

Date: 18 December 2024
Application: 243124



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 243124

Applicant: Croudace Homes

Site Address: Land At Bridge Farm, Bridge Farm Lane, Twyford, Berkshire

Parish: Twyford

Grid Reference: Easting - 478329, Northing - 176644

Type of Development: Major Dwellings (10+)

Proposal: Application for the approval of reserved matters pursuant to outline planning consent 212720 for the erection of 200 dwellings with associated infrastructure, open space, biodiversity enhancements, landscaping and green infrastructure (Appearance, Landscaping, Layout and Scale to be considered).

Case Officer: Adriana González

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 243124. 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	SDL Highways	App No:	243124
Address:	Land At Bridge Farm, Bridge Farm Lane, Twyford, Berkshire.		
Proposal:	Application for the approval of reserved matters pursuant to outline planning consent 212720 for the erection of 200 dwellings with associated infrastructure, open space, biodiversity enhancements, landscaping and green infrastructure (Appearance, Landscaping, Layout and Scale to be considered).		
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

General

1. Highways welcomed the opportunity of providing pre-application comments on this application.

Parking

2. A parking calculator and a parking plan (DES/705/106 Rev 2) have been submitted which is welcome. However, the totals in the former do not match with those on the plan.
3. To enable a proper assessment to be made, highways would need to see a plan showing the plot numbers on the parking spaces. **This has been provided which is welcome.**
4. For plots 69, 70, 94, 95, 194, 167, 168, 169 and 170 highways would need to see each of these plots having 2 car parking spaces as well as a garage as the length of the driveway would accommodate this parking.
5. Where a plot has one space and one garage, highways would recommend that the proposed garage is converted to a carport. **Such as plots 16, 67 – 70 and 94-97,**

6. For plots 84 and 85, the shared driveway is around 9m wide, sufficient space for 3 cars to park. If the proposed 2 visitor spaces are changed to allocated spaces, these 2 garages would be acceptable.
7. Highways is also concerned with the layout with this parking court shown below. Highways would recommend leaving some space between the visitor space and the parking for plot 134 and 164.



8. Highways is also concerned with the frontage parking shown below, if the parking for 112 and 115 is place as tandem parking beside each plot then there would be space for landscaping outside 113 and 114,



9. For plots similar to these shown below, there needs to be some fencing or the like to separate the parking for example for plot 140 from that of plots 139



10. Highways is concerned with the parking for Plots 173 to 188 as highways would have expected to see an additional 5 spaces (3 visitor and 2 unallocated spaces) being provided to be in line with Borough Standards.

11. Highways is also concerned with the parking for Plot 17 and that any parking may overhang the site road. Highways would recommend moving the garage and parking slightly further back.
12. Highways is concerned with the parking area shown below and how will plot 32 access their parking spaces as it is proposed to be landscaped. There is almost 8m between these spaces and as long as there is around 6m behind these spaces then more land could be given for footpath and landscaping. However, this would need to be checked by swept paths of a large car entering and leaving the spaces



13. There must be 0.5m space between the garage and the parking space.
14. All parking spaces appear to be 5m x 2.5m which is welcome. Parallel parking spaces would need to be either 6m x 2.5m or 6m x 3m where there are no pavements.
15. The minimum width of a single driveway would need to be 3.1m which was included within Highway's pre-application comments. There are examples of some driveways being less than this which are not acceptable.
16. There also some examples of double width driveways being too narrow, for example 5.6m. Highways would expect these to be wider to ensure there is space for opening doors. A minimum of above 6m would be more acceptable especially as these are shared driveways.
17. The size of the garages are 6m x 3m and 6m x 6m (internal) which is welcome.
18. Highways would recommend that a better distribution of visitor spaces is submitted.

Cycle Parking

19. Cycle storage has been included in the parking layout drawing (DES/703/106) which is welcome.
20. However, the drawing states that storage for 2 cycles would be provided in the rear garden. As some of the dwellings have 6 or more habitable rooms, cycle storage for 3 cycles would need to be provided to be in line with Borough Standards.
21. The floorplan for Block A and B show the cycle stores which is welcome. However, as each of the blocks contain 8 flats, spaces for 8 cycles needs to be provided. The proposed size of the blocks being around 2m x 2m are too small. The parking plan shows cycle parking for 8 cycles per block which is acceptable.
22. It is welcome that visitor cycle spaces are proposed for these blocks. However, highways would need to see these moved closer to the main access to each block.

23. It does appear that there is direct access into the rear gardens, but this will need to be shown.

Electric Vehicle Charging

24. Electric Vehicle Charging has been included in the parking layout drawing (DES/703/106) which is welcome.
25. Each dwelling would have access to a charging point which is in line with Building Control Regulations Approved Document S which is welcome.

Access

26. As part of the approval of the outline planning application, the roundabout and the minor access was approved.
27. The missing minor access was discussed at pre-application meetings but we agreed that the existing access can be used as an emergency, walking and cycling access. This needs to be shown on a plan.
28. The ped/cycle route from the A4 has been measured at it appears to be 3.7m wide. If this is the case, this width would need to be extended into the site and the existing access be amended to a crossover. Removable bollards would need to be provided.
29. As part of the outline planning application approval a toucan crossing was approved. This needs to be shown on a plan.
30. The accesses and the toucan crossing need to be delivered through a combined s278/s38.

Site Roads

31. Drawing DES/703/109 Rev 1 has been submitted showing the extent of the site roads being offered for adoption which is welcome. **Highways would expect to see a drawing showing the roads being offered for adopted highlighted rather than just a light-coloured boundary.**
32. Once the comments on the swept paths have been satisfactorily responded too, highways would then be able to review the layout of the site roads.
33. Highways would have expected to see a service margin plan submitted as set out in the pre-application comments to the following standards, namely: -
- a. With frontages – 2m
 - b. With lighting and no frontages – 1m
 - c. With no lighting and no frontages – 0.5m
34. **A revised highway layout plan has been submitted however, it is not clear what the amendments are.**

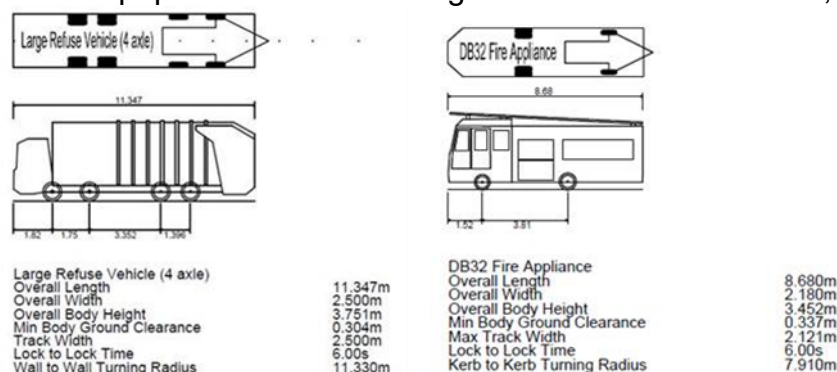
Pedestrian and Cycling

35. A 3m wide pavement from the A4 through the site is proposed which is welcome. This appears to be a shared walking/cycling route though this has not been marked on a plan.
36. All the remaining pavements are 2m wide which is welcome.
37. Highways is concerned that there appears to be a lack of a pavement on the west of the eastern north south road, this will need to be provided.

38. Dropped kerbs and tactile paving would need to be provided at proposed crossing points.
39. Condition 31 (Walking and Cycling Strategy) sets out that the reserve matters shall include details of internal pedestrian and cycle infrastructure and connections from the development to improve footway and cycleway routes that connect the development with local services and Twyford centre. The details shall include, but not be limited to improvements to the pedestrian cycleway along the A4, connecting the development with the Piggott secondary school (as indicated on submitted drawings 5563.022A; 023A - Proposed pedestrian/cyclist improvement scheme, access to Piggott School) along with details in relation to the management of pedestrians/cyclists and vehicles along the southern access route into the site (in line with the indicative measures shown on submitted drawing 5563.021 Rev B - Proposed pedestrian improvement scheme south access – Bridge Farm Road).
40. Whilst internal walk and cycle links have been included, the reserve matters application would need to include the external links as set out in Condition 31.

Swept Paths

41. Swept paths of a refuse vehicle has been submitted which is welcome. However, the dimensions of the vehicle are incorrect.
42. As was stated during the pre-application comments, highways would need to see swept paths for the following vehicles and dimensions, namely; -



43. These swept paths would need to cover all the roads within the site, the junctions and be in both directions. Please ensure that the opposite directions are on separate plans for assessment purposed.
44. Highways would need to see swept paths of a refuse vehicle passing a large car on all the site roads.
45. At the junctions, highways would need to see a swept path of a refuse vehicle manoeuvring when a car is waiting to turn out. These would need to be accompanied with the forward visibility splay for a car to show when a car driver would see a refuse vehicle turning.
46. For the parking courts, highways would need to see the swept paths of a car entering and leaving the end spaces

Visibility splays

47. Visibility splays (2.4m x 25m) for each of the junctions with the development have been submitted which is welcome.
48. For private driveways that cross the pavement, highways would need to see pedestrian splays of 2m x 2m for each driveway. This will need to also include the accesses by plot 56, plot 50, Block A and Block B.
49. Highways would also need to see forward splays at bends and these to be outside any private gardens. The speeds for these would also need to be submitted.

Lighting

50. This matter has been secured by condition 13 and will also be part of the highway's agreement process.
51. However, a lighting strategy, plan and calculations have been submitted as part of this submission. This has been sent to the Borough Lighting Engineer and once comments have been received, these will be included in highway's updated comments.

Servicing

52. A servicing plan (drawing DEX/703/110) has been submitted showing the carrying distances for residents and operators which is welcome.
53. Highways have a concern regarding plots 147, 150, 151, 152, 164, 165 and 191 where the carrying distances appear to be higher than the 30m guidance carrying distance for residents. This will need looking at.

Travel Plan

54. A MyJourney contribution was included in the s106 Agreement for the Outline Application in lieu of a travel plan which is welcome.

Construction Management Plan

55. This has been secured by conditions 7, 8 and 9 of the outline application approval.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:	16 th Jan 2025	Signed:	Gordon Adam
--------------	---------------------------	----------------	-------------