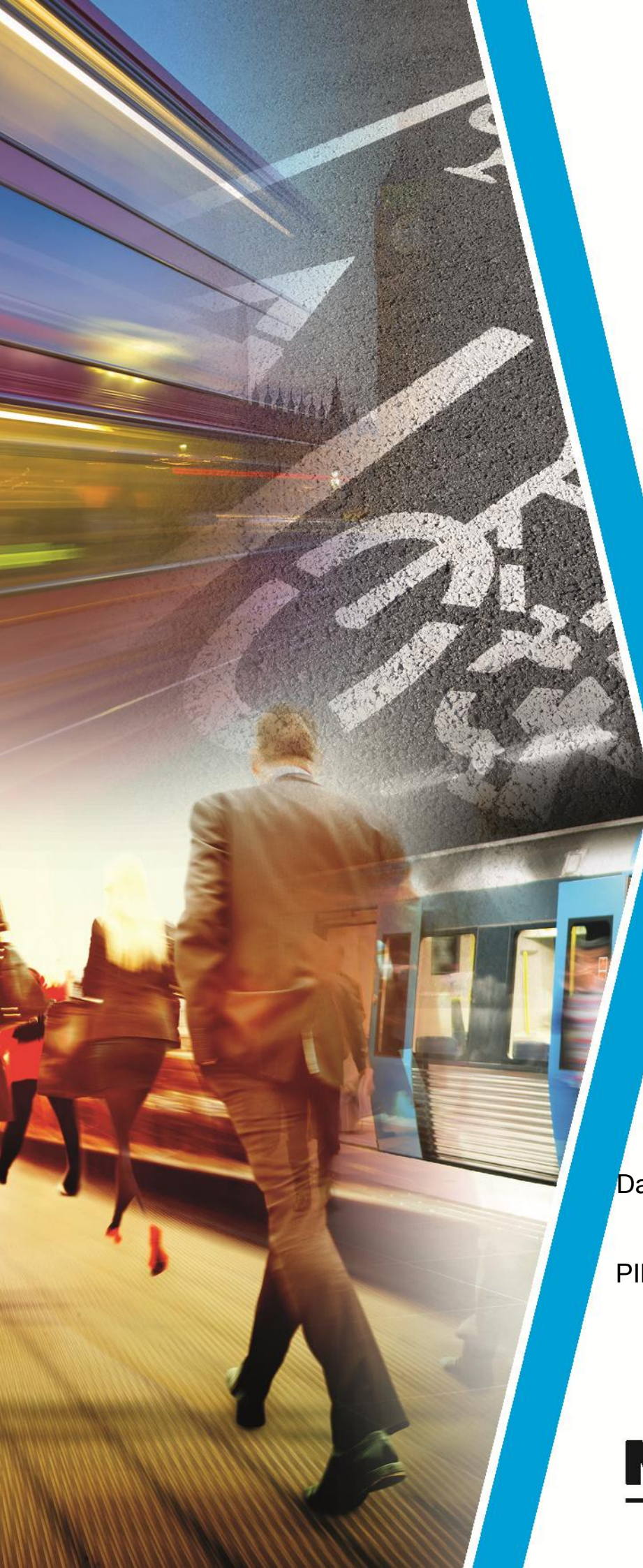




Town & Country Planning
Act 1990 (as Amended)

Appeal by Dandara
Southern Ltd & Elstree
Land Ltd

Land North of Reading
Road, Arborfield

Rebuttal Proof of Evidence

M Stevens MIHT on behalf of
Dandara Southern Ltd & Elstree Land
Ltd

PINS Ref: APP/X0360/W/25/3371069
LPA Ref: 243099

February 2026

MILESTONE
TRANSPORT PLANNING

Land North of Reading Road, Arborfield

Project No: MTP Ref: 25-103

Document Reference No: 25103/Reports/Rebuttal PoE

Document Title: Rebuttal Proof of Evidence

Date: February 2026

Client Name: Dandara Southern Ltd & Elstree Land Ltd

Project Manager: Matt Stevens

Author: Matt Stevens

Produced By: Milestone Transport Planning Limited
7 Ancells Court, Rye Close, Fleet, Hampshire GU51 2UY - Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, Tyne & Wear, NE8 1AN - Tel: 0191 3387220
Edmund House, 12-22 Newhall Street, Birmingham B3 3AS - Tel: 0121 661 9881

Email: mail@milestonetp.co.uk
Web: www.milestonetp.co.uk

Document history & status.

Revision	Date	Description	Prepared By	Checked By	Authorised By
-	20.02.26	V1 - for client comment	M. Stevens	M. Stevens	M. Stevens
A	24.02.26	V2 - Final	M. Stevens	M. Stevens	M. Stevens

CONTENTS

1. Introduction and Context 1

Qualifications 1

Scope of Rebuttal Evidence..... 1

2. Site Accessibility 3

Baseline Connectivity..... 3

DfT Connectivity Tool..... 3

Future Accessibility with Loddon Valley Garden Village 7

3. A327 Corridor & The Black Boy Roundabout..... 9

Traffic Flows 9

Bus Delay 12

Summary 13

4. Mitigation Measures 14

5. Additional Items..... 16

6. Conclusions..... 17

Tables

Table 2.1 DfT Connectivity Tool Scores - Other Sites6

Table 2.2 DfT Connectivity Tool Score Comparison - Comparable Sites Vs. Appeal Site 7

Table 2.3 DfT Connectivity Tool Score Comparison - Approved Sites Vs. Appeal Site 7

Table 3.1 Black Boy Rdbt Traffic Flows - 2032 Reference Year + Appeal Site..... 10

Table 3.2 Black Boy Rdbt Traffic Flows - 2032 Future Year (w/ LVGV) + Appeal Site 11

Appendices

Appendix MS15	DfT Connectivity Score Outputs - Other Sites
Appendix MS16	Leopard 3 Bus Timetable
Appendix MS17	Highway Works / Mitigation Measures Comparison
Appendix MS18	Illustrative Masterplan
Appendix MS19	Drawing No. 25103 / 005 Rev A - Church Lane ' <i>Quiet Lane</i> ' Proposals

1. Introduction and Context

Qualifications

- 1.1 My name is Matt Stevens. My qualifications and experience are set out within my main evidence (CD13.04.01).
- 1.2 As per my main evidence, this rebuttal proof is on behalf of Dandara Southern Ltd & Elstree Land Ltd (the “Appellant”) and in respect of an Outline application with all matters reserved, except means of access to the site, for residential development of up to 111 dwellings with associated works, parking, landscaping, publicly accessible open space, with access from Reading Road (the “Appeal Scheme”) on Land North of Reading Road, Arborfield (the “Appeal Site”).
- 1.3 I confirm that the opinions expressed in this rebuttal are true and professional.

Scope of Rebuttal Evidence

- 1.4 This rebuttal has been prepared to respond to matters raised within the evidence of Wokingham Borough Council’s (“WBC”) Highways Development Management Officer (CD14.05.01) in respect of the Appeal Site.
- 1.5 The purpose of this rebuttal is to address several assertions made by WBC’s regarding:
- The accessibility of the Appeal Site, including matters relating to walking distances and the application of the Department for Transport (“DfT”) Connectivity Tool;
 - The potential impact of the Appeal Site on the operation of the A327 corridor, notably the Black Boy roundabout, and the 2032 Interim Year transport scenario;
 - The contention that the Appeal Site would prejudice the delivery Loddon Valley Garden Village (LVGV); and
 - The scope, appropriateness, and proportionality of mitigation measures and obligations package that supports the Appeal Scheme.
- 1.6 This rebuttal should be read alongside my main evidence (CD13.04.01) and the signed Highways & Transport Statement of Common Ground (“H&TSocG”) dated 12th February 2026 (CD05.05); as well as the technical evidence submitted within the core documents.

- 1.7 The rebuttal does not seek to respond to every highway point raised by WBC. Rather, it focuses on those issues where I believe clarification is required, where there is a material difference in professional interpretation, or where new emphasis has been introduced since submission of my main evidence (CD13.04.01).
- 1.8 Accordingly, where a highways matter raised by WBC is not expressly addressed within this rebuttal, this should not be taken to indicate my agreement with, or acceptance of, the matter. My position on all other matters remains as set out within my main evidence (CD13.04.01).

2. Site Accessibility

Baseline Connectivity

- 2.1 Para. 5.27 to 5.38 of WBC's Highways Development Management Officer's evidence (CD14.05.01) presents an elaborate narrative regarding observed walking behaviour, with para. 5.39 concluding that:

"...Having established that the 'majority of people' walk is around 400m, I consider that few of the facilities would serve the day-to-day needs of future residents of the appeal site."

- 2.2 In my view, WBC's position reflects an overly pessimistic interpretation of travel behaviour. Planning policy seeks to influence travel behaviour through the provision of accessible facilities, safe infrastructure, and sustainable transport opportunities; as demonstrated within my main evidence (CD13.04.01).
- 2.3 As demonstrated in Table 4.1 of my main evidence (CD13.04.01), national planning guidance recognises walking and cycling as realistic alternatives to private car use, particularly for shorter journeys. The policy framework is therefore based on enabling and encouraging modal shift, rather than limiting assessment to observed minimum behavioural thresholds.
- 2.4 Table 4.2, as well as Appendix MS1 (CD13.04.02), of my main evidence (CD13.04.01) demonstrate that the Appeal Site is located within convenient walking and cycling distance of a broad range of day-to-day facilities and services. These include bus stops on Reading Road, as well as local nurseries / schools, recreation grounds / leisure facilities, village halls, village shops / post offices, and employment areas.
- 2.5 On that basis, the conclusions of my main evidence remain, and I do not agree that few facilities would serve the day-to-day needs of future residents of the Appeal Site.

DfT Connectivity Tool

- 2.6 Para 5.13 to 5.19 of WBC's Highways Development Management Officer's evidence (CD14.05.01) provides commentary on outputs from DfT's Beta Transport Connectivity Tool.
- 2.7 The DfT's Beta Transport Connectivity Tool measures an individual's ability to reach employment, services, and social engagements via walking, cycling and public transport to reach jobs, shops, schools, healthcare, and other essential services.

- 2.8 The online guidance published with the Beta Transport Connectivity Tool states that “...*we* [DfT] *calculate an overall score, which is the weighted sum of all connectivity scores for each purpose and mode of travel for that starting location...*”.
- 2.9 DfT also state that “...*to compare the scores across different starting locations, they are scaled such that the starting location with the best score receives a scaled score of 100 and all other areas receive a score which is relative to that. As such, a starting location with a score of 50 is considered to be half as ‘connected’ as the best location in England and Wales.*”
- 2.10 Accordingly, the tool provides a relative / comparative metric rather than an absolute measure of accessibility or sustainability. It does not determine whether a location is suitable for development in planning terms, nor does it replace site-specific evidence.
- 2.11 The online guidance also identifies several limitations, including that the connectivity metric does not account for qualitative factors such as route attractiveness, safety, lighting, surface condition, crossing provision, or the effect of local mitigation measures and infrastructure improvements.
- 2.12 This limitation is material in the context of the Appeal Site, where Section 5 of my evidence (CD13.04.01) has identified a comprehensive package of active travel enhancements capable of delivery through planning obligations and highway agreements.
- 2.13 Within the Draft NPPF (December 2025), Policy TR1 titled ‘*Vision-led approach to planning for transport*’ states that “...*The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence...*”.
- 2.14 Whilst Policy TR3 titled ‘*Locating development in sustainable locations*’ states that “*The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.*”
- 2.15 As such, the Draft NPPF confirms that the Connectivity Tool is intended to inform, but not determine, judgments on accessibility. It must be considered alongside detailed evidence.
- 2.16 In this regard, the detailed accessibility evidence submitted by the Appellant, including the PBA Transport Assessment dated November 2024 (CD1.14), the Active Travel Assessment contained within the Highway Response Note (CD1.26), and the assessments presented within my evidence (CD13.04.01), provides an assessment of the Appeal Site’s accessibility that is materially more robust than reliance on the Beta Transport Connectivity Tool.
- 2.17 In light of the above, while the Beta Transport Connectivity Tool provides context for site accessibility, it should be considered alongside other detailed evidence.

- 2.18 Notwithstanding the above, para. 5.15 of WBC's Highways Development Management Officer's evidence (CD14.05.01) states that:

"The overall score for the appeal site currently varies from 38-47. I consider this to be below average for the Borough (13-81)."

- 2.19 My professional judgement is that this statement is misleading. No evidence is provided by WBC regarding the distribution or frequency of connectivity scores across the Borough; only the overall range is cited. Accordingly, it is not possible to identify a true "*average*" score (whether mean, median, or modal value). The Appeal Site's score falling within the stated range indicates that it sits within the broad spectrum of connectivity across the Borough rather than below any evidenced average.

- 2.20 Furthermore, it is reasonable, and expected, that the Appeal Site would record lower connectivity scores than other areas within the Borough (e.g. Wokingham Town Centre). The DfT's published guidance acknowledges that the methodology inherently attributes higher connectivity values to locations proximate to urban centres, noting that "*...most value is located near urban centres...*" and that there are "*...clear 'hot spots' located near the centre...*".

- 2.21 In this context, a comparatively lower score does not indicate that a location is inaccessible or unsustainable. Rather, it reflects the strategic / relative nature of the metric. As aforementioned, the Beta Transport Connectivity Tool is intended to provide context and must be considered alongside other evidence, including the detailed assessments already submitted by the Appellant.

- 2.22 Despite the above, para. 5.18 of WBC's Highways Development Management Officer's evidence (CD14.05.01) continues:

"Comparing accessibility using the Connectivity tool, I note most SDL developments in the Borough have achieved overall scores >60. Even the few pockets of development in the low 50's, this score has occurred because it has proved unviable to deliver bus services close to homes. Offering some judgement for comparison (expanded in 5.5-5.8 below), I conclude the appeal site is below average."

- 2.23 Again, no evidence is provided by WBC to substantiate the statement that the Appeal Site performs below average to other comparable sites.

- 2.24 In order to provide an evidence-based comparison, Table 2.1 and **Appendix MS15** present Beta Transport Connectivity Tool outputs for the comparable sites referenced within para. 5.84 of the Highways Officer's evidence (CD14.05.01) and para. 5.9.12 of the Council's Statement of Case (CD05.05).

2.25 Table 2.1 demonstrates that the mean overall connectivity score (excluding driving) across comparator sites is 45 with a range from 28 to 57. Where only schemes granted permission or allowed at Appeal are considered, the mean score reduces to 38.

Table 2.1 DfT Connectivity Tool Scores - Other Sites

Site Address	Units	Status	Mean DfT Connectivity Score				
			Public Transport	Walking	Cycling	Driving	Overall (Except Driving)
Land north of Arborfield Road*	191	Decision Pending (Ref. 242484)	59	52	65	84	57
Land east of Hyde End Road, Shinfield*	181	Decision Pending (Ref. 252138)	54	48	63	81	52
Land west of Hyde End Road, Shinfield*			55	51	64	83	54
Land west of Trowes Lane*	81	Full Application Refused (Ref. 230422) but Appeal Allowed (APP/X0360/W/24/3340006)	31	21	50	78	28
Land at Blagrove Lane*	350	Outline Application Refused (Ref. 222306) but Appeal Allowed (APP/X0360/W/24/3354667)	55	47	64	80	53
School Road, Arborfield Cross	70	Conditional Approval subject to legal agreement (Ref. 250735)	31	21	50	78	28
Land off Langley Common Road Arborfield Wokingham	50	Conditional Approval subject to legal agreement (Ref. 232490)	48	36	58	80	44
AVERAGE - ALL SITES		All	48	39	59	81	45
AVERAGE - APPROVED SITES		Appeal Allowed / Conditional Approval	41	31	56	79	38
*Included in LPU.							

2.26 Table 2.2 provides a direct comparison between the Appeal Site and the average of all comparator schemes. This demonstrates that the Appeal Site scores higher on public transport connectivity, marginally lower on walking connectivity, and comparable scores on cycling and overall (except driving) connectivity.

Table 2.2 DfT Connectivity Tool Score Comparison - Comparable Sites Vs. Appeal Site

Site Address	Mean DfT Connectivity Score				
	Public Transport	Walking	Cycling	Driving	Overall (Except Driving)
Average All Sites (Table 2.1)	48	39	59	81	45
Appeal Site	51	33	58	80	44
NET DIFFERENCE	+3	-6	-1	-1	-1

- 2.27 Table 2.3 compares the Appeal Site against schemes that have been granted planning permission or allowed at Appeal. This demonstrates that the Appeal Site performs higher across all connectivity indicators, including overall connectivity.

Table 2.3 DfT Connectivity Tool Score Comparison - Approved Sites Vs. Appeal Site

Site Address	Mean DfT Connectivity Score				
	Public Transport	Walking	Cycling	Driving	Overall (Except Driving)
Average Approved Sites (Table 2.1)	41	31	56	79	38
Appeal Site	51	33	58	80	44
NET DIFFERENCE	+10	+2	+2	+1	+4

- 2.28 In light of the above evidence, WBC's Highways Development Management Officer's conclusion that the Appeal Site is "*below average*" is not supported. Rather, the evidence demonstrates that the Appeal Site's connectivity is consistent with, and in several respects stronger than, recent comparable development schemes that have been accepted within the Borough.

Future Accessibility with Loddon Valley Garden Village

- 2.29 Para. 5.11 of WBC's Highways Development Management Officer's evidence (CD14.05.01) continues:

"...I believe it is a substantial part of the appellants case that the site can be made sustainable, once LVGV is delivered. Whilst I might understand this stance, that is not the position today."

- 2.30 I do not agree with this statement. The Appellant's evidence demonstrates that the Site is sustainable in its own right, with LVGV representing an enhancement to its long-term sustainability.
- 2.31 As set out within this rebuttal, the detailed accessibility evidence submitted by the Appellant, together with the evidence-based comparison of outputs from the DfT Beta Transport Connectivity Tool, demonstrates that the Appeal Site performs comparably with, and in some cases more favourably than, other schemes within the Borough that have been granted planning permission or allowed at Appeal.
- 2.32 Section 4 of my evidence (CD13.04.01) demonstrates that the Appeal Site is extremely well connected to the frequent '*Leopard 3*' bus service, thereby enabling future residents to access higher-order facilities, including employment, education, healthcare, and retail destinations, by sustainable means. Para. 2.5 of WBC's Highways Development Management Officer's evidence (CD14.05.01) "*...acknowledges the site has 'good' [WBC Core Strategy CP6 / WDLP definition of a "good" public transport service] access to current bus services*".
- 2.33 Section 4 of my evidence (CD13.04.01) also reveals that the Appeal Site is served by a comprehensive and well-established multi-modal transport network that aligns with the key principles of sustainable development. Walking, cycling, and public transport all provide realistic and attractive travel options to a range of destinations, thereby supporting a genuine modal shift away from private car dependency.
- 2.34 The updated Movements and Access Strategy (MAS) for the Appeal Site, as set out in Section 5 of my evidence (CD13.04.01), fully aligns with WBC's Core Strategy Policies CP1 and CP6, ensuring that the future development promotes sustainable movement, reduces travel demand / distance, enhances existing transport infrastructure, and improves highway safety.
- 2.35 The potential future delivery of LVGV will only further enhance this position by introducing a wide range of facilities and services within convenient walking and cycling distances of the Appeal Site. Therefore enhancing the lifetime sustainability of the Appeal Site in line with paragraph 135(a) of the NPPF.
- 2.36 When the above is considered alongside the baseline Appeal Site accessibility analysed in Section 4 of my evidence (CD13.04.01), along with the connectivity assessment above, it is beyond doubt that the Appeal Site will not only integrate with existing sustainable infrastructure but actively enhance it, providing future Appeal Site residents with a genuine and meaningful choice of sustainable transport modes.

3. A327 Corridor & The Black Boy Roundabout

Traffic Flows

3.1 Paras. 5.95 to 5.113 of WBC's Highways Development Management Officer's evidence (CD14.05.01) focus on operational constraints along the A327 corridor in the context of potential LVGV delivery, with particular emphasis on vehicle delay at the Black Boy Roundabout

3.2 Notably, para. 5.102 of WBC's Highways Development Management Officer's evidence (CD14.05.01) states:

"At 5.4.41 [assumed to mean para. 5.84] I outline how the interim assessment could support development of around 1,330 dwellings on the A327 corridor. If unplanned development were allowed, the level of queues and delays would be materially worse, and the cumulative residual effects would become severe."

3.3 I do not agree with this conclusion. Para. 7.36 and 7.37 of my evidence (CD13.04.01) demonstrate that vehicular trips associated with the Appeal Site passing through the Black Boy Roundabout are negligible.

3.4 Nonetheless, and to provide context to these additional movements, it is necessary to consider the modelled traffic flows through the Black Boy Roundabout. Para. 14.5.2 of the Abbey Letchford Transport Assessment dated October 2025 (CD12.20.01), supporting Ref. 252498, confirms that peak hour link flows and turning movements for the 2032 'Forecast Base' and 'With Development' scenarios are reported within Appendix N.

3.5 Table 3.1 demonstrates that when the Appeal Site traffic (as per Table 7.5 of (CD13.04.01)) is compared the modelled 2032 Reference Year baseline flows (as per Appendix N of (CD12.20.05)) at the Black Boy Roundabout, the additional vehicle movements represent a negligible increase in demand across three of the arms with no increase on the B3270 Lower Earley Way.

3.6 In both peak periods, the Appeal Site contributes no more than +0.6% additional traffic on any approach or departure arm. This equates to single-digit vehicle additions within peak hours against background flows exceeding 1,000 vehicles per arm.

Table 3.1 Black Boy Rdbt Traffic Flows - 2032 Reference Year + Appeal Site

Junction	Arm	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)	
		To	From	To	From
2032 Reference Year (as per Appendix N of (CD12.20.05))					
A327 Shinfield Road (N)		1,644	1,222	1,477	1,231
B3270 Lower Earley Way		667	550	574	759
A327 Shinfield Road (S)		1,192	1,403	1,292	1,131
B3270 (W)		1,530	1,858	1,485	1,707
Appeal Site Traffic (as per Table 7.5 of (CD13.04.01))					
A327 Shinfield Road (N)		1	3	3	1
B3270 Lower Earley Way		-	-	-	-
A327 Shinfield Road (S)		4	9	8	4
B3270 (W)		2	6	5	3
Percentage Increase					
A327 Shinfield Road (N)		+0.1%	0.2%	0.2%	0.1%
B3270 Lower Earley Way		-	-	-	-
A327 Shinfield Road (S)		+0.3%	+0.6%	+0.6%	+0.4%
B3270 (W)		+0.1%	+0.3%	+0.3%	+0.2%

3.7 Table 3.2 applies the same comparison exercise to the 2032 Future Year scenario which includes LVGV. The results show that even within this higher demand scenario, the proportional impact of the Appeal Site remains negligible.

Table 3.2 Black Boy Rdbt Traffic Flows - 2032 Future Year (w/ LVGV) + Appeal Site

Junction	Arm	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)	
		To	From	To	From
2032 Future Year (w/ LVGV Optimised) (as per Appendix N of (CD12.20.05))					
A327 Shinfield Road (N)		1,658	1,379	1,504	1,348
B3270 Lower Earley Way		700	602	617	815
A327 Shinfield Road (S)		1,120	1,430	1,254	1,126
B3270 (W)		622	1,935	1,698	1,784
Appeal Site Traffic (as per Table 7.5 of (CD13.04.01))					
A327 Shinfield Road (N)		1	3	3	1
B3270 Lower Earley Way		-	-	-	-
A327 Shinfield Road (S)		4	9	8	4
B3270 (W)		2	6	5	3
Percentage Increase					
A327 Shinfield Road (N)		+0.1%	+0.2%	+0.2%	+0.1%
B3270 Lower Earley Way		-	-	-	-
A327 Shinfield Road (S)		+0.4%	+0.6%	+0.6%	+0.4%
B3270 (W)		+0.3%	+0.3%	+0.3%	+0.2%

- 3.8 Accordingly, and consistent with para. 7.38 of my evidence (CD13.04.01), the additional vehicular movements associated with the Appeal Site would not materially alter queue lengths, delays, or overall junction performance. The quantitative evidence presented above does not support WBC's contention that the Appeal Site would materially worsen operational conditions or give rise to severe cumulative effects in accordance with paragraph 116 of the NPPF.
- 3.9 This conclusion is consistent with the Highway Authority's own consultation response dated 2 April 2025 (CD 02.19), which confirms that the level of traffic arising from the Appeal Site would not have an adverse impact on the wider highway network and would not require further junction modelling.
- 3.10 Having regard to the scale and proportional impact of Appeal Site traffic, there is no technical basis to conclude that additional highway capacity mitigation is required beyond the proportionate, vision-led measures already identified within my evidence.

Bus Delay

- 3.11 In response to paras. 5.102 to 109 of WBC's Highways Development Management Officer's evidence (CD14.05.01), I have already highlighted the negligible impact that traffic associated with the Appeal Site proposals will have on queues and delays which will not lead to a material worsening and cumulative residual effects would not meet the severity threshold in paragraph 116 of the NPPF.
- 3.12 Of note, WBC's Highways Development Management Officer implies in his evidence that these queues and delays, even under LPU Reference Case flow scenarios will adversely affect bus journey time reliability.
- 3.13 **Appendix MS16** to this rebuttal provides analysis of the current published timetable for the '*Leopard 3*' bus service, and in particular, I draw to the attention of the Inspector the allowances made therein for increased congestion on the A327 corridor during peak periods when queues and delays occur on this part of the network.
- 3.14 In **Appendix MS16** I have highlighted the journey times between Shinfield (School Green) and Royal Berkshire Hospital in both directions and note the following:
- Northbound
 - Early morning / late evening 13-16 minutes
 - Off-peak (daytime) 23 minutes
 - AM Peak up to 33 minutes
 - PM Peak up to 30 minutes
 - Southbound
 - Early morning / late evening 15-19 minutes
 - Off-peak (daytime) 19-20 minutes
 - AM Peak up to 26 minutes
 - PM Peak up to 29 minutes
- 3.15 These programmed allowances demonstrate that the operator already accounts for peak period congestion within timetable design. Given that the Appeal Site would introduce only single-digit additional vehicle movements in peak hours, there is no evidential basis to conclude that such marginal increases would affect scheduled journey times or operational reliability.
- 3.16 On this basis, there is no requirement for additional vehicles to maintain existing service frequency or timetable robustness. Accordingly, no adverse impact on service viability arises.

- 3.17 WBC's Highways Development Management Officer has provided no evidence to support his assertion in para. 5.110 of his evidence that, even if LVGV was delivered, the service frequency of Leopard 3 would reduce from 3 buses per hour to 2 buses per hour on Reading Road, through Arborfield Cross.
- 3.18 Conversely, the Appeal Site would contribute additional patronage and secured financial support through planning obligations, which would reinforce the long-term viability and resilience of this key local bus service.

Summary

- 3.19 Notwithstanding the negligible impacts identified above, and as detailed in para. 5.11 of the H&TSocG (CD05.05), the Appellant is willing to support proportionate, vision-led transport mitigation in accordance with paragraph 115(d) of the NPPF. Accordingly, and for consistency with contributions secured in connection with the Land North of Arborfield scheme (LPA Ref. 232484), the Appellant is agreeable to an index-linked S106 Contribution towards the South of M4 Bus Strategy.
- 3.20 Whilst it has been demonstrated that the Appeal Site would not give rise to severe residual cumulative effects on the operation of the A327 corridor, nor require strategic highway capacity mitigation, the above contribution represents a reasonable and proportionate response to the wider network considerations raised in WBC's Highways Development Management Officer's evidence (CD14.05.01).

4. Mitigation Measures

- 4.1 Para. 5.43 of WBC's Highways Development Management Officer's evidence (CD14.05.01) considers:

"...the mitigation options being offered are quite minimal. They respond to existing conditions to achieve a safe means of access for the appeal site and address some of the immediate and localised issues for active travel..."

- 4.2 Within **Appendix MS17**, I provide analysis of the package of mitigation that supports the Appeal Site proposals and compare this with that secured by the Council in respect of recent, relevant planning applications that have been approved, either by Committee or Appeal, or are pending decision.

- 4.3 From **Appendix MS17** it can clearly be noted that the total package to be delivered by the Appeal Site proposals has a total value of circa. £978,035, equivalent to £8,811 per dwelling.

- 4.4 For clarity, this package (which has been further refined since my initial evidence) includes both S106 obligations alongside physical works to be delivered by the Appeal Site, should the Inspector be minded to grant permission. The NPPF 115(d) vision-led package comprises:

- Upgrades to Public Footpath ARB01
- Bus Service Contribution
- Contribution to the delivery of the South of M4 Bus Strategy (aligned to the obligation attributed to Land North of Arborfield (LPA Ref. 232484))
- Bus Stop Upgrades at Walden Avenue and Church Lane
- MyJourney Contribution
- Bus Taster Tickets (30-day Simply Network Smart Card)
- WBC Travel Plan Monitoring Fee
- Provision of footway widening, lighting, bus stop boarders, traffic calming features and new pedestrian crossings on Reading Road (extending from Church Lane to Arborfield Cross inclusive)

- 4.5 **Appendix MS17** demonstrates that of the six recent planning applications reviewed, the maximum value of their equivalent mitigation packages does not exceed £6,040 per dwelling and that, on average, the value of the mitigation package sought by and / or agreed with the Council is £3,656 per dwelling.

- 4.6 On this basis, and contrary to WBC's Highways Development Management Officer's evidence, the Appeal Site provides a comprehensive package of vision-led mitigation that far exceeds that being offered by any recent applications that have been approved, either by Committee or Appeal, or are pending decision.
- 4.7 Therefore aligning with para. 5.11 of the H&TSoCG dated 12th February 2026 (CD05.05) which stated that:

"The parties agree that reliance on highway capacity mitigation would be inconsistent with Paragraph 115(d) of the NPPF, instead professional judgement and proportionate, vision-led mitigation can be applied to the identification of an appropriate package of mitigation measures."

5. Additional Items

- 5.1 Within Section 5 of my evidence (CD13.04.01), I clearly set out that the Appeal Site fully delivers on integration with, and enhancement to, the existing active travel and public transport infrastructure. The collective measures proposed, in conjunction within the Appeal Site, maximise opportunities for reducing the need to travel, especially by car.
- 5.2 As part of these measures, a safe and accessible active travel access between the Appeal Site and Church Lane was proposed.
- 5.3 However, the Flood Risk Assessment (CD17.06), produced by I-EP and issued to WBC on the 16 January 2026, identified that the indicative access onto Church Lane fell within Flood Zone 2 and 3. Although the access point was illustrative and capable of relocation further north at Reserved Matters stage, the illustrative masterplan has now been updated to incorporate this change. The revised illustrative masterplan is shown at **Appendix MS18**.
- 5.4 As addressed by other expert witnesses in their rebuttals, the relocated route runs adjacent to the Root Protection Area (RPA) of veteran lime tree T39. However, the footpath can be delivered using a permeable, no-dig construction methodology that avoids harm to the RPA; details can be secured at the Reserved Matters stage.
- 5.5 Para. 5.21 of my evidence (CD13.04.01) also identifies targeted measures along Church Lane to reinforce its function as a Greenway Route and proposed '*Quiet Lane*'. Reflecting the relocated access point, Drawing No. 25103 / 005 has been updated and is provided at **Appendix MS19**. The overall principles remain unchanged, with only the access location and the position of the proposed southbound build-out amended.
- 5.6 Despite the above changes, it is my opinion that the relocated access provides an improved outcome for active travel users by reducing the length of Church Lane shared with vehicular traffic prior joining the wider Public Right of Way network.

6. Conclusions

6.1 Within this rebuttal I have addressed several assertions made by WBC's regarding:

- The accessibility of the Appeal Site, including matters relating to walking distances and the application of the Department for Transport ("DfT") Connectivity Tool;
- The potential impact of the Appeal Site on the operation of the A327 corridor, notably the Black Boy roundabout, and the 2032 Interim Year transport scenario;
- The contention that the Appeal Site would prejudice the delivery Loddon Valley Garden Village (LVGV); and
- The scope, appropriateness, and proportionality of mitigation measures and obligations.

6.2 The rebuttal does not seek to respond to every highway point raised by WBC. Where a highways matter raised by WBC is not expressly addressed within this rebuttal, this should not be taken to indicate my agreement with, or acceptance of, the matter. My position on all other matters remains as set out within my main evidence (CD13.04.01).

6.3 In view of this rebuttal, and my main evidence, my overall conclusion remains that the Appeal Site proposals have been shown within my evidence to fully accord with paragraphs 110, 115 and 116 of the NPPF, Policies CP1, CP2, CP3, CP6 and CP9 of the WBC Core Strategy, and the Borough Design Guide SPD.

6.4 In particular, I believe that the requirements of paragraph 110 of the NPPF are met comprehensively in that the Appeal Site is sustainable and offers a genuine choice of transport modes recognising that sustainable transport solutions vary between urban and rural areas.

6.5 In the context of part d) of paragraph 115, I have demonstrated that the mitigation that supports the Appeal Site proposals is vision-led and prioritises enhancement to the active travel and public transport networks to the benefit of the wider community and to deliver choice to future prospective residents in travel mode when accessing the full range of facilities and services, reducing reliance on the use of the car.

6.6 Equally, under the requirements of paragraph 116 of the NPPF, it is my expert opinion that the proposed means of access to the Appeal Site will not lead to an unacceptable impact on highway safety and that any residual impact on the wider network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.

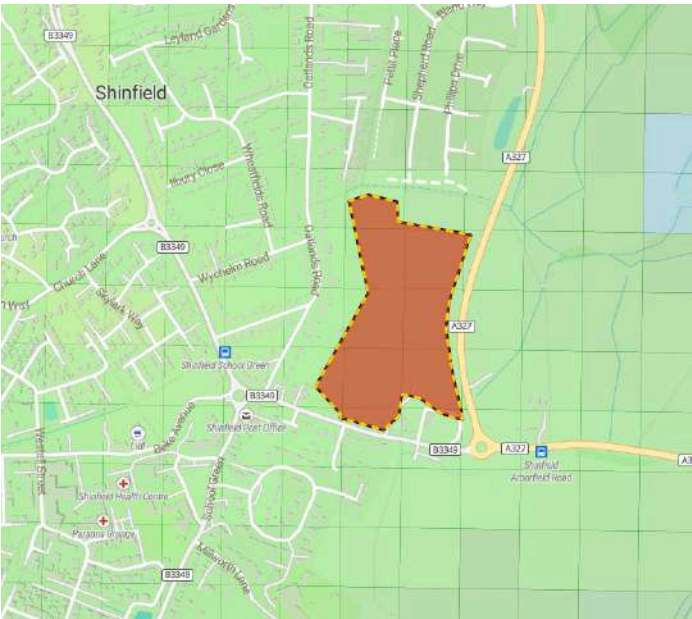
6.7 I therefore respectfully request that the Inspector allows this Appeal.

Appendix MS15

Land north of Arborfield Road - DfT
Connectivity Tool Output

Explore site

Site name	1
Size	60553.00 m 6.06 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	57	60	53
Public transport	59	63	55
Walking	52	55	47
Cycling	65	68	62
Driving	84	87	78

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	59	64	51
Public transport	67	72	61
Walking	51	57	42
Cycling	67	73	58

Mode of transport	Mean	Maximum	Minimum
Driving	80	85	70

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	51	55	47
Public transport	56	61	52
Walking	44	47	40
Cycling	57	61	52
Driving	81	84	73

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	58	62	53
Public transport	58	62	53
Walking	56	59	50
Cycling	66	70	59
Driving	79	82	71

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	54	58	49
Public transport	55	60	51
Walking	51	54	46
Cycling	63	68	57
Driving	84	87	76

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	62	63	60
Public transport	58	60	57
Walking	63	64	61
Cycling	71	72	71
Driving	88	88	87

Workplaces

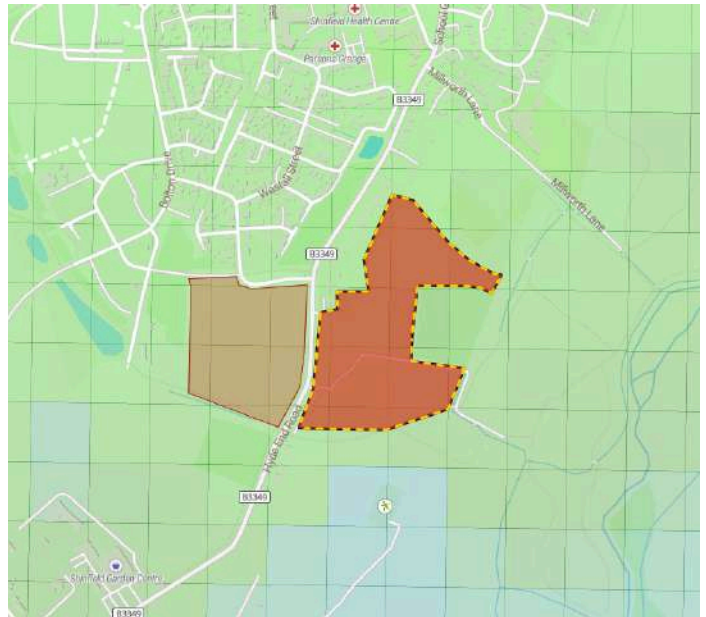
Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	56	57	54
Public transport	59	60	57
Walking	42	44	40
Cycling	65	66	64
Driving	82	82	81

Land east of Hyde End Road, Shinfield -
DfT Connectivity Tool Output

Explore site

Site name 2

Size 63402.00
m | 6.34 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	52	57	47
Public transport	54	58	49
Walking	48	54	42
Cycling	63	67	58
Driving	81	85	74

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	58	64	51
Public transport	63	69	58
Walking	52	58	43
Cycling	66	72	59

Mode of transport	Mean	Maximum	Minimum
Driving	77	84	65

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	46	51	40
Public transport	49	55	44
Walking	40	45	34
Cycling	54	60	47
Driving	77	83	68

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	52	58	47
Public transport	51	57	46
Walking	52	58	45
Cycling	62	69	55
Driving	76	80	67

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	46	53	40
Public transport	47	53	41
Walking	44	50	37
Cycling	58	66	50
Driving	80	85	70

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	59	61	56
Public transport	55	57	53
Walking	60	62	57
Cycling	69	71	68
Driving	87	88	85

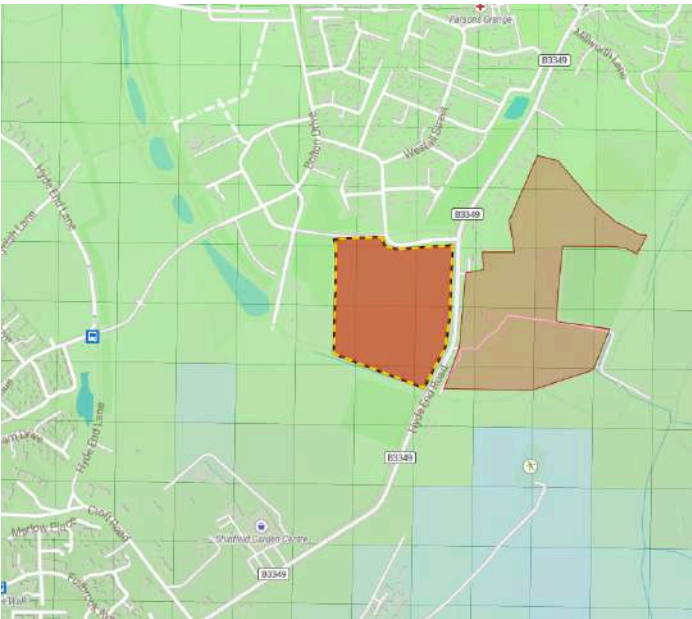
Workplaces

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	53	55	50
Public transport	55	57	52
Walking	39	42	36
Cycling	63	65	62
Driving	80	81	79

Land west of Hyde End Road, Shinfield
- DfT Connectivity Tool Output

Explore site

Site name	1
Size	40510.00 m 4.05 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	54	56	52
Public transport	55	56	53
Walking	51	53	48
Cycling	64	66	62
Driving	83	85	78

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	60	63	57
Public transport	65	67	63
Walking	55	58	51
Cycling	69	71	66

Mode of transport	Mean	Maximum	Minimum
Driving	80	84	75

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	47	49	45
Public transport	50	52	48
Walking	42	44	40
Cycling	56	59	53
Driving	79	83	72

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	53	55	49
Public transport	51	53	48
Walking	52	55	48
Cycling	63	66	59
Driving	77	80	70

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	48	50	45
Public transport	48	51	46
Walking	46	48	43
Cycling	60	64	56
Driving	81	85	74

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	60	60	59
Public transport	55	56	54
Walking	61	63	60
Cycling	70	71	69
Driving	87	88	86

Workplaces

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	54	55	53
Public transport	56	57	55
Walking	40	42	39
Cycling	64	64	63
Driving	81	81	80

Land west of Trowes Lane - DfT
Connectivity Tool Output

Explore site

Site name	1
Size	57638.00 m 5.76 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	28	32	27
Public transport	31	34	29
Walking	21	25	18
Cycling	50	51	48
Driving	78	81	75

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	18	23	15
Public transport	25	28	23
Walking	10	17	6
Cycling	35	39	31

Mode of transport	Mean	Maximum	Minimum
Driving	65	70	60

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	35	37	33
Public transport	35	38	33
Walking	33	35	30
Cycling	49	51	47
Driving	78	82	75

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	26	29	24
Public transport	29	34	28
Walking	19	22	17
Cycling	34	36	31
Driving	71	75	68

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	17	22	15
Public transport	20	26	19
Walking	12	17	9
Cycling	34	37	30
Driving	73	78	69

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	41	44	40
Public transport	39	41	38
Walking	39	42	37
Cycling	63	64	62
Driving	87	87	86

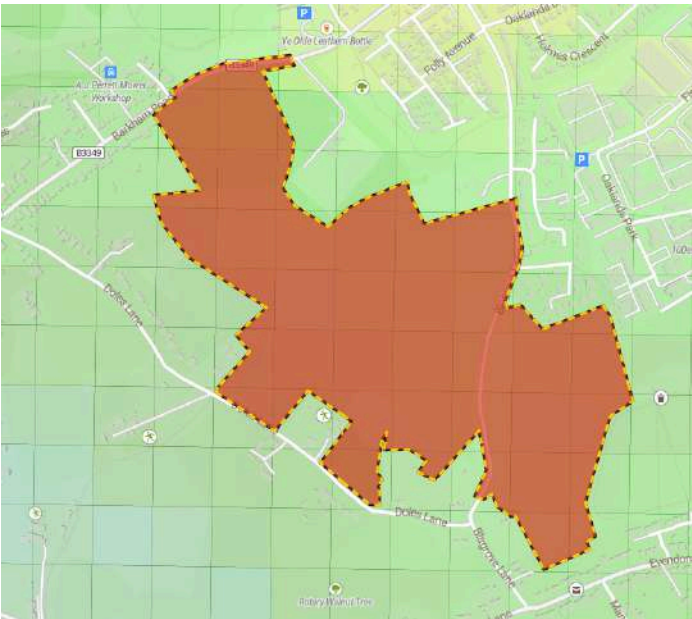
Workplaces

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	38	40	37
Public transport	37	40	36
Walking	26	29	25
Cycling	57	58	56
Driving	81	81	80

Land at Blagrove Lane - DfT
Connectivity Tool Output

Explore site

Site name	1
Size	304964.00 m 30.50 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	53	61	43
Public transport	55	64	47
Walking	47	56	35
Cycling	64	68	57
Driving	80	86	71

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	48	55	39
Public transport	55	65	46
Walking	40	50	28
Cycling	66	74	54

Mode of transport	Mean	Maximum	Minimum
Driving	65	74	49

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	44	54	37
Public transport	48	57	41
Walking	38	49	30
Cycling	58	65	48
Driving	74	81	62

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	43	57	28
Public transport	49	60	36
Walking	34	50	16
Cycling	54	64	42
Driving	69	78	59

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	51	65	34
Public transport	54	66	39
Walking	46	63	27
Cycling	65	75	49
Driving	83	92	71

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	62	66	58
Public transport	58	63	53
Walking	63	67	60
Cycling	70	71	68
Driving	86	87	84

Workplaces

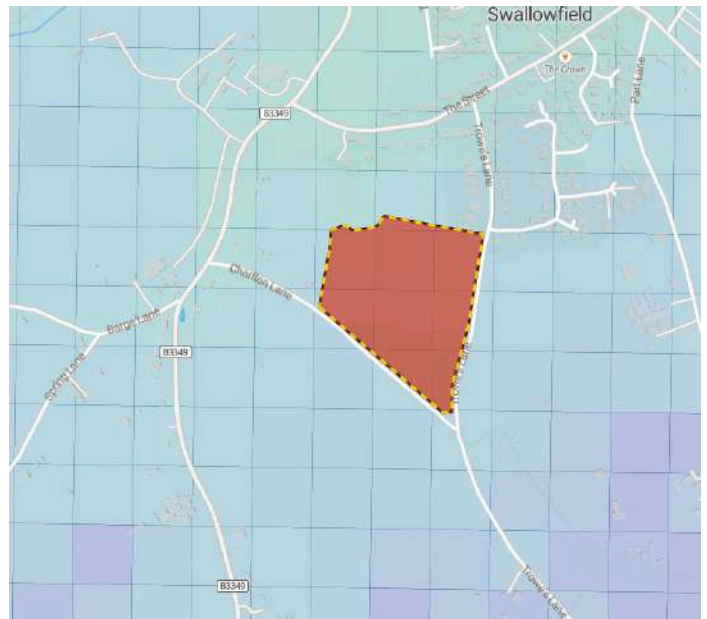
Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	58	62	54
Public transport	59	64	55
Walking	51	54	46
Cycling	62	63	61
Driving	80	81	78

School Road, Arborfield Cross - DfT
Connectivity Tool Output

Site 1
name

1

Size 57638.00
m | 5.76 Ha



Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	28	32	27
Public transport	31	34	29
Walking	21	25	18
Cycling	50	51	48
Driving	78	81	75

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	18	23	15
Public transport	25	28	23
Walking	10	17	6
Cycling	35	39	31

Mode of transport	Mean	Maximum	Minimum
Driving	65	70	60

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	35	37	33
Public transport	35	38	33
Walking	33	35	30
Cycling	49	51	47
Driving	78	82	75

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	26	29	24
Public transport	29	34	28
Walking	19	22	17
Cycling	34	36	31
Driving	71	75	68

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	17	22	15
Public transport	20	26	19
Walking	12	17	9
Cycling	34	37	30
Driving	73	78	69

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	41	44	40
Public transport	39	41	38
Walking	39	42	37
Cycling	63	64	62
Driving	87	87	86

Workplaces

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	38	40	37
Public transport	37	40	36
Walking	26	29	25
Cycling	57	58	56
Driving	81	81	80

Land off Langley Common Road
Arborfield Wokingham - DfT
Connectivity Tool Output

Explore site

Site name	1
Size	23197.00 m 2.32 Ha



Overall

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	44	46	43
Public transport	48	49	47
Walking	36	38	34
Cycling	58	60	56
Driving	80	83	76

Education

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	42	45	40
Public transport	54	56	53
Walking	31	35	29
Cycling	55	58	52

Mode of transport	Mean	Maximum	Minimum
Driving	70	74	63

Leisure

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	43	45	41
Public transport	46	48	45
Walking	36	39	35
Cycling	54	57	50
Driving	77	80	72

Health

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	22	22	21
Public transport	36	36	35
Walking	3	4	3
Cycling	28	30	25
Driving	68	72	63

Shopping

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	36	38	35
Public transport	38	39	37
Walking	32	34	31
Cycling	50	53	47
Driving	79	82	73

Residential

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	57	57	56
Public transport	55	55	54
Walking	56	57	55
Cycling	69	69	68
Driving	87	88	86

Workplaces

Mode of transport	Mean	Maximum	Minimum
Overall (Except driving)	51	51	50
Public transport	54	54	53
Walking	34	35	33
Cycling	61	61	60
Driving	81	82	80

Appendix MS16

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street		5.57						6.47	6.57		7.17		7.51			8.29
Wokingham Hospital		5.58						6.48	6.58		7.18		7.52			8.30
Barkham St. James Road		6.07						6.59	7.09		7.30		8.04			8.42
California Crossroads Ratepayers Hall		6.08						7.01	7.10		7.32		8.06			8.44
Arborfield Green Harvest Path	5.45	6.15	6.34	6.48	7.01		7.07	7.10	7.18	7.26	7.41	8.00	8.15	8.35	8.47	8.52
Arborfield Green Sheerlands Road	5.47	6.17	6.36	6.50	7.03		7.09	7.12	7.20	7.28	7.43	8.03	8.18	8.38	8.49	8.54
Arborfield Cross The Swan	5.51	6.22	6.42	6.56	7.09		7.15	7.18	7.26	7.34	7.49	8.09	8.24	8.44	8.55	9.00
Shinfield School Green	5.56	6.28	6.48	7.02	7.15		7.21	7.25	7.32	7.41	7.56	8.16	8.31	8.51	9.01	9.06
Thames Valley Science Park	14	17	22	24	▼		▼	▼	▼	32	33	29	8.37	25	24	24
Royal Berkshire Hospital main entrance	6.10	6.45	7.10	7.26	7.47		7.47	7.58	7.58	8.13	8.29	8.45	9.01	9.16	9.25	9.30
Central Reading Station Road stop SA	6.20	6.56	7.21	7.38	7.59		7.59	8.10	8.10	8.26	8.43	8.58	9.13	9.28	9.38	9.43

Current timetabled journey times to cross Black Boy Rbt.

school days only

school holidays only

	am	am	am	am	am	am	am				pm	pm	pm			
Wokingham Broad Street		8.58		9.30		9.58		then at	30	58	until		1.29			
+ Wokingham Hospital		8.59		9.31		9.59			31	59			1.30			
Barkham St. James Road		9.11		9.43		10.11			43	11			1.42			
California Crossroads Ratepayers Hall		9.13		9.45		10.13			45	13			1.44			
Arborfield Green Harvest Path	9.07	9.21	9.38	9.53		10.21			53	21			1.52			
Arborfield Green Sheerlands Road	9.09	9.23	9.40	9.55		10.23			55	23			1.54			
Arborfield Cross The Swan	9.15	9.29	9.46	10.01		10.29			01	29			2.00			
Shinfield School Green	9.21	9.35	9.52	10.07	10.22	10.35	10.52		07	22		35	52	1.52	2.06	2.21
Thames Valley Science Park	24	9.40	23	23	23	10.40	23		23	40		23	23	23	23	23
+ Royal Berkshire Hospital main entrance	9.45	10.00	10.15	10.30	10.45	11.00	11.15	30	45	00	15	2.15	2.29	2.44		
- Central Reading Station Road stop SA	9.58	10.13	10.28	10.43	10.58	11.13	11.28	43	58	13	28	2.28	2.43	2.58		

Current timetabled journey times to cross Black Boy Rbt.

then at

until

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	1.55		2.24				3.01		3.34		4.03		4.37		5.08	
+ Wokingham Hospital	1.56		2.25				3.02		3.35		4.04		4.38		5.09	
Barkham St. James Road	2.08		2.37				3.14		3.47		4.18		4.52		5.23	
California Crossroads Ratepayers Hall	2.10		2.39				3.16		3.49		4.20		4.54		5.25	
Arborfield Green Harvest Path	2.19		2.48		3.13		3.27	3.44	4.01	4.16	4.30	4.48	5.03	5.19	5.34	5.49
Arborfield Green Sheerlands Road	2.21		2.50		3.15		3.29	3.46	4.03	4.18	4.32	4.50	5.05	5.21	5.36	5.51
Arborfield Cross The Swan	2.27		2.56		3.21		3.35	3.52	4.09	4.24	4.38	4.56	5.11	5.27	5.42	5.56
Shinfield School Green	2.33	2.50	3.02	3.13	3.27		3.41	3.58	4.15	4.30	4.44	5.02	5.17	5.33	5.48	6.02
Thames Valley Science Park	2.38	24	27	29	30		3.47	29	27	27	4.50	25	25	24	5.53	21
+ Royal Berkshire Hospital main entrance	2.59	3.14	3.29	3.42	3.57		4.12	4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.13	6.23
- Central Reading Station Road stop SA	3.13	3.28	3.43	3.57	4.12		4.27	4.42	4.57	5.12	5.27	5.42	5.57	6.12	6.27	6.37

Current timetabled journey times to cross Black Boy Rbt.

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	5.40		6.10	6.27			7.18	8.09	8.23	9.05	10.05	11.05				
+ Wokingham Hospital	5.41		6.11	6.28			7.19	8.10	8.24	9.06	10.06	11.06				
Barkham St. James Road	5.55		6.24	6.41			7.31	8.20	8.34	9.15	10.15	11.15				
California Crossroads Ratepayers Hall	5.57		6.26	6.42			7.32	8.21	8.35	9.16	10.16	11.16				
Arborfield Green Harvest Path	6.05	6.20	6.34	6.50	7.11		7.40	8.28	8.42	9.23	10.23	11.23				
Arborfield Green Sheerlands Road	6.07	6.22	6.36	6.52	7.13		7.42	8.30	8.44	9.25	10.25	11.25				
Arborfield Cross The Swan	6.11	6.26	6.40	6.56	7.17		7.46	8.34	8.48	9.29	10.29	11.29				
Shinfield School Green	6.17	6.32	6.46	7.02	7.23		7.52	8.39	8.53	9.34	10.34	11.34				
Thames Valley Science Park	21	20	6.51	19	19		16	13	13	14	13	13				
+ Royal Berkshire Hospital main entrance	6.38	6.52	7.07	7.21	7.42		8.08	8.52	9.06	9.47	10.47	11.47				
- Central Reading Station Road stop SA	6.51	7.05	7.20	7.33	7.53		8.19	9.02	9.15	9.57	10.57	11.57				

Current timetabled journey times to cross Black Boy Rbt.

Mondays to Fridays except public holidays

Current timetabled
journey times to
cross Black Boy Rbt.

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Central Reading Station Road stop SA	5.40	5.55	6.05	6.20	6.35	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	
Royal Berkshire Hospital main entrance	5.46	6.01	6.11	6.26	6.42	6.58	7.13	7.29	7.46	8.02	8.17	8.30	8.45	9.00	9.14	9.29	
Thames Valley Science Park	12	14	15	16	18	7.14	22	23	23	26	8.38	22	21	20	9.30	19	
Shinfield School Green	5.58	6.15	6.26	6.42	7.00	7.19	7.35	7.52	8.09	8.28	8.43	8.52	9.06	9.20	9.35	9.48	
Arborfield Cross The Swan	6.03	6.20	6.31	6.47	7.05	7.25	7.41	7.58	8.15	8.34	8.49	8.58	9.11	9.25	9.40		
Arborfield Green Sheerlands Road	6.06	6.23	6.35	6.51	7.10	7.30	7.46	8.03	8.20	8.39	8.54	9.03	9.16	9.29	9.44		
Arborfield Green Harvest Path	6.09	6.26	6.38	6.54	7.13	7.33	7.49	8.06	8.23	8.42	8.57	9.06	9.19	9.32	9.47		
California Crossroads Ratepayers Hall	6.15		6.45		7.20		7.57		8.31		9.04		9.26		9.54		
Barkham St. James Road	6.16		6.47		7.22		7.59		8.33		9.06		9.28		9.56		
Wokingham Station Interchange	6.28		7.00		7.35		8.13		8.46		9.19		9.41		10.09		
Wokingham Broad Street	6.30		7.03		7.38		8.16		8.49		9.22		9.44		10.12		

Current timetabled
journey times to
cross Black Boy Rbt.

	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Central Reading Station Road stop SA	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	
Royal Berkshire Hospital main entrance	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29	
Thames Valley Science Park	19	19	10.30	19	19	10.50	11.30	19	19	19	12.30	19	19	20	1.30	20	
Shinfield School Green	10.03	10.18	10.35	10.48	11.03	11.18	11.35	11.48	12.03	12.18	12.35	12.48	1.03	1.19	1.35	1.49	
Arborfield Cross The Swan	10.08		10.40		11.08		11.40		12.08		12.40		1.08		1.40		
Arborfield Green Sheerlands Road	10.12		10.44		11.12		11.44		12.12		12.44		1.12		1.44		
Arborfield Green Harvest Path	10.15		10.47		11.15		11.47		12.15		12.47		1.15		1.47		
California Crossroads Ratepayers Hall	10.22		10.54		11.22		11.54		12.22		12.54		1.22		1.54		
Barkham St. James Road	10.24		10.56		11.24		11.56		12.24		12.56		1.24		1.56		
Wokingham Station Interchange	10.37		11.09		11.37		12.09		12.37		1.09		1.37		2.09		
Wokingham Broad Street	10.40		11.12		11.40		12.12		12.40		1.12		1.40		2.12		

Mondays to Fridays except public holidays

Current timetabled
journey times to
cross Black Boy Rbt.

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50	4.05	4.20	4.35	4.50	5.05	5.20	
 Royal Berkshire Hospital main entrance	1.44	1.59	2.14	2.29	2.45	3.01	3.17	3.33	3.48	4.03	4.18	4.32	4.47	5.01	5.16	5.31	
 Thames Valley Science Park	20	20	2.30	21	22	23	3.40	28	29	29	4.43	27	27	25	5.38	24	
Shinfield School Green	2.04	2.19	2.35	2.50	3.07	3.24	3.46	4.01	4.17	4.32	4.49	4.59	5.14	5.26	5.44	5.55	
Arborfield Cross The Swan	2.09		2.40	2.55	3.13	3.30	3.52	4.07	4.23	4.38	4.55	5.05	5.20	5.32	5.49	6.00	
Arborfield Green Sheerlands Road	2.13		2.45	3.00	3.18	3.37	3.57	4.12	4.28	4.43	5.00	5.10	5.25	5.37	5.54	6.05	
Arborfield Green Harvest Path	2.16		2.48	3.03	3.22	3.41	4.00	4.15	4.31	4.46	5.03	5.13	5.28	5.40	5.57	6.08	
California Crossroads Ratepayers Hall	2.23		2.55		3.29		4.07		4.38		5.10		5.35		6.04		
Barkham St. James Road	2.25		2.57		3.31		4.09		4.40		5.12		5.37		6.06		
 Wokingham Station Interchange	2.38		3.10		3.45		4.23		4.55		5.27		5.51		6.19		
Wokingham Broad Street	2.41		3.13		3.48		4.26		4.58		5.30		5.54		6.22		

Current timetabled
journey times to
cross Black Boy Rbt.

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	5.35	5.50	6.05	6.20	6.40	7.00	7.20	8.05	9.05	10.05	11.05
 Royal Berkshire Hospital main entrance	5.45	6.00	6.14	6.29	6.49	7.08	7.28	8.13	9.11	10.11	11.11
 Thames Valley Science Park	23	22	6.32	20	20	19	19	17	15	15	15
Shinfield School Green	6.08	6.22	6.37	6.49	7.09	7.27	7.47	8.30	9.26	10.26	11.26
Arborfield Cross The Swan	6.13	6.27	6.42	6.54	7.14	7.32	7.52	8.35	9.31	10.31	11.31
Arborfield Green Sheerlands Road	6.18	6.32	6.46	6.58	7.18	7.35	7.55	8.38	9.34	10.34	11.34
Arborfield Green Harvest Path	6.21	6.35	6.49	7.01	7.21	7.38	7.58	8.41	9.37	10.37	11.37
California Crossroads Ratepayers Hall	6.28		6.56			7.44	8.04	8.47	9.43	10.43	
Barkham St. James Road	6.30		6.58			7.45	8.05	8.48	9.44	10.44	
 Wokingham Station Interchange	6.43		7.11			7.58	8.17	9.00	9.56	10.56	
Wokingham Broad Street	6.46		7.14			8.00	8.19	9.02	9.58	10.58	

Appendix MS17

Land North of Reading Road, Arborfield

24 February 2026

Comparable Site - S106 Planning Obligations (Highways) / Estimated On-Cost to Developers

Reference at para. 5.84 of WBC PoE

Site Address	Units	Status	S106 Financial Contribution	Off-Site Mitigation Measures (S278)	Notes	Total Cost of Mitigation Package	Cost per dwelling
Land north of Arborfield Road (5SH025)	191 (130 by 2032)	Full Application (Ref. 242484) - Decision Pending	• £612 per dwelling My Journey Contribution (instead of a Travel Plan) (WBC response 9th Jan 2025) £116,892 • £364 per dwelling to assist in delivering the South of the M4 Bus Strategy (WBC response 9th Jan 2025) £69,524 • WBC's CIL Charging Schedule (adopted February 2015) applies a rate of £300/sqm new residential floorspace within the South of M4 SDL (index linked). The indexed CIL rate for 2024 is £441.31/sqm		• Provision of a 3.0-metre footway / cycleway along the eastern frontage of the Site (S38 - as all within Red Line Boundary but would be improvement to overall accessibility). Total = c. £200k	£386,416	£2,023
Land east and west of Hyde End Road, Shinfield (5SH023, 5SH027)	181 (140 by 2032)	Full Application (Ref. 252138) - Decision Pending	• f) In line with contributions sought from other housing sites nearby, a contribution of £866 per dwelling . The No. 600 is the bus which routes closest to the proposed development site. Therefore, the LHA would require a s106 contribution towards the frequency of the No.600 bus service. (WBC response 14th November 2025) - to be consistent is is assumed that this figure will increase to £1,222.81 per dwelling, as advised for the Appeal Site, making the total contribution £221,329	• New footpath link at Hyde End Road to connect to Shinfield Infant & Primary School. (Appendix J of submitted TA). • A new 2.0-metre wide pedestrian island crossing point is also proposed at the existing crossing at the southern end of the Langley Mead Sang car park. This will provide a safety enhancement for existing pedestrian movements crossing Hyde End Road to access the SANG. • Toucan crossing between the development parcels on Hyde End Road. • New gateway feature on Hyde End Road. • Carriageway widening at Hyde End Road Bends (one adjacent to the development parcels, one south of the Site). • A raised table priority crossing is provided at the proposed priority junction with Appleton Way to ensure pedestrians and cyclists have priority over vehicles. TOTAL = c. £423.7k	• Para. 4.59 of the submitted TA states <i>"As part of the scoping discussions, it has been agreed that, instead of preparing a new Travel Plan for the development, a S106 financial contribution will be provided instead given that matters relating to Travel Planning are now addressed through WBC's 'My Journey Wokingham' initiative."</i>	£645,029	£3,564
Land west of Trowes Lane (SSW019)	81	Full Application Refused (Ref. 230422) but Allowed at Appeal (APP/X0360/W/24/3340006)	From the S106: • £89.1k Bus Service Contribution. • £85.5k Bus Stop Contribution (The Street, The Grange, and on Basingstoke Road). • £85.5k towards pedestrian improvement works within Swallowfield. • £43.7k My Journey Contribution. • £49.1k for either improvement to the Basingstoke Road footway between Swallowfield Street and Lambs Lane (to include new crossing provision at the school) or towards sustainable home to school transport for the Site. • £11.3k for use to improve local cycle routes to Mortimer Arborfield and employment areas. • £4.5k Travel Plan monitoring. Total = c. £368.7k	• Improvement to the Trowes Lane footway between Foxborough and The Street. • Improvement to side road crossings on Foxborough and Curlys Way. • Provision of three pedestrian crossings on Trowes Lane, Curlys Way and The Street. Total = c. £120.6k		£489,251	£6,040
Land at Blagrove Lane (5WK028, 5WK032, 5WK034, 5WK039)	350 (180 by 2032)	Outline Application Refused (Ref. 222306) but Allowed at Appeal (APP/X0360/W/24/3354667)	From the S106: • £100k Barkham Bus Stop Contribution (each side of the road at Smalley Close & Ye Olde Leathern Bottel). • £914 per dwelling Bus Route 3 Contribution. • £6.5k TRO Contribution. • £512 per dwelling Monitoring Fee. • £612 per dwelling My Journey. Total = c. £819.8k	• Works at Finchampstead Road and Evendons Lane Junction including a hard and soft landscaping as shown illustratively on Plan 4. Total = c. £104.4k		£1,014,179	£2,898
School Road, Arborfield Cross	<70	Outline Application (Ref. 250735) - Conditional Approval subject to legal agreement.	• £612 per dwelling My Journey Contribution (WBC response 23rd April 2025) • £914 per dwelling Bus Route 3 Contribution (WBC response 23rd April 2025) • Travel Plan secured by Condition (may include additional Contributions to Car Club and E-Bike Vouchers TBC) • £50k for bus stop improvement works (The Swan) (WBC response 23rd April 2025) • Contribution towards upgrading the surface of a section of Cole Lane PROW (between the Site access and the Village) (value not specified) (£60k estimated) • Scheme would be liable to pay a Community Infrastructure Levy (CIL) charge of £551.02/m2 (based on January 2025 figures) (WBC Committee Report dated 18th July 2025) Total = c. £216.8k	• Delivery of a Toucan crossing at Coombes Lane / Sandy Lane junction with Bearwood Road. • Delivery of refuge island / splitter islands on Eversley Road. • Replacement traffic calming measures on School Road. • Footway widening on School (associated with Site access / revised priority) Total = c. £125k	• <i>"... Together, these elements are considered to provide adequate measures to encourage more sustainable travel modes."</i> (WBC Committee Report dated 18th July 2025)	£341,800	£4,883
Land off Langley Common Road Arborfield Wokingham	<50	Outline Application (Ref. 232490) - Conditional Approval subject to legal agreement.	• £612 per dwelling My Journey Contribution (WBC response 15th November 2025) • £914 per dwelling Bus Service Contribution (WBC response 15th November 2025) Total = c. £76.3k	• Proposed to move the eastbound bus stop and shelter further east along Langley Common Road to remove it from the visibility splays (part of WBC works anyway?). Total c. £50k	• Submitted Travel Plan has very few measures. Para. 55 of the Highways TN states <i>"It is understood that the My Journey contribution [£540 per dwelling] is an option instead of the provision of a Travel Plan. On the basis that a site-specific TP has been prepared for the proposed development, this is not considered necessary."</i>	£126,300	£2,526
APPEAL SITE	111		ARB01 Contribution - £25k Bus Service Contribution (£1,228.81 per dwelling) - £136.4k Contribution to delivery of South of the M4 Bus Strategy @ £364 per dwelling - £40.4k Bus Stop Upgrades - £50k My Journey Contribution @ £612 per dwelling - £67.9k Bus Taster Tickets @ £535 per dwelling - £59.4k WBC Travel Plan Monitoring Fee (£1,200 for 5 years) - £6k Total = c. £385.1k	• Enhanced Active Travel Linkages to Local Facilities & Services on Reading Road and Church Lane - £592.9k	• S106 Financial Contribution / Off-Site Mitigation (S278) package subject to further discussions / agreement with WBC.	£978,035	£8,811

Appendix MS18



Appendix MS19

