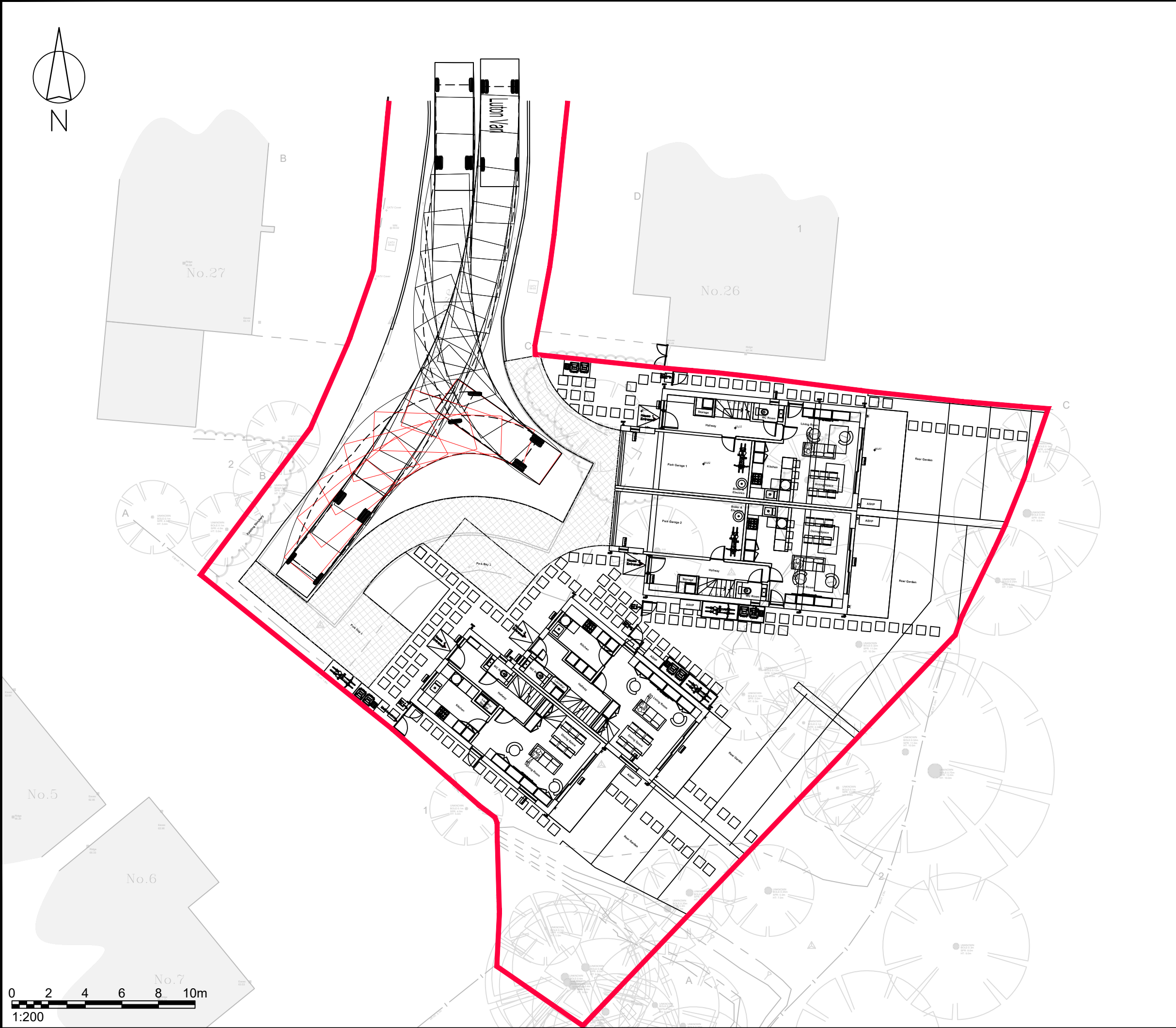
Drawing Title
**Vehicle Swept Path Analysis
Fire Appliance**

Scale	1:200	Size	A3
Drawn	MG		24.02.25
Checked	JP		24.02.25

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transport planning specialists

27 Beak Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5244-TR02	A



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

LUTON BOX VAN

Overall Length	6.970m
Overall Width	2.100m
Overall Body Height	3.420m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
Ayrn Properties Investments Limited

Project
Land to the south of Mitford Close

Drawing Title
**Vehicle Swept Path Analysis
Luton Box Van**

Scale	1:200	Size	A3
Drawn	MG	16.07.25	
Checked	JP	16.07.25	

ttp consulting
transport planning specialists

27 Beak Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2024-5244-TR03	...

2024-5244-TR03 - VSPA LUTON BOX VAN.DWG