

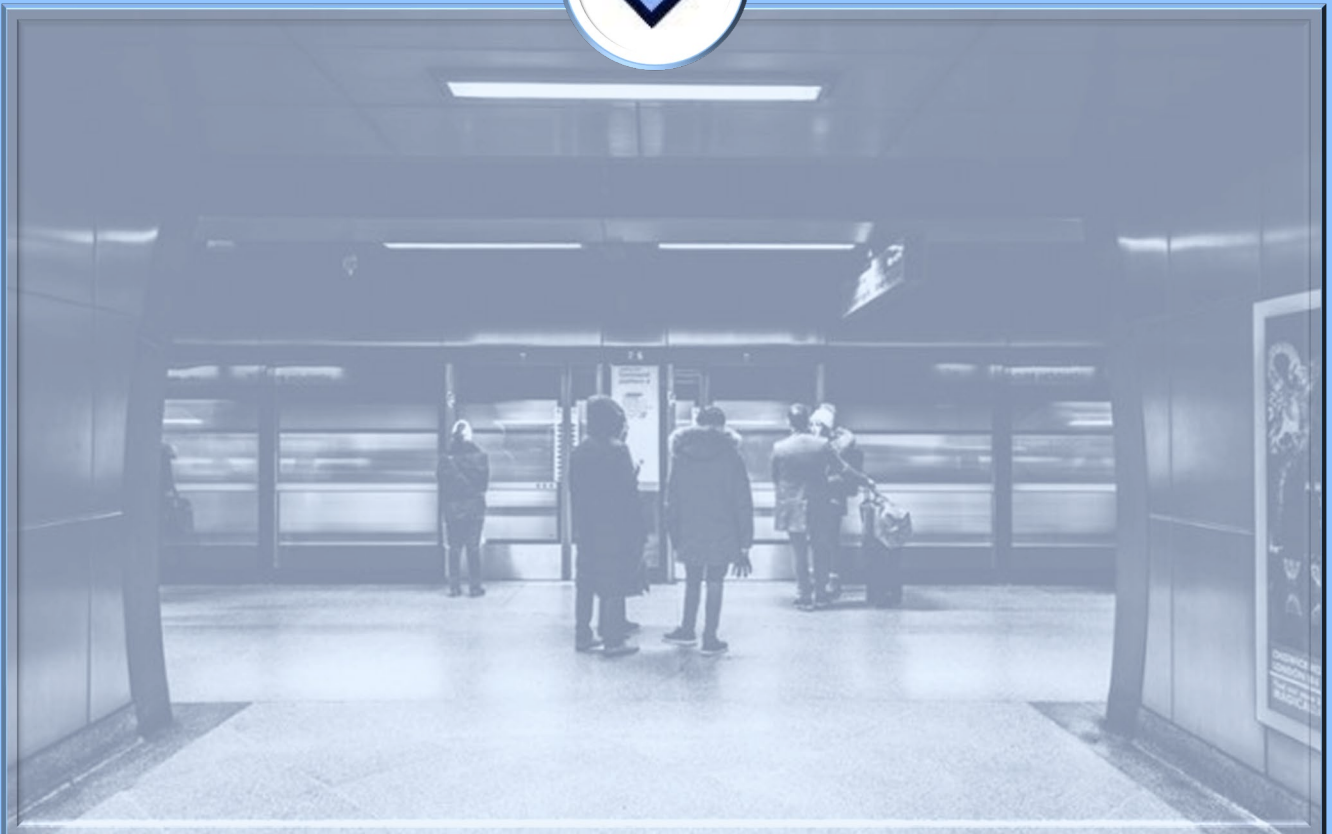
Land east of Warren Lodge, Warren Lane, Finchampstead, RG40 4HR

Planning Appeal Statement (Transport)

On behalf of Mr Karl Richards

27 March 2025

Document Reference: B2207/TAS01



QUALITY MANAGEMENT

REPORT DETAILS

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Client	On behalf of Mr Karl Richards		
Project Name	Land east of Warren Lodge, Warren Lane, Finchampstead, RG40 4HR		
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1. INTRODUCTION

1.1.1 Stunt Consulting have been retained by Mr Karl Richards to make representation with regards to the reasons for the refusal 3 and 4 of planning permission at Land east of Warren Lodge, Warren Lane, Finchampstead, RG40 4HR. The planning permission sought the proposed change of use of land for the siting of 2 no. Gypsy and Traveller pitches with creation of a second access off Finchampstead Road and associated installation of soft and hard landscaping. The location of the site has been shown below.

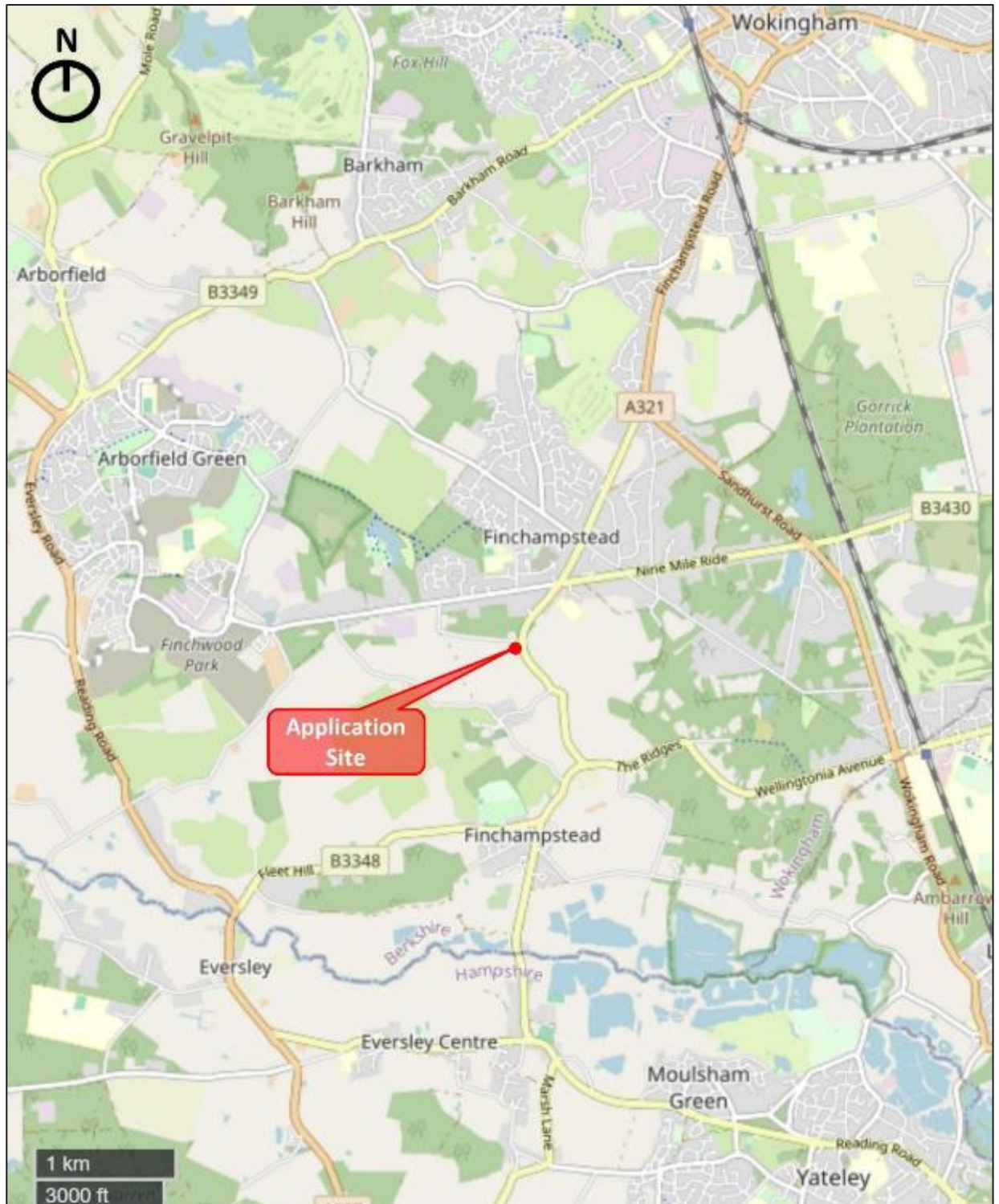


Figure 1 – Site Location (Source mapping: openstreetmap.org)

- 1.1.2 This statement has been prepared by Elizabeth Stunt MSc, DIC who is the Director of Stunt Consulting. Elizabeth has over 17 years' experience in the field of transport planning. Elizabeth holds a Honours degree in Geography from Southampton University. Elizabeth also holds a Master's Degree in Transport and Sustainable Development from Imperial College and University College London (intercollege). A further Diploma of Imperial College was awarded. She has recently been achieved a Fellow chartership status with the Institute of Highways Engineers.
- 1.1.3 This Statement specifically refers to reasons for refusal 3 and 4 set out in the planning decision in relation to the application reference 242011.
- 1.1.4 This Statement examines the development proposals in terms of the guidance and principles set out within the National Planning Policy Framework (NPPF) within Paragraph 116 which sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating 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."*
- 1.1.5 In order establish this, this Statement has been structured into the following Sections.
- » Baseline Conditions
 - » The Proposals
 - » Reasons for Refusal
 - » Summary and Conclusion

2. BASELINE CONDITIONS

- 2.1.1 A gated access to the site is currently provided from Warren Lane along the site's northern boundary. Warren Lane forms the minor arm of a T-junction with Finchampstead Road (classified 'B3016') which runs along the site's eastern boundary. A satellite image of the existing site and approximate application red line boundary for planning application reference 242011 is shown below.



Figure 2 – Existing Site Boundary and surrounding highway network (Source image: Google)

- 2.1.2 Warren Lane is an existing bridleway which only permits motor vehicle access to a small number of detached residential houses and Warren Lodge Care Centre. As such the number of motor vehicle movements along Warren Lane is very low. Beyond the access to Warren Lodge Care Centre from its Finchampstead Road end, Warren Lane becomes an unmade gravel track with signage warning of 'rough track ahead'. At its northern end from Nine Mile Ride there is signage on Warren Lane stating, 'No Access to Warren Lodge'.
- 2.1.3 Warren Lane measures approximately 5.5m wide in the vicinity of the existing site access which is currently gated. A narrow- verge is present between the site boundary fence and the carriageway on Warren Lane in the vicinity of the existing site access. There are no footways on either side of Warren Lane for pedestrians except for an entrance to a narrow footpath opposite the site access which runs for a short distance of approximately 60 metres along the western side of Finchampstead Road.
- 2.1.4 A narrow footpath (separated from the carriageway by a grass verge) is also provided along the east side of Finchampstead Road. This footpath provides a continuous route for pedestrians to / from the north and the local amenities and services located within Finchampstead Village. Albeit it is noted that there is no formal crossing facility on Finchampstead Road to reach the continuous footpath on the eastern side of Finchampstead Road. The walk distances from the existing site access to the closest local amenities and services are as follows:

- Finchampstead Doctors Surgery and Day Lewis Pharmacy – 250 metres walk distance
- Finches Café and Bar and Xenuk Tandoori Indian Restaurant – 440 metres walk distance
- Chef Peking Chinese Restaurant – 460 metres walk distance
- Jats Pharmacy and White Dental (NHS Dentistry) – 475 metres walk distance
- Co-op Food Supermarket and Post Office – 500 metres walk distance
- Londis Convenience Store and Bob's Fish & Chips Takeaway – 540 metres walk distance

2.1.5 There are also cycle routes to the north of the site including a regional cycle route which runs in an east – west direction through the Wokingham area. The cycle routes as illustrated within **Figure 3** are provided along lightly trafficked roads suitable for cycling on-carriageway or traffic free routes which are considered suitable all year round according to the Wokingham Area Cycle Maps.

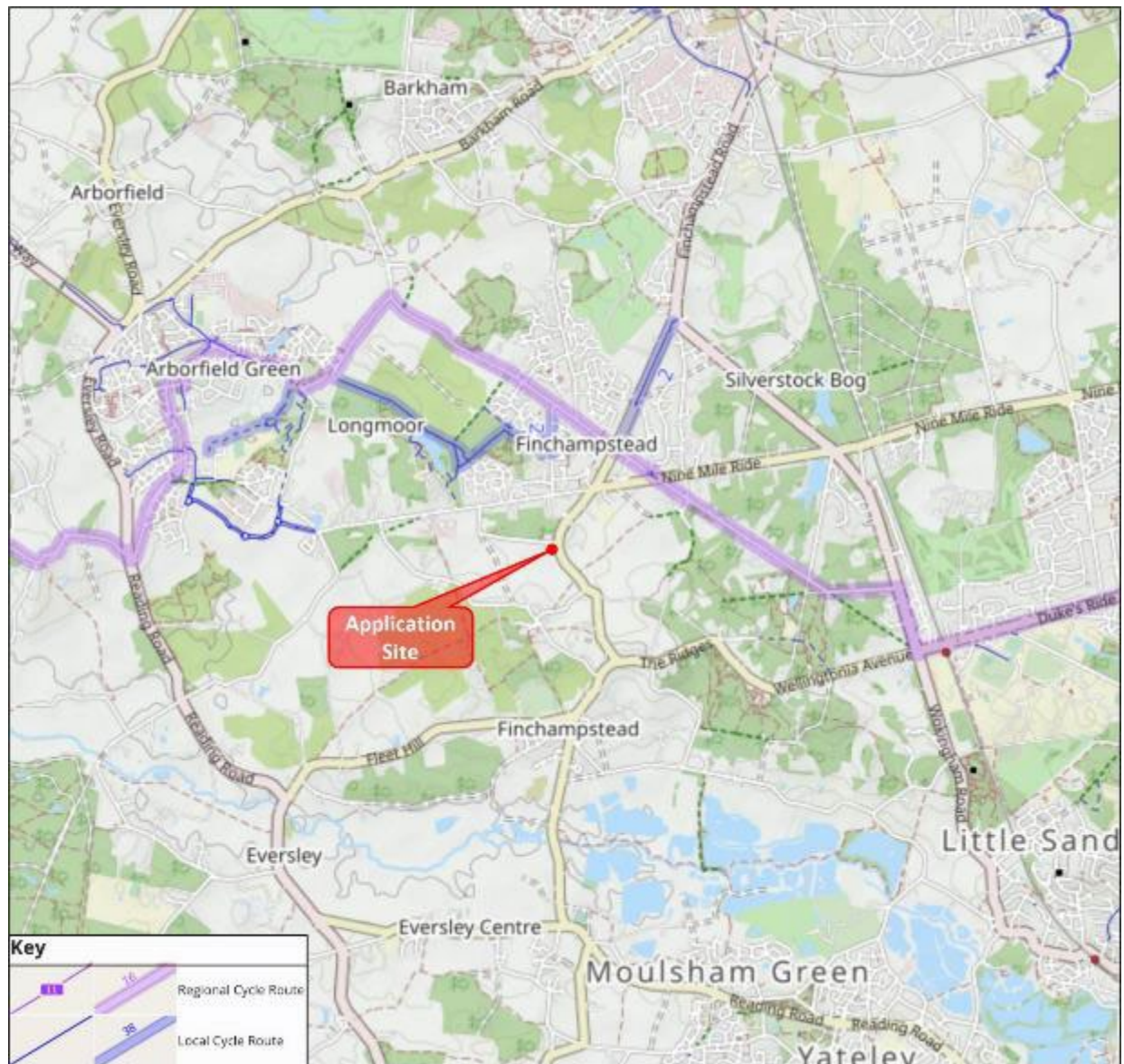


Figure 3 – Cycle Route Map (Source: opencyclemap.org)

- 2.1.6 Recent photograph images of the existing site access on Warren Lane and the proposed location of a new access from Finchampstead Road are provided in Plate 1 and Plate 2 respectively.



Plate 1 – Photograph of the Existing Site Access from Warren Lane (Source image: Google)



Plate 2 – Photograph of the proposed location of a new access from Finchampstead Road (Source image: Google)

- 2.1.7 In terms of public transport accessibility, there are bus stops located within Finchampstead Village Centre that are served by the 'leopard 3' bus route running on average every hour in both directions between Reading Station and Wokingham via Royal Berkshire Hospital, Shinfield and Arborfield. The bus stops are located approximately 580 metres (for westbound services towards Reading) and 620 metres (for northbound services towards Wokingham) walk distance from the site.
- 2.1.8 The bus stops in the vicinity of the 'California Crossroads' are also served by the number 125 bus route running on average every 2 hours in both directions between Wokingham and Crowthorne.
- 2.1.9 A search of the www.crashmap.co.uk database has been undertaken to ascertain whether or not any recorded personal injury accidents (PIA) have taken place over the last 5 years on the local highway network surrounding the site. The database shows that one accident classified as 'serious' involving a young driver and a pedestrian casualty occurred on Finchampstead Road just north of the junction with Warren Lane. No other accidents have occurred in the vicinity of the site over the last 5 years.

3. THE PROPOSALS

- 3.1.1 The proposals comprise the change of use of land for the siting of 2 no. Gypsy and Traveller pitches with creation of a second access off Finchampstead Road and associated installation of soft and hard landscaping. The proposed access arrangement has been shown below.

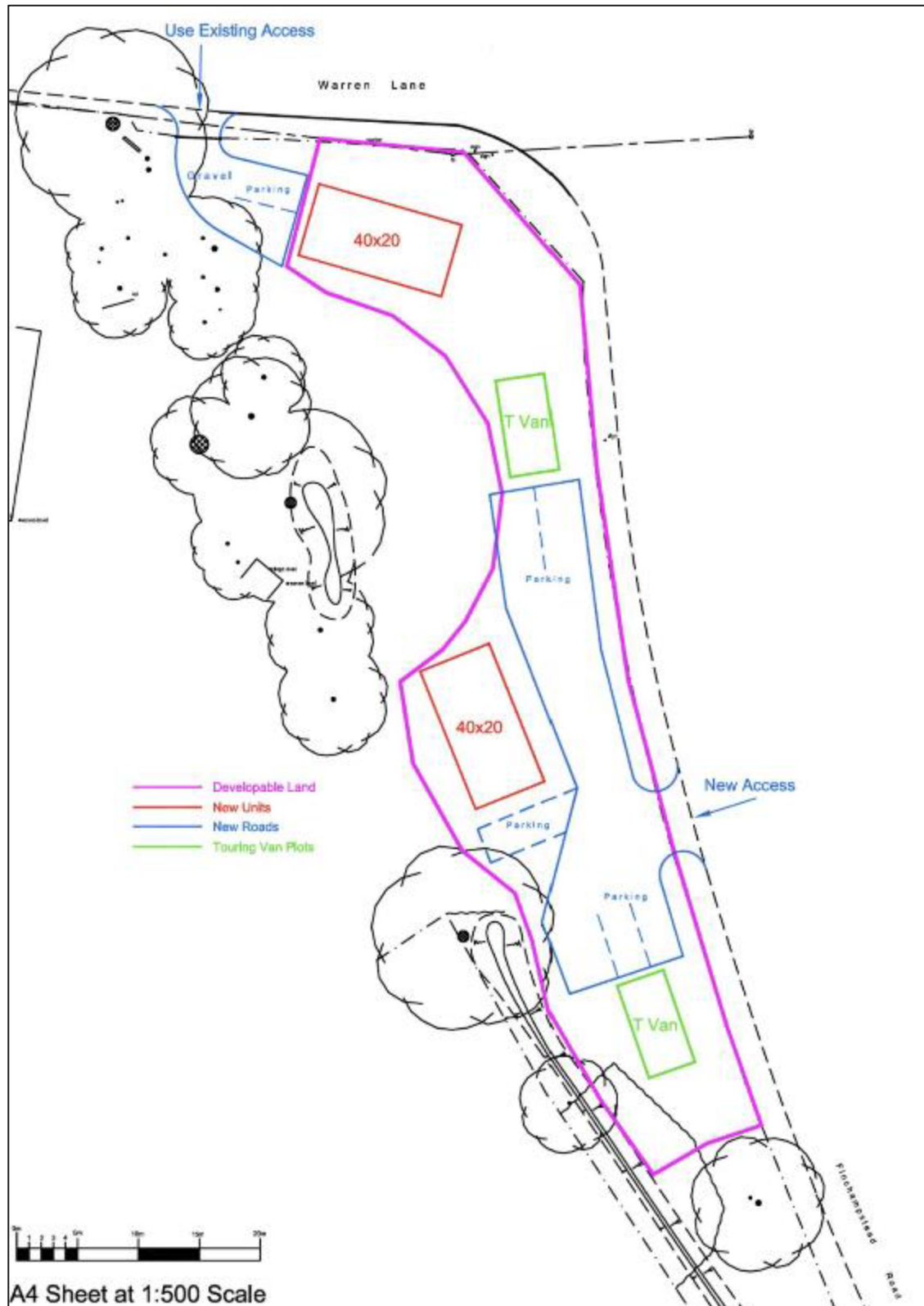


Figure 4 – Proposed Site Access Arrangement

- 3.1.2 The existing site access from Warren Lane would be utilised for the northern pitch (comprising one residential unit only) and a new vehicular access from Finchampstead Road would be provided for the southern pitch (comprising one residential unit plus two touring van plots).
- 3.1.3 The proposed amount of car parking (8 spaces in total) is in accordance with Wokingham Borough Council's car parking standards which requires a minimum of two driveway parking spaces per pitch (plus one additional parking space for visitors). Each parking space also has minimum dimensions of 5.0m x 2.5m in accordance with the parking standards.
- 3.1.4 The proposed new access from Finchampstead Road provides the required visibility splays in accordance with DMRB guidance. Drawing reference number B22007 001 included in **Appendix A** sets out the proposed access design including the driver visibility splays of 2.4m x 120m in each direction in accordance with the DMRB guidance.
- 3.1.5 Swept Path Analysis has also been undertaken in respect of the proposed new access from Finchampstead Road to demonstrate that the largest sized vehicle that is expected to visit the site (a Luxury 4x4 +Twin Axle Caravan) can turn within the proposed southern pitch area of the site and enter / exit the site in a forward gear. See Drawing reference number B22007 TR01 included in **Appendix B** for further details.
- 3.1.6 In respect of the parking and on-site turning area provided for the northern pitch (accessed from the existing access from Warren Lane), it is expected that this single unit northern pitch will operate in the same way as the neighbouring residential houses (i.e. reversing either on / off Warren Lane into / out of a typical single dwelling driveway arrangement). This arrangement is considered appropriate given the very lightly trafficked nature of Warren Lane.

4. REASONS FOR REFUSAL

- 4.1.1 The two reasons for refusal relating to highways and transport have been examined below. The reasons for refusal 3 and 4 have been provided below for ease of reference.

3. By reason of the site's spatial constraints and prominent bend in Finchampstead Road, acceptable parking, turning and visibility splays for motor vehicles and caravans cannot be achieved, to the detriment of highway safety. The proposals are therefore contrary to policies CP1, CP3 and CP6 of the Core Strategy, CC07 of the MDD Local Plan and section 9 of the National Planning Policy Framework.

4. By reason of a poor walking environment, lack of crossing facilities for pedestrians, proximity to a busy 40mph B-road, poor quality bus services and lack of cycle routes, the application site is poorly located in terms of accessibility to sustainable forms of transport. The occupants of the pitches would be overly reliant on private motor vehicles to access basic amenities and services, contrary to policies CP1, CP2, CP3, CP6 and CP11 of the Core Strategy, CC01, CC02, CC08 and TB10 of the MDD Local Plan, Policy GA2 of the Finchampstead Neighbourhood Development Plan, the Borough Design Guide SPD and the NPPF.

- 4.1.2 Both specific issues cited within the above reason to refuse the application have been examined in turn below.

4.2 Parking

- 4.2.1 The amount of car parking proposed would be in accordance with the Council's minimum car parking standards.

4.3 Turning

- 4.3.1 The amount of turning space on site for the eastern plot accessed from a new access from Finchampstead Road would be adequate to allow for vehicles to turn around on site and enter and exit the site in a forward gear. The positioning of caravans would be an infrequent event and therefore something that the occupants would be able plan in advance. Ensuring the existing parking spaces on site remain free for the initial siting of a caravan would form part a standard procedure for any large item being delivered at any residential dwelling. The only movements being undertaken on a daily basis would be those associated with the occupants cars which can be suitably accommodated within the layout. Swept Path Analysis of a touring caravan has been provided at **Appendix B**.

- 4.3.2 The amount of turning space on site for the northern plot accessed from Warren Lane would be adequate for a driveway arrangement with vehicles required to either reverse on or off Warren Lane. This is consistent with the driveway arrangements for several of the existing neighbouring residential dwellings accessed from Warren Lane. The guidance document Manual for Streets (MfS) denotes the use of on street parking perpendicular to the highway which in turn inevitably requires reversing either into or out of the space. This arrangement is common place throughout residential designs across the UK and is considered entirely appropriate given the very low amount of traffic and low vehicle speeds along the Warren Lane which is an existing bridleway.

4.4 Visibility Splays

- 4.4.1 The visibility splays for motor vehicles that can be achieved from the proposed site access from Finchampstead Road have been plotted. The plan has been provided at Appendix A and shows that a 2.4m x 120m splay can be achieved in each direction along Finchampstead Road based on an emerging driver sitting at the proposed site access when exiting. The splay has been shown to the tangent of the

kerb as requested by WBC. The site boundary aligns with the public highway and the vegetation is low, well within 0.6m to account for the drivers eye position when seated within a vehicle. This is in accordance with the DMRB guidance. The visibility splays have been provided at **Appendix A**.

4.5 Poor Walking Environment

The walking environment has been assessed within Section 2 of this report and has been found to be adequate to serve the site, including a continuous pedestrian footway between the site and Finchampstead Village Centre (with several amenities and services located within comfortable walk distance for most people).

- 4.5.1 Access to the pedestrian network via the eastern spot requires a pedestrian to cross the road to join the existing and continuous footway on the other side of the road. Given suitable visibility has been demonstrated the requirement of to cross as this point is not considered to be an unsafe point of crossing. Further to the north, an informal crossing point has been provided which enables any pedestrians from the northern plot to cross and join the footway on the opposite side of the road. Both access points are therefore located either on the pedestrian network or via a single point of crossing as a location with good visibility. The existing informal crossing point can be viewed in **Plate 3** below.



Plate 3 – Photograph of existing informal pedestrian crossing point on Finchampstead Road (Source image: Google)

- 4.5.2 Despite the reason stated within the refusal, WBC's own Highways Officers commented on the application and confirmed that:

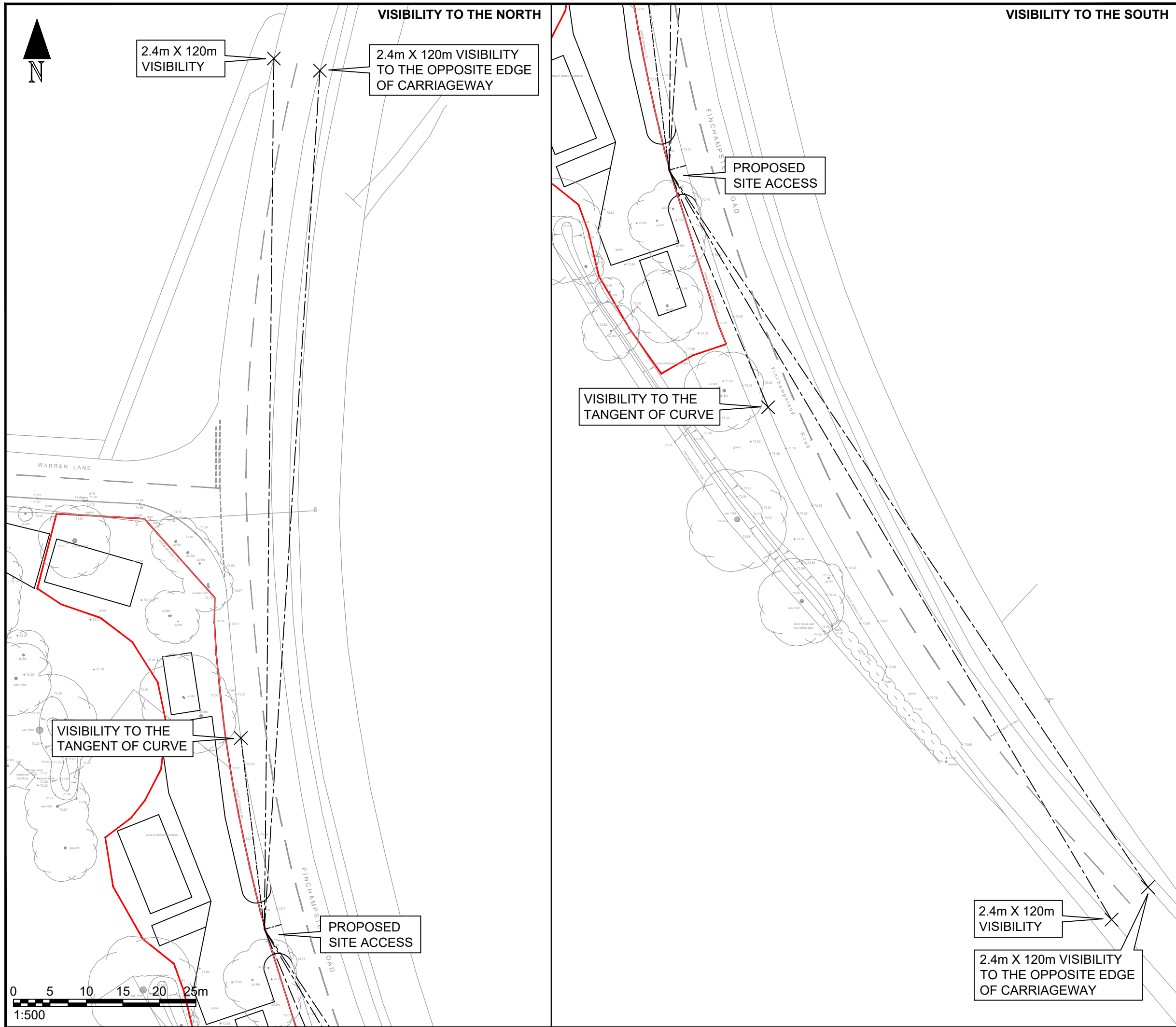
The site location is acceptable in term of access to sustainable modes of travel. Warren Lane is an existing bridleway. The site will be benefitted from the existing pedestrian and cycle network along Warren Lane and the B3016 to connect with the facilities in the local centre.

- 4.5.3 The assessment of the site's accessibility by non-car modes of transport provided in Section 2 of this report confirms that there are two bus services accessible within 580 – 620 metres walk distance of the site and several cycle routes to the north of the site.
- 4.5.4 In summary it is considered that the site is suitably located in terms of accessibility to sustainable forms of transport so that occupants of the pitches *would not be* overly reliant on private motor vehicles to access basic amenities and services.

5. SUMMARY AND CONCLUSION

- 5.1.1 This Appeal Statement has been prepared on behalf of Mr Karl Richards to make representation with regards to the reasons for the refusal 3 and 4 of planning permission at Land east of Warren Lodge, Warren Lane, Finchampstead, RG40 4HR. The planning permission sought the proposed change of use of land for the siting of 2 no. Gypsy and Traveller pitches with creation of a second access off Finchampstead Road and associated installation of soft and hard landscaping.
- 5.1.2 This Statement has been prepared to assess the specific issues raised by reasons for refusal 3 and 4 of the refusal notice and has drawn the following conclusions.
- » Adequate parking, turning and visibility splays can all be provided in accordance with recognised local and national design guidance. The turning / driveway arrangements for the northern pitch would be consistent with several of the neighbouring residential properties accessed from Warren Lane along with aligning with the guidance document Manual for Streets.
 - » The site is suitably located in terms of accessibility to sustainable forms of transport so that occupants of the pitches *would not be* overly reliant on private motor vehicles to access basic amenities and services. Access immediately onto the pedestrian network or via a single crossing is not considered onerous nor an unsafe arrangement for any future residents seeking to walk within the local vicinity.
- 5.1.3 Paragraph 116 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating 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.”*
- 5.1.4 In accordance with paragraph 116 of NPPF, it is not considered that the development proposals would result in an unacceptable impact on highway safety (and the residual cumulative impacts on the road network would not be severe).
- 5.1.5 As such, it is considered that there is no justifiable reason to have refused the proposals based on the reasons stated. I would therefore respectfully ask the Inspector to allow the Appeal.

Appendix A Visibility Splay Analysis

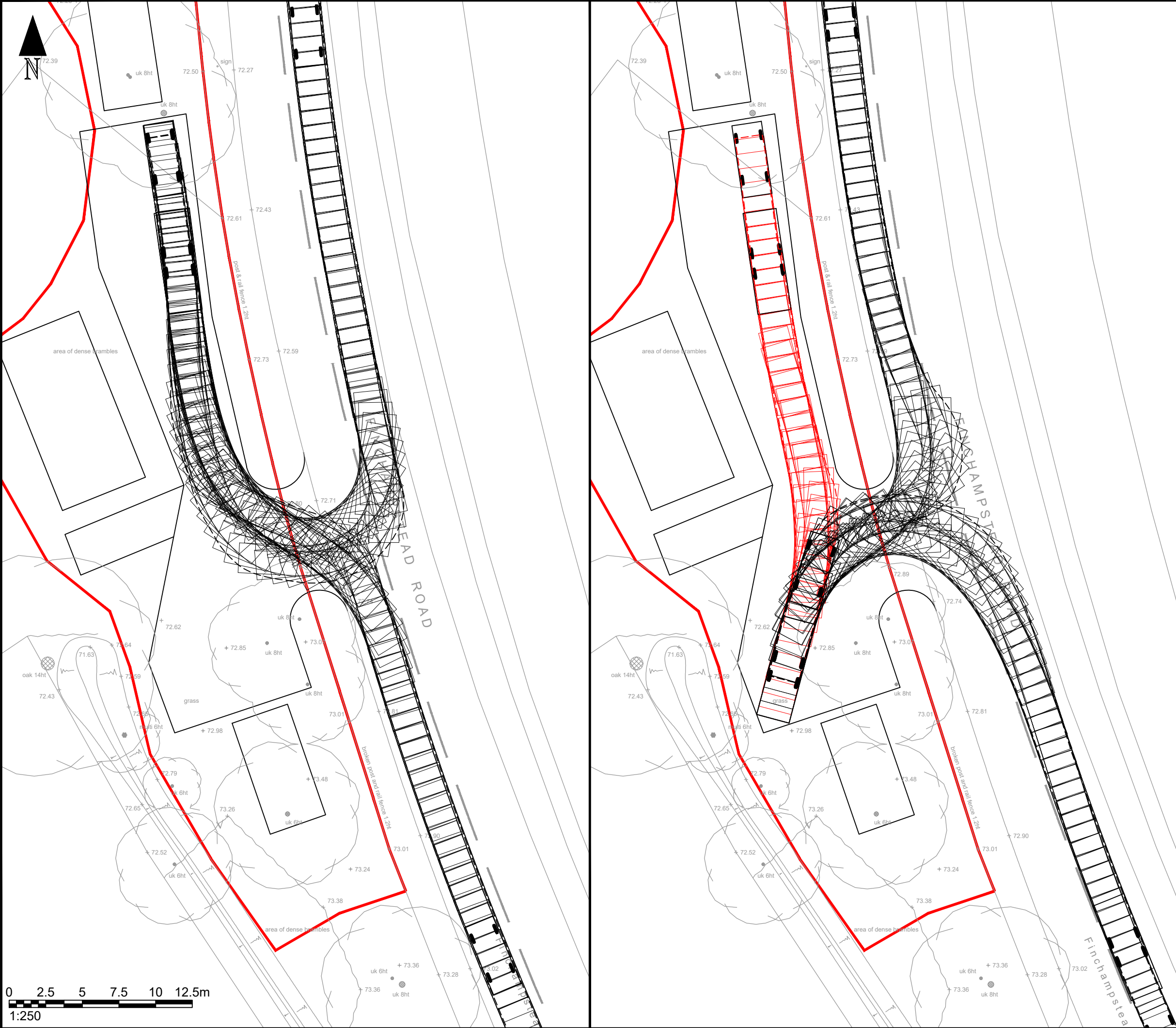


NOTES :

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.

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REV	DETAILS	DRAWN	CHECKED	DATE
Client				
ET Planning				
Project				
Land East of Warren Lodge				
Drawing Title				
Southern Site Access Visibility				
Scale		1:500		Size
				A3
Drawn By	Checked By	Date		
DW	LS	01.10.2024		
				
Stunt Consulting Ltd, 'Front Offices', Perchance, Ryehurst Lane, Binfield, Berkshire, RG42 5QY				
Tel.: 01344 306294 Email: info@stuntconsulting.co.uk				
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B22007	001			

Appendix B Swept Path Analysis



NOTES :

1. Do not scale from this drawing.
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3. This drawing is for illustrative purposes only, and not for construction.

Luxury 4x4 +Twin Axle Caravan (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

12.990m

2.286m

2.524m

0.251m

2.130m

4.00s

5.800m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Stationary Steering: OFF

REV	DETAILS	DRAWN	CHECKED	DATE
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Client

ET Planning

Project

Land East of Warren Lodge

Drawing Title

Southern Site Access
Vehicular Swept Paths Analysis

Scale

1:250

Size

A3

Drawn By

DW

Checked By

LS

Date

01.10.2024

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