

N02 - Highways Technical Note

Site: 31 Barkham Ride, Wokingham
Prepared by: GL
Approved by: DM
Date: 6 October 2025

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared by Motion in response to highway comments issued in relation to a proposed development at 31 Barkham Ride, Wokingham. The proposed development is for:

"Demolition of the existing dwelling and material change of use of land as an extension to Victoria Gardens Residential Park Home Estate for the siting of 31 park homes (permanent C3 use class accommodation) and the construction of an ancillary community building (use class F2(b)) and park office (use class Eg(i))."

- 1.2 The site is located on the northern edge of Finchampstead and is approximately 2.3km south-west of Wokingham. To the south west, the site is bound by Barkham Ride, and to the south east is bound by a number of bungalows. The site benefits from close proximity to local bus stops, and the M4. The site is located within the administrative authority of Wokingham Borough Council (WBC). It is worth noting the site now only has 31 park homes.
- 1.3 The Application has been put forward for a full application (Wokingham Borough Council reference: 250267) of which further information has been requested by the highways case officer. This Highways Technical Note has been prepared to provide further information on related highways matters.

2.0 Car and Cycle Parking

Car Parking

- 2.1 Within the response from WBC, it stated that there were no visitor car parking spaces shown on site, these have now been included and are shown within the revised site plan, which is attached for reference within **Appendix A**. A total of 5 visitor car parking spaces are shown to the west of the community centre and main access road, this is deemed adequate given the type and use of the site. These car parking spaces, as well as all other car parking spaces for residential use and the community centre use will measure 5m x 2.5m.

Cycle Parking

- 2.2 In accordance with Wokingham's Parking Standards, as detailed within the Transport Statement dated January 2025, cycle parking standards across the Wokingham Borough are not dependent on the accessibility of the area and are therefore dependent on the number of habitable rooms. The 31 park homes are unlikely to have more than 3 inhabitable rooms per unit and therefore need space for 1 cycle per dwelling. These have been shown within the revised plan attached at Appendix A.
- 2.3 Additionally, two sheffield stands will be located to the front of the community centre which allows up to 4 cycles to park at any one time. This is deemed adequate given that the community centre is for use by residents on site.

EV Charging

- 2.4 The updated Site Plan illustrates that all park homes will be provided within one electric vehicle charging facility. This will be in line with Building Control Regulations Approved Document S.

3.0 Trip Rates

- 3.1 WBC has requested that trip generation figures associated with the outline permission for the proposed erection of 26 no. dwellings on site be used to assess likely traffic associated with the proposals.

- 3.2 The trip rates established as part of the former consent and subsequent trip generation for 31 park homes are summarised within Table 3.1 below.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.246	0.731	0.519	0.339	3.972	4.190
Total Person Trips	8	23	16	11	123	130
Vehicular Trip Rates	0.176	0.353	0.328	0.201	2.470	2.522
Vehicular Trips	5	11	10	6	77	78

Table 3.1 – Proposed Vehicle Trip Rates

- 3.3 Table 3.1 illustrates that during the AM and PM peak, the proposed 31 park homes could generate around 16 vehicular trips during each peak hour. This would not have a detrimental impact on the local highway network. The proposed trip rates represent an increase of only 2 two-way movements during the AM and PM peak when compared to the previous outline consent.

4.0 Swept Path Analysis

- 4.1 Swept path analysis for a fire appliance, refuse vehicle and car/ refuse passing at the site access has been updated to reflect the latest layout. These drawings are attached for reference within **Appendix B** and demonstrate that the site is still easily accessible.

5.0 Construction Method Statement

- 5.1 A Construction Method Statement has been prepared and submitted as a separate document.

6.0 Internal Layout/Servicing Arrangements

- 6.1 The internal site layout will adopt a one-way routeing to work alongside the current mobile home site to the east. This will operate in a similar manner to the figure shown below.



Figure 6.1 – One-Way System and

- | | |
|-----|--|
| 6.2 | Signage would be positioned in appropriate locations to highlight no access or to promote the one-way system. This would align with the existing arrangement on the adjacent site which operates a similar one-way route. |
| 6.3 | Speed humps will be implemented, which again are already in place on the adjacent site. It is envisaged that an appropriately worded planning condition could be imposed providing further detail as to the exact location of any signage on site. |
| 6.4 | For residential deliveries after the development, there would be a ban on larger rigid vehicles. This is a requirement of the existing site, whereby residents know not to allow larger vehicles and that they are banned from the site. This has worked well for many years because all the residents know that no heavy vehicles are allowed on the park. Residents would inform any delivery company of this restriction, and in any case residents |

are required to inform on-site management of any impending deliveries which may not be via the usual smaller deliveries (i.e. Amazon/DHL transit vans).

- 6.5 The site layout meets the site license requirements for a mobile home site, and therefore is a standard layout across all similar sites (including the adjacent and operational mobile home site). As such this is a common requirement to limit the size of delivery vehicles which works suitable on the current site.
- 6.6 It is also noteworthy that the new mobile homes are fully furnished and ready to move in. The people moving in are almost always downsizing and use vans or cars to move in, thus reducing any need for larger items such as a bed or furniture.
- 6.7 It is envisaged that a Delivery and Servicing Plan could be conditioned which sets out the management system to control deliveries, and ensure the site operates as intended.

7.0 Summary

- 7.1 This Highways technical note has illustrated that adequate car and cycle parking has been included within the Site Plan that meets local standards. EV charging will be provided that accords with Building Control Regulations Approved Document S.
- 7.2 Additionally, the small increase in trip movements will not have an impact on the local highway and have been based on the accepted trip rates associated with the recent outline planning consent on this site.
- 7.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there will not be any demonstrable harms arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic or transport related reasons why the development should not be granted planning consent.

Appendix A

Site Plan



LOCATION PLAN 1:2500



Notes

All dimensions and levels on site are to be checked prior to commencement of work.

This drawing is the copyright of Paul Edwards Architecture



SITE AREA = 1:501ha = 3:710 acres

Accommodation

6N° Omar Heritage units
15N° Omar Ikon units
10N° Omar Image units
31N° TOTAL

Residents community building
with 6N° parking spaces and
2N° Sheffield cycle stands

- EXISTING RETAINED TREES WITH ROOT PROTECTION AREA.
- EXISTING HEDGE SCREENING.
- PROPOSED HEDGING.
- PROPOSED SHRUB LANDSCAPE PLANTING.
- PROPOSED GRASSED AREAS.
- POSITION OF AMAZON ECO TWO CYCLE SECURE STORAGE LOCKER OR SIMILAR.
- POSITION OF EV CHARGING POINTS.

- F: SURFACE WATER POND INCREASED 90:6:25 TO MEET UNIT DRAINAGE REQUIREMENTS
- E: EXISTING UNIT DRAINAGE CONDUITS TO BE RELOCATED TO ALIGN INCREASE 9:6:25 OF TERRAIN AND LANDSCAPING
- D: FURTHER UNIT OMITTED AND AREA 20:05:25 USED FOR ADDITIONAL POCKET LANDSCAPE
- C: UNIT NUMBERS REDUCED AREA OF 18:05:25 LANDSCAPE PLANTING AND EV POINTS AND CYCLE STANDS ADDED
- B: REDRAWN TO SHOW EXISTING MOBILES ON VICTORIA GARDENS TO SITE PLAN AND LOCATION PLAN

Project	Proposed mobile homes Victoria Gardens extension 31 Barkham Ride FINCHAMPSTEAD Berks
Client	Mr T. Roberts
Drawing	

SITE PLAN

Scale 1:500 at A1 Date February 2025



CYCLE STORAGE LOCKER - AMAZON ECO 2 L1900xW900xH1400

CYCLE STORE

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Job 2680 Dwg. 06F

Appendix B

Swept Path Analysis

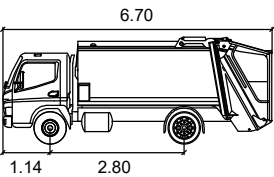
\\motion-grd02\Archive\archived Projects\A1bark 2301002\Drawings\2301002-TK001-TK004 And 001 Plan REV E_recover.dwg



1:1000

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Mitsubishi CANTER

	metres
Width	: 2.30
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 17.3

D	Fifth Issue	GL	DM	DM	26/06/2025
C	Fourth Issue	GL	DM	DM	29/01/2025
B	Third Issue	GL	DM	DM	16/01/2025
A	Second Issue	GL	DM	DM	24/12/2024
-	First Issue	GL	DM	DM	20/12/2024

Rev.	Description	Drm	Chk	App	Date
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Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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Client:

A1 Roberts Properties

Project:

Barkham Road

Title:

**Swept Path Analysis
Refuse Vehicle**

Scale: 1:1000 (@ A3)

Drawing:

2301002-TK001

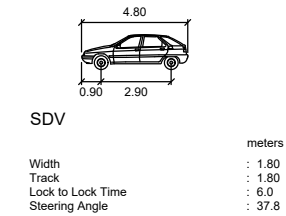
Revision:

D

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- Notes
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B	Third Issue	GL	DM	DM	26/06/2025
A	Second Issue	GL	DM	DM	29/01/2025
-	First Issue	GL	DM	DM	20/12/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Swept Path Analysis
Car

Scale: 1:200 (@ A3)

Drawing:
2301002-TK003

Revision:
B



Path (um)



Co Const & Ward Bay

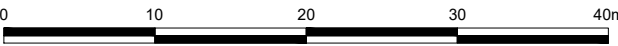
COMMUNITY BUILDING

Office

Rook's Nest Farm

CR

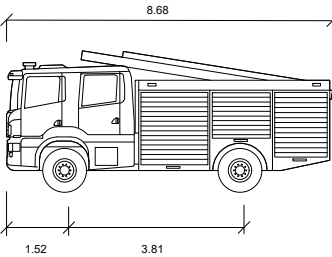
24



SCALE IN METRES
1:500

Notes

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DB32 Fire Appliance

	metres
Width	: 2.18
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

C	Updated Site Layout	DR	GL	DM	26/06/2025
B	Third Issue	GL	DM	DM	29/01/2025
A	Second Issue	GL	DM	DM	24/12/2024
-	First Issue	GL	DM	DM	20/12/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Swept Path Analysis
Fire Appliance

Scale: 1:1000 (@ A3)

Drawing: 2301002-TK004 Revision: C