

Date: 11 December 2024
Application: 243099



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Outline Planning Approval Consultation

Application Number: 243099

Applicant: The Owner and/or Occupier

Site Address: Land North Of Reading Road, Arborfield

Parish: Arborfield and Newland

Grid Reference: Easting - 475510, Northing - 167508

Type of Development: Major Dwellings (10+)

Proposal: Outline application for the proposed erection of up to 111 no. dwellings with associated works, parking, landscaping, publicly accessible open space and access from Reading Road. (All matters reserved except for means of access.)

Case Officer: Mark Croucher

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 243099. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control		
Service	WBC Highways	App No:	243099
Address:	Land North Of Reading Road, Arborfield.		
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Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

Comments in red concern addition information submitted to highways on 19th Feb 2025.

General

1. Highways understands that this outline application is for up to 111 homes north of Reading Road.
2. This site has no previous planning nor pre-application consultation history.
3. Highways is disappointed that there was no opportunity to provide pre-application comments and directions.
4. This application is supported by a Planning Statement and Transport Assessment (including junction assessment and Road Safety Audit (RSA) Stage 1), which is welcome.

Parking

5. The planning statement states that adequate on-site arrangements for parking would be provided.
6. Even though this is an outline planning application, highways would have expected that the borough's parking calculator be used to assess the level of parking based on the illustrative masterplan and illustrative housing mix. This is required to ensure that there is space within the red line for the assumed level of parking. **Whilst know parking calculator has been submitted an**

illustrative parking plan and accommodation schedule(Drawing Ref 052403-DAN-IPP) has been submitted. This has been reviewed and found to be in line with Borough standards.

7. As part of this submission, a masterplan was submitted (drawing ref.: 052403-DAN-MP01).
8. It is unclear if garage would be proposed. If any, garages would need to have minimum internal dimensions of 6m x 3m, or 7m x 3m for cycle storage.
9. All parking spaces would need to be 5m x 2.5m or 6m x 2.5m if parallel spaces.
10. If there are parking courtyards these would need to have at least 6m behind the spaces for safe manoeuvring.
11. The widths of private drives would need to be at least 3.1m
12. Highways would have expected to see a framework car parking management plan submitted. This is still required to ensure that any parking on site can be managed throughout the site and up to the adoption of the site roads. That being said highways content to secure this through a planning condition.
13. Highways is now content that parking to be included as part of any reserve matters application. Highways will recommend a condition to secure this.

Cycle Parking

14. There is no mention of cycle parking. These will need to be to Borough standards and be provided either in sheds in rear gardens with direct access or in garages (at least 7m x 3m). Drawing 052403-DAN-IPP states that cycle parking will either be in the rear gardens or where appropriate in garages. For flats, these would need to be in communal parking areas. Highways are content for cycling to be included in a reserve matters application. Highways will recommend a condition to secure this.

Electric Vehicle Charging

15. This has been mentioned in the planning statement for EVCP to be secured by conditions but needs to be mentioned in the TA.
16. There is no mention on the transport assessment of electric vehicle charging.
17. Highways would have expected the TA to state that charging will be provided in line with the current standards that are current at the time of this application, namely Building Control Regulations Approved Document S.
18. Under this document, each dwelling would need to have a charging point.
19. Drawing 052403-DAN-IPP illustrates that each dwelling will have an EV charging point which is welcome. Highways are content for EV charging to be included in a reserve matters application. Highways will recommend a condition to secure this.

Access

20. It is proposed that the main access into the site would be utilising the existing field gate from a new priority junction of 5.5m wide onto Reading Road.
21. The proposed access on to Reading Road is acceptable in principle. Due to the results of the swept paths assessment commented on below, the width of the access will need to be looked at.

22. There is a telegraph pole that will need to be moved at the applicant's expense.
23. A total of three pedestrian accesses are proposed, including two by utilising the existing field gates.
24. One of the pedestrian accesses connect with the existing bus stop at Church Lane, which is welcome. **This will need to tie into the exiting pavement which will allow access to Church and the eastbound bus stop.**
25. Further pedestrian access shall be considered to connect with the existing bus stop at Walden Avenue. **This has been included but please see comments below.**
26. For the development of this scale, the provision of emergency access (a minimum of 3.7m wide) would be required. This can be provided in form of a cycle/pedestrian route with removable bollards. **This has not been included and is required.**
27. If a secondary vehicular access would be provided, Stage 1 Road Safety Audit for the proposed access would need to be submitted. **No further comments.**

Traffic Data

28. It is welcomed that ATC data was collected in October over a 7-day period at the proposed vehicular access, for the total number of vehicles per hour and traffic speed data in both directions in Appendix C.
29. Highways would have expected the period of collection to have been over a 2-week period to ascertain whether or not there were any obvious trends. However, a 7-day period is acceptable.
30. The 7-day speed data for survey site have been provided and a summary of the mean speed and 85%ile speed have also been provided which is welcome. However, highways would have expected the survey data also to include the weekday AM and PM flows to ensure a quicker assessment. **NO further comments**

Development Traffic Impact

31. The calculation of the level of traffic generated for this size of development was based on the TRICS database which is an accepted methodology.
32. The proposed trip rates from the applicant are:

	Arrival	Departure
08:00-09:00	0.158	0.372
17:00-18:00	0.321	0.166

33. The applicant proposes there would be 59 and 54 two-way trips in the AM and PM peak hours respectively.
34. If pre-application comments have been sought, Highways would have recommended that the Borough's approved trip rates would need to be used:

	Arrival	Departure
08:00-09:00	0.17	0.41
17:00-18:00	0.36	0.16

35. That being said, highways have carried out an assessment of the trip rates and these have been compared with the submitted trip rates.

36. Using the Borough trip rates, there would be 64 and 57 two-way trips in the AM and PM peak hours respectively.
37. The differences between the two sets of trip rates are marginal and therefore the submitted trip rates are acceptable. **No further comments.**

Strategic Transport Modelling

38. As this proposed development is over the threshold for strategic modelling, highways would have expected that the Borough's strategic modelling would have been used to ascertain the impact of such a development. This was not carried out.
39. However, highways is content that the level of traffic from this proposed development would not have an adverse impact on the wider highway network. **No further comments.**

Local Junction Assessments

40. Local junction modelling was carried out for the junction of Site Access/Reading Road.
41. The distribution of the development traffic has been assumed from the Journey to Work data. This implies that 63% of traffic would head eastbound which is welcome. However, no evidence was submitted to support this. This is required to be submitted. **This has been provided which is welcome. No further comments.**
42. The junction modelling output for the proposed access has been submitted which is welcome. However, before this model is assessed, a plan showing the geometries of this access need to be submitted. **This information has been provided which is welcome. The junction modelling has been assessed and accepted.**
43. Highways is content that junction modelling of Arborfield Cross Roundabout and Observer Way do not need to be carried out and submitted. **No further comments**
44. However, a comparative assessments would need to be carried out to show the change in flows at each of the two roundabouts with the development in place. **No further comments.**

Site Roads

45. Information on whether or not the site roads would be offered for adoption or not would need to be supplied. Whatever the case the road would need to be built to highway standards. **It is stated that the roads will be offered up for adoption and that the extent of the adoption area would be included as part of reserve matters which is welcome.**
46. If the site roads are to be adopted, these would need to be delivered through s38 agreement with the Borough. The Borough would also require agreement on inspection fees and commuted sums. The adoption plans, fees and commuted sums would need to be included in the s106 agreement.
47. If the site roads are to remain private, this would also need to be included in a s106 agreement, including details of the management company set up to

look after the maintenance of the roads, the Borough's inspection fee and the APC Bond.

48. Service margin would need to be provided to the following standards, namely:

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- a. With frontages – 2m
- b. With lighting and no frontages – 1m
- c. With no lighting and no frontages – 0.5m

49. 2m wide pavements would need to be provided on the site roads.

50. Forward visibility splays would need to be provided at bends. **These have been provided which are acceptable. The forward visibility splays will need to be submitted as part of any reserve matters application.**

Sustainability assessment

51. A sustainability assessment has been undertaken to local services and bus stops which is welcome.

52. The assessment has looked at the walk distances to local services measured from the existing eastern most site access. Highways would need to see actual walk distances to local services such as shop, schools, surgery, employment and bus stops from a mid-point of the site. **The nearest local services have been included.**

53. It is true that local services such as the nursery school, bus stops, and the local shop are within an acceptable walk distance from parts of the site. However, for more day-to-day activities such as work, secondary schools and weekly shopping that would imply longer journeys less likely made by active travel modes. **No further comments.**

54. The bus service (3) runs between Wokingham, Arborfield Green, Shinfield and Reading calling at the bus stops in Reading Road. The service from Arborfield Green runs approximately every 15 mins in both directions Monday to Saturday and every 30 mins on a Sunday. Whilst the service from Arborfield Green to Reading can therefore be described as good service as set out in CP6.

55. However, the service between Arborfield Green Wokingham, is only an hourly service until just before 20:00 hours (Mon to Sat) and no service on a Sunday and therefore cannot be described as a good service as set out in CP6. **However, it is planned that by May 2025 this service from Arborfield to Wokingham will increase to 2 buses/hour and possibly late evening and Sunday service.**

56. Highways will be seeking a contribution £914 (index linked) to assist in delivering the Arborfield Bus strategy which supports Bus Route 3 which this development would benefit from. **This has been agreed which is welcome.**

57. Additional pedestrian access would need to be considered near Walden Avenue bus stop. **This is included which is welcome.**

58. Enhancement on existing bus stops (Church Lane and Walden Avenue) would need to be considered. **The applicant is willing to fund improvements to these bus stops which is welcome.**

59. Highways would have expected to see an audit of the walking route to the local services and suggested improvements. **This has been carried out.**

Whilst it is accepted that there is a pavement on the southside of Reading Road, there are examples of where the width of the pavement has become narrow due to overgrowth and would have expected this to have been identified. It is welcome that the applicant is willing to provide tactile paving at Walden Avenue which is welcome.

Visibility Splays

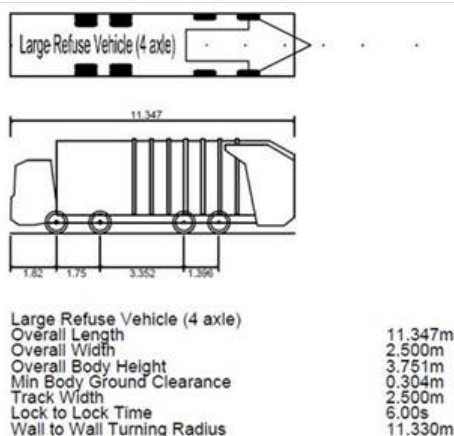
60. Visibility splays for the proposed new access have been submitted with reference to the 85th percentile speed of Reading Road. The calculations of the visibility splays would need to be submitted. **These calculations are still required to be submitted.**
61. The visibility splay to the west appears that it maybe obstructed by the tree as shown below.



62. Evidence would need to be submitted that this is not the case. **A statement has been made that the visibility splay is not impacted by the tree, though no evidence has been provided. The size of the tree trunk shown on the plan does not represent what is on the ground.**
63. Any landscaping within the splays would need to be maintained so that it is less than 0.6m high. **This has been agreed which is welcome.**
64. Pedestrian and cycling visibility splays need to be provided for the proposed access onto Reading Road. **These are still required.**

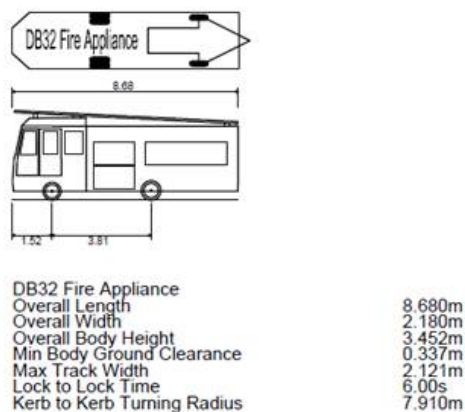
Swept Paths

65. All movement swept paths of a refuse vehicle have been provided which is welcome. However, the dimensions are not acceptable. The dimensions that would need to be used are as follows: -



These have been provided. However, there are no swept paths for the refuse vehicle turning out. These need to be submitted. The swept paths of the refuse vehicle entering the site clearly shows that when the vehicle enters the access no vehicle can be waiting to exit. In addition, from both directions, the overhang of the vehicle is at the end of the pavement.

66. Highways would need to see swept paths of the refuse lorry entering the site from both directions whilst a car is waiting to exit. **These have not been submitted and are required. However, based on the comments above I doubt they would work**
67. Highways would need to see the swept paths for a refuse vehicle and a large car passing each other on the site roads. **These have not been submitted and are required.**
68. Highways would also need to see the swept paths for the fire tender accessing and egressing the main access. **These have been submitted which are acceptable.**
69. Please note that the dimensions of the fire tender approved by the Borough are as follows:



70. Even though this is an outline application, highways would need to see swept paths of the above vehicles travelling through the development. **These have been submitted which is welcome and are acceptable.**

Cycling and Pedestrian

71. Active Travel England requested that the Borough carried out an Active Travel Assessment using their toolkit. This is required to be carried out and

submitted to the Borough. This has been included which is welcome. This has been assessed by highways and is found acceptable.

- 72. It is welcome that a pedestrian and cycling accesses are proposed onto Reading Road and to link with Church Lane.
- 73. It is welcome that dropped kerbs and tactile paving have been included.
- 74. However, Highways would expect the proposed footways at both side of the site access to be continued along Reading Road and the pavement would have to be widened to 2m.
- 75. Improvements on connection between the site and PROW ARBO19 will need to be considered. No further comments

Safety Audit

- 76. A Road Safety Audit Stage 1 and designer's comments have been submitted which is welcome. All items raised have been accepted by the designer which is welcome. No further comments.

Framework Travel Plan

- 77. No framework Travel Plan has been submitted. This is required.
- 78. In lieu of a travel plan, highways would recommend that a contribution of £612 per dwelling is sought for MyJourney.
- 79. A framework travel plan (Doc Ref 147.0019/FTP/1) has been submitted which is welcome.
- 80. There is no mention of Wokingham Guidance on Travel Plans or on MyJourney.
- 81. Initial targets have been included which is welcome. These will be amended once the actual travel plan surveys are undertaken at 50% occupation or 6months after first occupation which is welcome.
- 82. There would need to be included what would need to be done if the targets are not met and also who would be responsible at the end of the travel plan period.
- 83. The travel plan co-ordinator has been included. This person would need to have sufficient time and resources to carry out the work.
- 84. Highways is content with this document and will be secured through a s106 agreement

S106 Contributions

- 85. A contribution of £914 per dwelling indexed linked towards the Arborfield Bus Strategy. This has been agreed which is welcome.
- 86. A contribution for £612 per dwelling for MyJourney. The applicant would prefer to provide a travel plan which will need to be included in the s106 agreement.
- 87. The applicant has agreed to fund the improvement to the nearest bus stops. This would be up to £100,000
- 88. There may be other contributions that may be identified once further information has been provided.

Framework Construction Method Statement

89. Due to the size and location of this proposed development, highways would have expected a Framework Construction Management Plan to have been submitted. This is required.
90. A framework Construction Management Plan (Ref 147.0017/FCMP/1) has been submitted which is welcome.
91. The proposed route for construction traffic from the west avoiding Arborfield Cross is welcome
92. It is welcome that deliveries will be managed and be outside peak times. No deliveries will be allowed to arrive outside operating hours.
93. The proposed working ours are acceptable
94. It is welcome that there would be wheel washing. Highways would recommend that Reading Road would be monitored and if required street sweepers would be employed.
95. All parking will be contained on site which is welcome.
96. Highways is content with the framework document and will secure this document through a planning condition.

Conditions & Reasons (if required)

Date:	26 th Feb 2025	Signed:	Gordon Adam
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