



Land at Park Lane, Charvil

Transport Statement

Client: Bellway Homes Limited (Thames Valley)

i-Transport Ref: SJ/PL/ITS210467-001a

Date: 04 December 2025

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Quality Management

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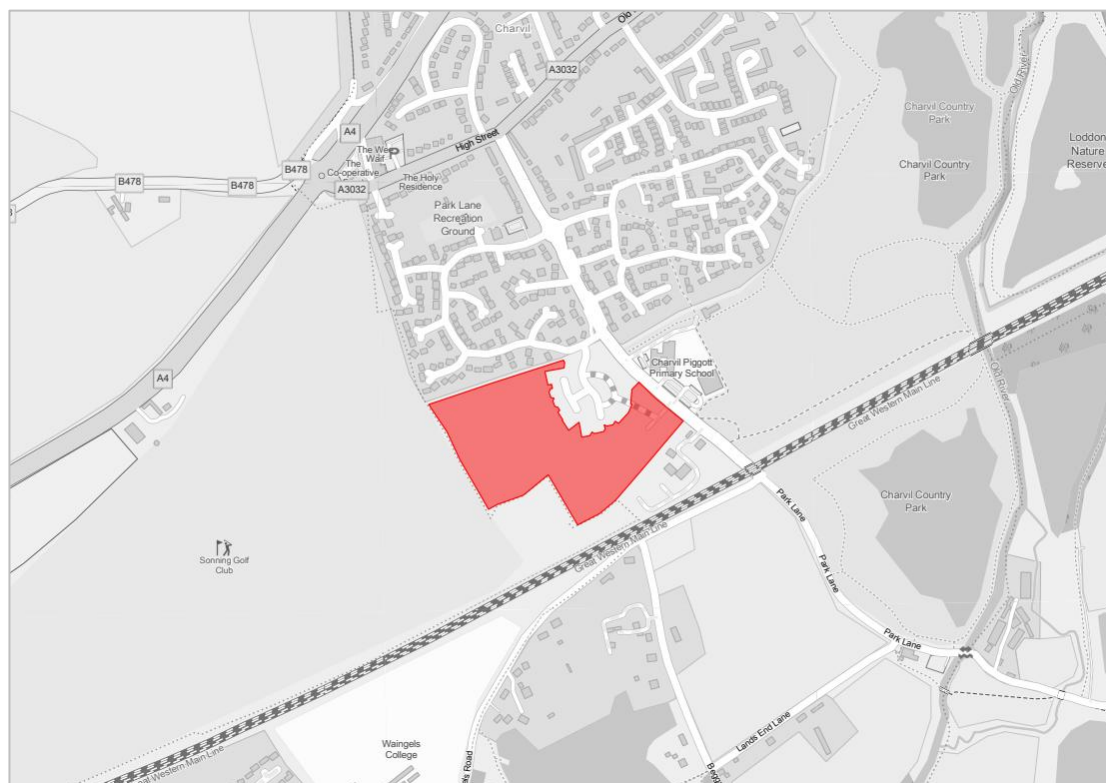
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SECTION 1 Introduction

1.1 Background

- 1.1.1 Bellway Homes Limited (Thames Valley) has appointed i-Transport LLP to provide highways and transport advice in relation to a Reserved Matters Application (RMA) on Land at Park Lane, Charvil for the development of 75 residential dwellings together with associated parking, landscaping and open space. The proposed site layout plan illustrating how the scheme will be delivered is provided in **Appendix A**.
- 1.1.2 The Site is located to the south of the Hawthorns and west of Park Lane and opposite the primary school in Charvil, within the jurisdiction of Wokingham Borough Council (WBC) which serves as both the Local Planning and Highway Authority. To the north of the Site is a recently completed scheme which delivered 25 dwellings.
- 1.1.3 A site location plan is provided as **Image 1.1**.

Image 1.1: Site Location Plan



Source: Figure 1

- 1.1.4 The site benefits from an outline planning permission for 75 dwellings granted on May 2025 (WBC planning reference: 232704).

1.2 Planning History

1.2.1 Planning permission was granted in Outline in May 2025 for:

“Outline application for the proposed erection of up to 75 dwellings with only access to be considered via Park Lane. Appearance, Landscaping, Layout and Scale to be matters reserved.”

1.2.2 In line with the requirements of the National Planning Policy Framework (NPPF), the transport impacts that may arise from the proposed development should be considered against the four critical tests to demonstrate:

- a. Sustainable travel will be prioritised taking account of the vision for the site;
- b. Safe and suitable access will be provided for all users;
- c. The development will be designed in accordance with national design guidance; and
- d. The traffic impacts will be acceptable or will be cost effectively mitigated to an acceptable degree through a vision-led approach such that there will not be a severe residual impact.

1.2.3 As a result of outline planning permission being granted, transport considerations including sustainable travel (test - a), means of access (test - b) and traffic impacts (test - d) have already been determined and agreed.

1.2.4 Outstanding matters related to layout, appearance, landscaping and scale of the scheme (i.e. test - c) are to be determined under Reserved Matters and are the subject of the RMA that this report supports.

1.3 Scope of Transport Statement

1.3.1 This Transport Statement (TS) has been prepared in support of the Reserved Matters planning submission and addresses the transport related elements of the layout, including street hierarchy and design, movement framework, car and cycle parking provisions and servicing.

1.3.2 The TS considers both national and local policy, including the National Planning Policy Framework (NPPF), Manual for Streets and Manual for Streets 2 (MfS and MfS2, respectively), as well as WBC's Living Streets – A Highways Guide for Developers in Wokingham and WBC's Parking Standards Study Report.

1.3.3 This TS demonstrates that the proposed development has been designed to meet the relevant standards and complies with the design principles agreed at the outline planning stage with WBC.

1.4 Structure of the TS

1.4.1 The remainder of this TS is structured as follows:

- **Section 2** – provides a summary of the outline planning permission and the supporting conditions and planning obligations insofar as they relate to transport matters;
- **Section 3** – presents the development proposals, including the proposed site access arrangements, pedestrian and cycle connections and car and cycle parking provision;
- **Section 4** – considers the proposed internal site layout, including matters of movement, site servicing and car and cycle parking design; and
- **Section 5** – provides a summary and draws conclusions.

SECTION 2 Outline Planning Permission

2.1 Overview

- 2.1.1 The site benefits from an outline planning permission for 75 dwellings granted in May 2025 (WBC planning reference: 232704). This section sets out the relevant planning conditions and obligations

2.2 Planning Conditions and Obligations

- 2.2.1 The key planning conditions relating to the scheme outlined in the Decision Notice dated 12 May 2025 are set out below:

1. a) No development shall commence until details of the access, appearance, landscaping, layout, and scale (hereinafter called 'the reserved matters', as well as any outstanding conditions set out below) of the development, have been submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

2. Approved details

This permission is in respect of the submitted application plans and drawings outlined below, received by the local planning authority on 02/11/2023. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Location Plan – 103 A

Site Access arrangement Drawing ITB17047-GA-005G

18. Walking Strategy

Prior to the commencement of development, details of the internal pedestrian infrastructure and connections from the development to improve footway routes that connect the development with Twyford Station, bus stops and local shops shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

19. Garage to be retained as such

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and reenacting that Order with or without modification), the garage accommodation on the site identified on the approved plans shall be kept available for the parking of vehicles ancillary to the residential use of the site at all times. It shall not be used for any business nor as habitable space.

20. Details of car and motorcycle parking

The reserved matters application for the development shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

21. Cycle parking

The reserved matters application for the development shall include details of secure and covered bicycle storage/parking facilities serving that dwelling for the occupants of, and visitors to the development. The cycle storage/parking shall be implemented in accordance with the approved details 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

22. Electric Vehicle Charging

Prior to commencement of development hereby approved, an Electric Vehicle Charging Strategy serving this development shall be first submitted to and approved in writing by the Local Planning Authority. This strategy shall include details relating to on-site electric vehicle charging infrastructure in accordance with the Building Control Regulations Approved Document S and details of, installation of charging points. The development hereby approved shall be implemented in accordance with the approved strategy thereafter and no dwelling hereby approved shall be occupied until the approved electric vehicle charging points serving that dwelling have become operational.

23. 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 Park Lane Charvil to include visibility splays of 2.4m by 43m, relocation of lighting column and the dedicated pedestrian crossing of Park Lane. 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.

25. Visibility Splays for private driveways

The dwelling/buildings 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.

27. Parking Management Strategy

Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of the parking arrangements 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.

2.2.2 Schedule 6 of the S106 dated 9 May 2025 set out a planning obligation in relation to My Journey Contribution or Travel Plan Provisions. It is as follows:

The Owner covenants with the Council as follows:

1. On or before Commencement of Development, the Owner shall entirely at its own absolute discretion either:

1.1 pay to the Council the My Journey Contribution and not Commence Development until the My Journey Contribution has been paid to and received by the Council (in which case the Council agrees that the requirements relating to the travel plan in paragraphs 1.2 and 2 of this Schedule are discharged in full); or

1.2 no later than the date of Commencement of Development the Owner shall submit the Interim Travel Plan to the Council's Director of Place and Growth and Assistant Director Highways and Transport (or such other named directorate of the highway authority of the Council) for its (or its delegated officer's) written approval in accordance with the principles set out in paragraph 2 of this Schedule and the "Council's Residential Travel Plan Guidance 2011" (or such replacement guidance as may be issued from time to time) (in which case the Council agrees that the requirements relating to the My Journey Contribution in paragraph 1.1 of this Schedule are discharged in full).

2. In the event the Owner elects to submit the Interim Travel Plan in accordance with paragraph 1.2 of this Schedule;

2.1 The Owner will not Occupy or permit Occupation of any Dwelling until the Interim Travel Plan has been approved in writing by the Council.

2.2 The Travel Plan Co-ordinator shall be appointed not less than three (3) months prior to first Occupation and as part of such appointment will be required to fulfil all obligations on the Travel Plan Co-Ordinator as set out in this Schedule.

2.3 The Travel Plan Co-ordinator shall within three (3) months of the baseline survey provided in accordance with the terms of the approved Interim Travel Plan submit to the Council in writing the Final Travel Plan for the Council's written approval. The Final Travel Plan will include the recommendations of the Council's Interim Travel Plan assessment and be based on the baseline survey as defined in the approved Interim Travel Plan.

2.4 The Travel Plan Co-ordinator will implement the approved Final Travel Plan no later than three (3) months from the Council approving in writing the Final Travel Plan.

2.5 The Travel Plan Co-ordinator shall undertake or commission the initial survey upon fifty per cent (50%) Occupation of the Development or six (6) months after first Occupation, whichever occurs soonest. A survey will then be undertaken annually for a period of five (5) years from the date of the initial survey, to be extended to seven (7) years if the targets are not met within five (5) years.

2.6 The Travel Plan Co-ordinator will report the survey results to the Council within three (3) months of each survey in the form of a monitoring report. The Final Travel Plan will be updated annually with the results of the survey.

2.7 The Owner shall pay the Travel Plan Monitoring Fee to the Council on or before Commencement of Development.

2.8 The Travel Plan Co-ordinator shall use reasonable endeavours to implement the measures/initiatives to achieve the Travel Plan Objective within five (5) years of the first survey (which first survey shall be no later than either at fifty per cent (50%) of Occupation, or six (6) months after first Occupation whichever occurs soonest in accordance with paragraph 2.5 above).

2.9 The Travel Plan Co-ordinator will be responsible for handing over the responsibility of the Final Travel Plan to the residents' association or equivalent at the end of five (5) years or seven (7) years if the targets are not met.

2.10 A package of measures/initiatives will be made available to all residents and, where practical, visitors of and to the Development. The measures to encourage sustainable travel should include any or all of the items listed (a) to (i) in this paragraph 2.10. In the event the Travel Plan Objective is not being met, then additional measures or initiatives will be introduced individually or collectively so that the Travel Plan Objective is achieved and/or maintained:

- a) Publish and promote the measures/initiatives to employees and visitors;***
- b) Provide travel information in the form of a welcome pack;***
- c) Promotion of a car sharing database;***
- d) Promoting the use of electrical vehicles***
- e) Travel plan newsletter prepared by the Travel Plan Co-ordinator and distributed to residents of the Development;***
- f) Community travel website and notice board;***
- g) Provision of pedestrian and cycle links from the Site to the surrounding footway network;***
- h) Bus infrastructure improvements in the vicinity of the Site;***
- i) Provide to the first Occupier of each Dwellings a 'taster' public transport voucher valid for one month of travel from the date of Occupation of that Dwelling (limited to one voucher per Dwelling);***

j) Provide one cycle voucher worth £100 to the first Occupier of each Dwelling valid for a six month period from the date of first Occupation of each Dwelling (limited to one voucher per Dwelling);

k) Additional bus and cycle vouchers including promotional fact sheets to encourage residents of the Development to change their travel mode;

l) Additional follow up meetings with the Travel Plan Co-ordinator to discuss personal travel advice.

SECTION 3 Development Proposals

3.1 Overview

- 3.1.1 This TS has been prepared in support of a Reserved Matters Application (RMA) on the site for the development of 75 residential dwellings together with associated parking, landscaping and open space. The proposals comprise 40% affordable dwellings.
- 3.1.2 Matters related to the internal road layout, footways, parking, appearance and scale of the scheme are to be determined.
- 3.1.3 The proposed site layout plan illustrating how the scheme will be delivered is provided in **Appendix A**, with an extract presented in **Image 3.1** below.

Image 3.1: Proposed Site Layout Plan



Source: finc

- 3.1.4 The proposed development will provide a mix of 2, 3, 4 and 5-bedroom affordable and private dwellings. It will comprise a mixture of detached, semi-detached and terraced properties. **Table 3.1** outlines the schedule of accommodation for affordable and private dwellings.

Table 3.1: Schedule of Accommodation

Dwellings Type	Affordable (40%)			Private (60%)	Total
	Affordable Rent	Shared Ownership	First Homes	Open Market	
2 Bedroom	3	-	7	-	10
3 Bedroom	10	2	-	-	12
4 Bedroom	6	-	-	26	32
5 Bedroom	2	-	-	19	21
Total	21	2	7	45	75

3.2 Access Strategy

3.2.1 Planning permission was granted at the Outline stage, with all matters other than access reserved. As a result of planning permission being granted, transport considerations including means of access, transport accessibility and traffic impacts have already been determined and agreed with WBC. These matters, including the access strategy summarised in this section, are not the subject of this application or assessed in this report.

3.2.2 In accordance with the approved **Drawing ITB17047-GA-005 Rev G**, the proposed development will be served through a simple priority junction and a 5.5m wide site access road with 6.0m radii which tie with Park Lane. Within the Site, the road reduces in width to 5.0m commensurate with its residential nature.

3.2.3 The proposals include 2.0m wide footways on either side of the access road to connect with the existing footway on the western side of Park Lane which leads to public footpath on the opposite side of Park Lane running on the northern boundary of Charvil Piggot Primary School. This footpath can be used to access extensive natural green spaces at the Charvil Country Park.

3.3 Design Principles

3.3.1 The proposed on-site layout (**Appendix A**) has been designed following the principles of the layout that was submitted at the outline application stage. The proposed street layout and associated highway infrastructure reflects the WBC Living Streets guidance, parking standards and Manual for Streets (MfS).

3.3.2 An internal street network is proposed throughout the site to ensure safe and efficient movement for all modes of travel and to limit the need for turning movements. Swept path analysis has been undertaken using a large refuse vehicle and a pumping appliance to demonstrate these vehicles are able to access, circulate and egress the development.

3.3.3 Section 4 of this TS details the site layout matters including street geometry, junction and forward visibility splays, pedestrian crossings and servicing arrangements and demonstrates how these comply with the relevant design standards.

3.4 Cycle and Car Parking Provision

3.4.1 WBC's Parking Standards Study Report (October 2011), including the Wokingham Parking Demand Calculator were used to determine the parking requirement for the development scheme.

3.4.2 The Wokingham Parking Demand Calculator calculates the parking requirements based upon the number of habitable rooms within each dwelling and provision of allocated and unallocated parking spaces. By using this method, it ensures that adequate parking will be provided on the site to meet the needs of residents and visitors.

3.4.3 The proposed parking provision for the scheme will comprise a mixture of allocated and unallocated parking spaces. Overall, 54 dwellings are proposed to have allocated parking spaces and 21 dwellings are proposed to have unallocated parking spaces.

3.4.4 WBC's Parking Demand Calculator allows for a maximum of two allocated parking spaces for each dwelling. On this basis, for a development of 75 dwellings (accommodation schedule provided in **Table 3.1**) WBC's Parking Demand Calculator requires 108 allocated parking spaces and 59 unallocated parking spaces including visitors. These equate to 167 parking spaces in total. Garages have been excluded from this calculation.

3.4.5 As shown in the site layout plan (**Appendix A**), predominantly two allocated parking spaces are provided for each dwelling either in the form of driveways or within parking courts. Two dwellings are provided with four allocated parking spaces each.

3.4.6 Overall, the development proposal provides the following parking provision across the site:

- 112 allocated spaces;
- 42 unallocated resident spaces;
- 17 visitor spaces; and
- 52 garage spaces.

- 3.4.7 Garages will be retained and kept available for the parking of vehicles associated with the residential use of the site at all times.
- 3.4.8 As shown in the site layout plan, car parking will be predominantly:
- Off-street via vehicular crossovers, and predominantly on-plot via driveway spaces for individual homes; and
 - Within court yards.
- 3.4.9 The visitor and unallocated parking spaces are mostly provided as parallel parking spaces and are distributed relatively evenly across the site.
- 3.4.10 Given the number of potential junctions, crossovers for driveway/off-street parking spaces, this limits the natural ability to park on-street.
- 3.4.11 Electric vehicle charging will be provided across for all dwellings.
- 3.4.12 In terms of cycle parking, these will be within garages where these are provided, and within sheds for dwellings without garages.
- 3.4.13 Overall, the proposed car and cycle parking provision is adequate to meet the parking demand of the site and avoid inconsiderate and unsafe parking.

SECTION 4 Site Layout Matters

4.1 Overview

4.1.1 The proposed site layout is presented in **Appendix A**. This has been designed in accordance with the WBC's Living Streets guidance and the Manual for Streets (MfS).

4.1.2 This section of the TS outlines the key elements of the proposed site layout, in particular to consider:

- Adequacy of the Internal Street Network;
 - Street Hierarchy and Geometry;
 - Design Speed;
 - Junction and Forward Visibility;
 - Pedestrian Crossings and Visibility; and
 - Indicative Road Adoption.
- Refuse Servicing Arrangements and Emergency Access; and
- Suitability of Car Parking design and allocation.

4.2 Internal Street Network

4.2.1 An internal street network is proposed which provides safe and efficient movement for all modes of travel and to limit the need for turning movements. A primary access arrangement comprising pedestrian provision is provided via a new junction on Park Lane. The internal movement network is discussed in detail below.

Street Hierarchy and Geometry

4.2.2 A review of the on-site street geometry has been undertaken, and this is presented at **Drawing ITS210467-GA-001**. The on-site streets are provided as tertiary streets, shared surface streets and access to mews/parking courts. The street hierarchy and typical parameters of the internal streets are provided in compliance with WBC's Living Street guide and are discussed:

Tertiary Street

4.2.3 The site access road is provided as a 5.5m wide street which reduces in width to 5.0m within the site commensurate with its residential nature. 2.0m footways are provided on both sides of the street where dwellings are present on both sides. Where the access to dwellings is from one side only, a 2.0m footway is provided on that side. On-carriageway cycling is suitable along this street.

Shared Surface Streets

- 4.2.4 4.8m wide shared surface streets with margins in addition to this width are provided in some locations. These shared surface streets serve limited number of dwellings and comply with WBC's Living Streets guidance. On-carriageway walking and cycling is suitable on these streets due to low traffic volumes and slow traffic speeds.
- 4.2.5 Different carriageway surfacing will be provided to clearly distinguish shared surface streets with tertiary streets.

Access to Mews / Parking Courts

- 4.2.6 Access to mews / parking courts are provided as 4.1m shared surfaces. As with shared surface streets, due to low traffic volumes and slow traffic speeds, on-carriageway walking and cycling is suitable and different carriageway surfacing will be provided to clearly distinguish these from other street types.

Design Speed

- 4.2.7 In terms of design speed, WBC's Living Streets guidance sets out the requirement that all tertiary streets and shared surface streets are to be designed to 15-20mph design speed and accesses to mews / parking courts be designed to 10-15mph design speed. This is consistent with the Manual for Streets recommendation that residential development should be designed to achieve a design speed of 20mph or less.
- 4.2.8 Therefore, in line with WBC and MfS guidance, the layout is designed to encourage low traffic speeds and to achieve speeds of no more than 20mph. This is achieved through regularly spaced horizontal bends, street geometry, visitor parking, changes in road surfacing and visibility splays commensurate with the proposed design speed.
- 4.2.9 Taken together, the design of the scheme and the associated measures will ensure a low-speed environment commensurate with the residential nature of the scheme.

Junction and Forward Visibility

- 4.2.10 **Drawing No. ITS210467-GA-002** provides the assessment of junction visibility and forward visibility within the internal street network.
- 4.2.11 Junction visibility splays of 2.4m x 25m in line with the design speed of 20mph are provided at all internal bellmouth junctions. 17m forward visibility splay is provided at the primary bend in line with the design speed of 15mph which is commensurate of the bend's radius.

- 4.2.12 Both junction and forward visibility splays will be kept clear of parking and other obstructions such as trees and planting (to be kept under 0.6m height) and will ensure that drivers and cyclists are able to safely navigate the streets.

Pedestrian Crossings and Visibility

- 4.2.13 **Drawing No. ITS210467-GA-006** illustrates that the proposed pedestrian crossing locations and pedestrian visibility splays of 1.5m x 25m for design speed of 20mph. Visibility splays of 2.0m x 2.0 metres will be maintained at the intersection of the driveway and the adjacent footway.
- 4.2.14 As with the junction visibility splays, pedestrian visibility splays will be kept clear of parking and other obstructions such as trees and planting (to be kept under 0.6m height).

Road Adoption and Service Margins

- 4.2.15 The proposed adoption areas are indicated in **Drawing No. ITS210467-GA-008**. The roads are designed to meet the WBC standards and provide sufficient road widths, alignment and facilities to achieve this. All on-site tertiary and shared surface streets including shared surfaces are proposed for adoption, except access to mews and parking courts which are generally not adopted as per the guidance.
- 4.2.16 Those to remain private will be maintained by a Management Company.
- 4.2.17 All streets proposed to be offered for adoption are provided with 2.0m footways on both sides of the streets or 2.0m service margins on sides where development is proposed and 0.5m where there are no services and 1.0m where there are streetlights.

4.3 **Servicing Arrangement and Emergency Access**

- 4.3.1 Analysis of the proposed layout has been undertaken for a large 11.3m long refuse vehicle and is shown in **Drawing No: ITS210467-GA-003**. The analysis demonstrates that the refuse vehicle will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties.
- 4.3.2 To enable refuse access, the layout is provided with a series of interconnecting streets and bin collection points to minimise the need for turning heads. Where these are required, these are demonstrated to be sufficient to enable a refuse vehicle to turn. All properties comply with the maximum refuse carry distances (30m for residents / 25m for refuse operatives) (MfS para 6.8.9 and 6.8.11).

4.3.3 Analysis of the proposed layout for emergency vehicles has also been undertaken and is shown on **Drawing No. ITS210467-GA-004**. It is demonstrated that an emergency vehicle will be able to access, circulate and egress the development satisfactorily. The turning heads provided enable the fire tender to turn around within the site and manoeuvre in the forward gear.

4.3.4 The site includes a proposed pumping station which has been tested for access using a water tanker. Swept path analysis for this is provided on **Drawing No. ITS210467-GA-004**.

4.4 Car Parking Design

4.4.1 The car parking provision has been provided to ensure sufficient parking is available on the site and will reduce the need for any on-street and hazardous parking, either on the site or on adjacent roads.

4.4.2 The allocated car parking spaces for houses are generally provided as driveways, whilst some provided in communal parking courts. The majority of the visitor spaces are in parallel bays along the streets.

4.4.3 All parking spaces are closely and conveniently located to the associated property and the unallocated / visitors' spaces are evenly provided across the site.

4.4.4 Swept path analysis has been undertaken of the selected parking spaces using a typical estate car which demonstrates that the proposed parking layout is suitable. The car parking swept path analysis drawing is presented at **Drawing No. ITS210467-GA-005**.

4.4.5 A plan has been prepared which presents the dimensions of the proposed car parking spaces. This is provided in **Drawing No. ITS210467-GA-007**.

SECTION 5 Conclusion

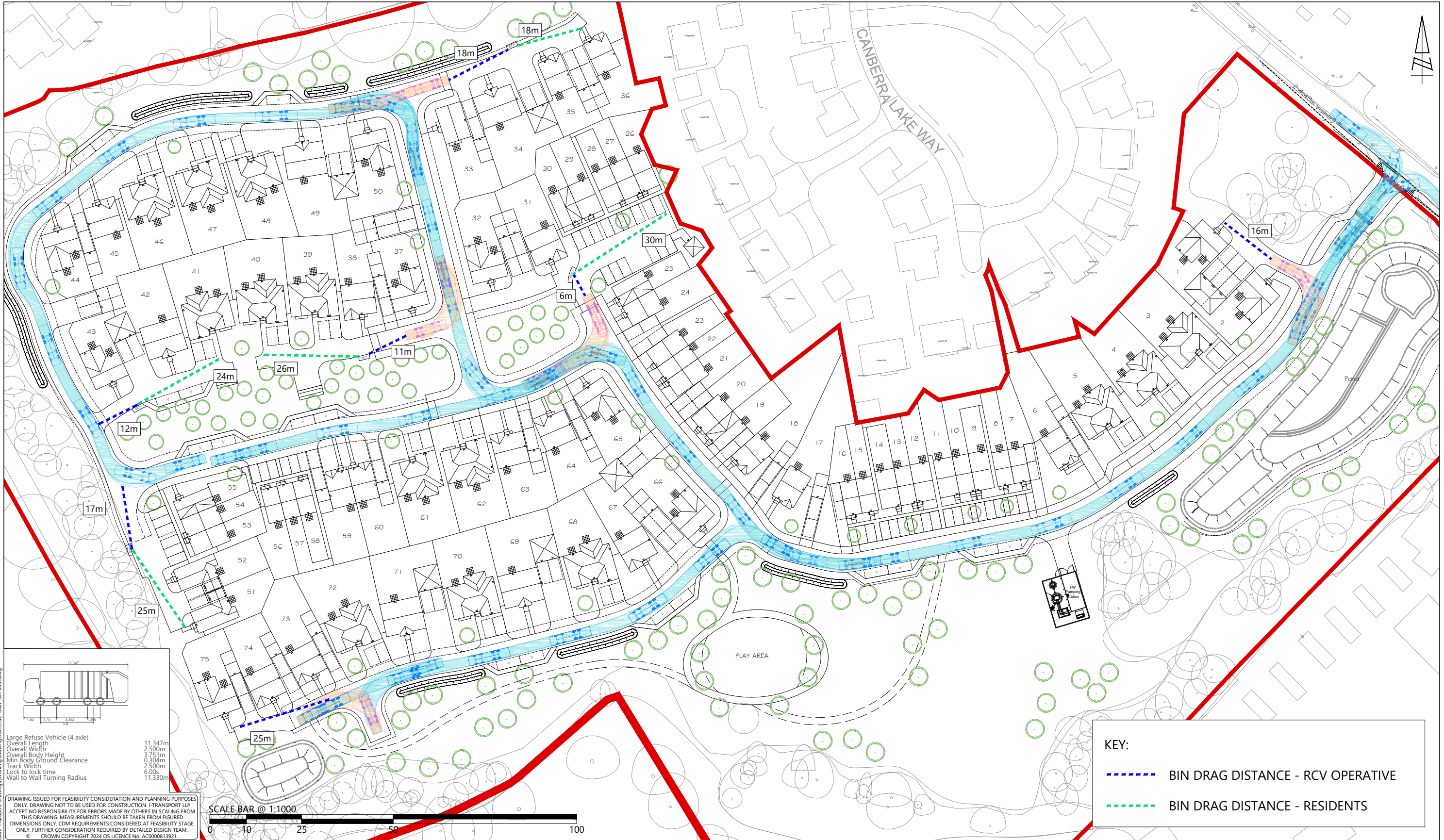
- 5.1.1 Bellway Homes Limited (Thames Valley) has appointed i-Transport LLP to provide highways and transport advice in relation to a Reserved Matters Application (RMA) on Land at Park Lane, Charvil for the development of 75 residential dwellings together with associated parking, landscaping and open space.
- 5.1.2 The Site is located to the south of the Hawthorns and west of Park Lane and opposite the primary school in Charvil. Wokingham Borough Council (WBC) serves as both the Local Planning and Highway Authority. To the north of the Site is a recently completed scheme which delivered 25 dwellings.
- 5.1.3 The site benefits from an outline planning permission for 75 dwellings granted on May 2025 (WBC planning reference: 232704). Therefore, in transport terms, only the layout of the development remains for determination and forms part of this Reserved Matters submission, with other matters including access, transport impacts and accessibility already determined in the grant of outline planning permission.
- 5.1.4 The proposed layout is demonstrated to:
- Deliver safe and suitable access for all users in line with the requirements of the NPPF;
 - Provide an internal street layout in line with the requirements set out in WBC's Living Street guide and Manual for Streets;
 - Provide a safe and effective layout to support site servicing and emergency vehicle access, demonstrated through swept path analysis; and
 - Provide sufficient, well designed and conveniently located car and cycle parking including provision of EV charging points.
- 5.1.5 Overall, the proposed site layout is demonstrated to comply with the relevant design guidance and standards and is acceptable in transport terms.
- 5.1.6 The NPPF at Paragraph 115 states that decisions on development applications should take account of whether:
- Sustainable transport modes are prioritised;
 - Safe and suitable access to the site can be achieved for all users;

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

5.1.7 Considered against these criteria, the development proposal is shown to deliver safe and suitable access for all users, ensures opportunities for sustainable travel are prioritised, provides an internal street design that accords with national and local design guidance, including WBC's Living Streets guidance.

5.1.8 The NPPF (Paragraph 116) identifies that only when the highway safety impact would be unacceptable, or the residual impacts on the road network, following mitigation, would be severe, that an application should be refused. This is a high bar. The application is shown to comply with prevailing policy, such that there is no transport reason the application should be refused.

DRAWINGS



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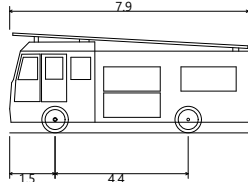
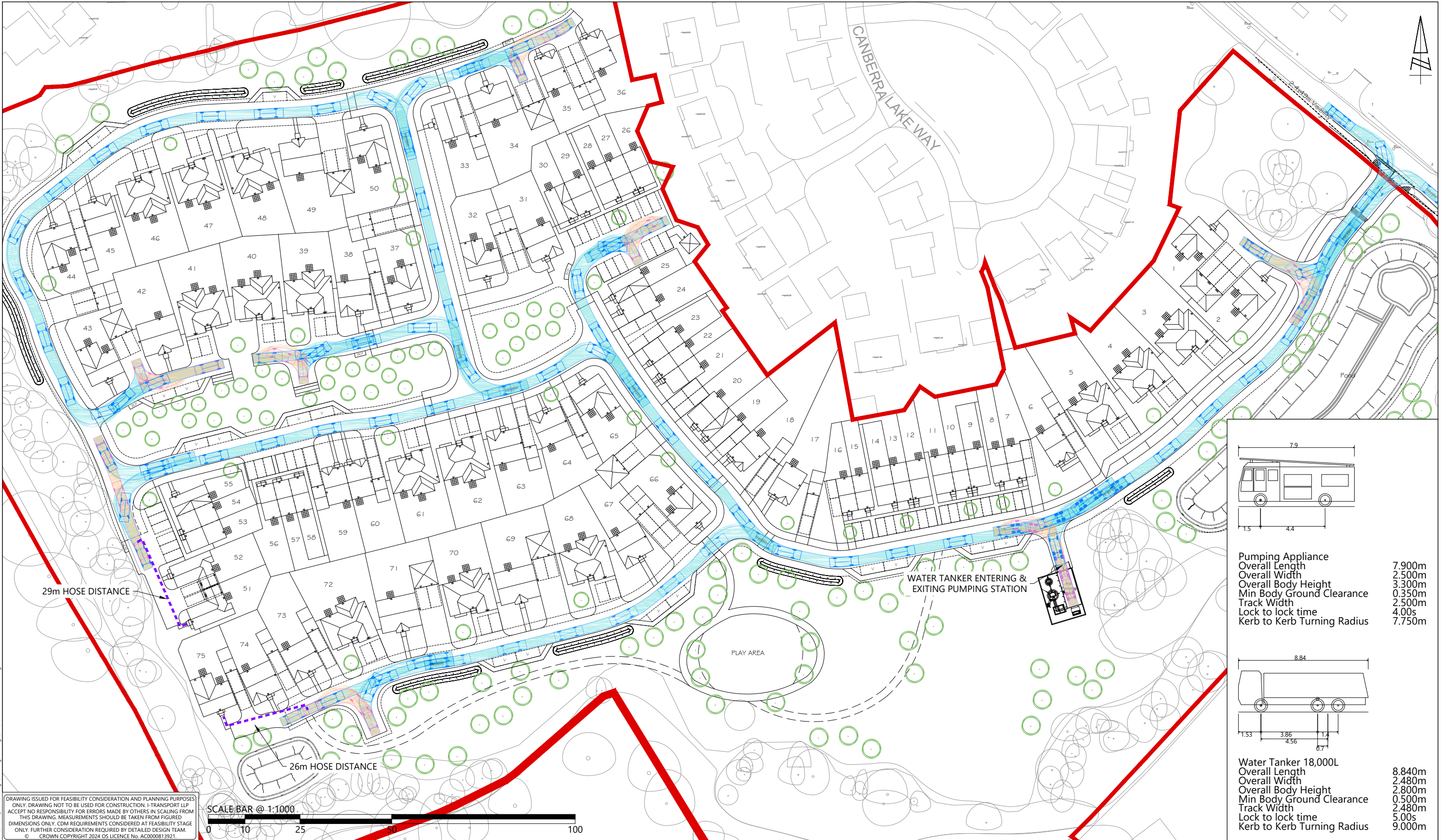


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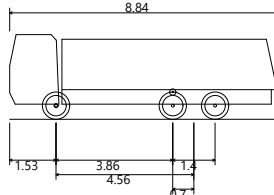
REV	DATE	BY	DESCRIPTION	CHK	APD
E	04.12.25	JD	SITE LAYOUT UPDATED	SJ	SJ
D	28.11.25	JD	SITE LAYOUT UPDATED	PL	SJ
C	18.11.25	MS	UPDATE TRACKING	PL	SJ
B	11.11.25	MM	SITE LAYOUT UPDATED	PL	SJ
A	06.11.25	MM	SITE LAYOUT UPDATED	PL	SJ
STATUS: FOR INFORMATION					

TITLE: SITE LAYOUT REVIEW - SWEEP PATH ANALYSIS (REFUSE VEHICLE)		
PROJECT: LAND AT PARK LANE, CHARVIL	CLIENT: BELLWAY HOMES LIMITED (THAMES VALLEY)	

DRAWN: MM	CHECKED: PL	APPROVED: SJ
PROJECT No: ITS210467	SCALE @ A3: 1:1000	DATE: 29.10.25
DRAWING No: ITS210467-GA-003	REV: E	



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m



Water Tanker 18,000L
Overall Length 8.840m
Overall Width 2.480m
Overall Body Height 2.800m
Min Body Ground Clearance 0.500m
Track Width 2.480m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 9.000m

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 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk	D	04.12.25	JD	SITE LAYOUT UPDATED	SJ	SJ	TITLE: SITE LAYOUT REVIEW - SWEPT PATH ANALYSIS (FIRE TENDER & WATER TANKER)	DRAWN: MM	CHECKED: PL	APPROVED: SJ		
	C	28.11.25	JD	SITE LAYOUT UPDATED	PL	SJ						
	B	11.11.25	MM	SITE LAYOUT UPDATED	SJ	SJ						
	A	06.11.25	MM	SITE LAYOUT UPDATED	PL	SJ						
REV	DATE	BY	DESCRIPTION		CHK	APD	PROJECT: LAND AT PARK LANE, CHARVIL	CLIENT: BELLWAY HOMES LIMITED (THAMES VALLEY)	PROJECT No: ITS210467	SCALE @ A3: 1:1000	DATE: 29.10.25	
STATUS: FOR INFORMATION												
								DRAWING No: ITS210467-GA-004				REV: D

