

MEMORANDUM

From:	Gordon Adam Development Control		
Service	SDL Highways	App No:	250399
Address:	Parcel R10 South Wokingham, Phase 2b, Parcel R10.		
Proposal:	Application for the approval of reserved matters pursuant to condition 1 of outline planning permission ref. 191068 for the erection of 215 dwellings with layout, scale, appearance, and landscaping 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

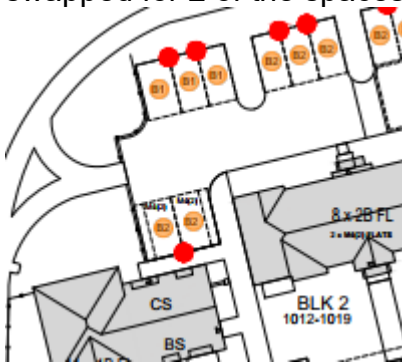
General

1. Highways understands that this is a RM application for 215 dwellings as phase 2 of delivering the South Wokingham SDL which was approved under 191068.
2. Highways welcomed the opportunity of providing pre-application comments.
3. This application is supported by a transport statement.
4. Please ensure that all plans submitted individually and within the transport statement are the same. It appears that the proposed parking plan is not aligned with the housing mix proposed in the TS

Parking

5. It is proposed that there will be 315 allocated spaces, 10 garages, 48 unallocated spaces, 33 unallocated/visitor spaces and 10 unallocated/incidental visitor spaces.
6. Highways would have expected that the Borough's parking calculator would have been submitted. That being said, the level of parking is in line with Borough standards which is welcome. This would result in a parking ration of 1.9.

7. Highways would have preferred if visitor and unallocated spaces were kept separate.
8. Highways would recommend that the 2 parking spaces for Block 2 be swapped for 2 of the spaces for Block 1 as shown below



9. The build outs between the parking spaces for blocks 3 and 4 need to be reduced to be the same length as those in front of block 2 to ease manoeuvring.



10. Highways would request that the visitor parking by space 1024 be swapped with a parking space in the rear parking court for block 3.
11. For plot 1046, highways is concerned with the distance between the dwelling and its parking space. Highways would recommend that this space is moved into the parking courtyard for block 3.
12. For plots 1047 and 1048, highways would recommend that the garages are changed to car ports to lessen any conflict with the proposed turning head.
13. For plots 1065 and 1084, highways would recommend that the garden would be widened to 6m to provide a shared use/parking space in the rear garden (6m wide) with the 2nd space being a tandem space.
14. Highways would request that the parking for plots 1109 – 1111 be redesigned, as the parking for 1111 is some distance away. Perhaps the proposed parking for 1110 becomes that for 1111 with a path straight to the rear garden of 1111 also providing access to plot 1110. The proposed parking for 1111 becomes that for 1110.
15. For the unallocated spaces in front of plots 1114 to 1116, highways recommend amending these to allocated parking spaces for these plots as these would be used by the residents anyway.
16. For plots 1153, 1154, 1185, 1186, 1199 and 1200. highways is concerned with the widths of the driveways to allow bins and cycle to access with cars parked, especially with the proposed landscaping and the reduction in width at the back of the parking spaces.
17. The visitor spaces marked blue on the proposed shared surface roads would need to be 2.5m wide. There is ample space on these roads for this width which would help to slow the speed down.

18. All spaces appear to be 5m x 2.5m wide and there is ample space behind the spaces for safe manoeuvring.
19. For the proposed garages, these are 6m x 3m which is welcomed and in line with the Borough's Parking Standards report.
20. There are a total of 43 visitor spaces which is in line with standards, and all will need to be marked as visitor spaces only.
21. Whilst the distribution of these spaces has improved during pre-application discussions, there are still areas with few visitor spaces that may lead to inconsiderate parking.

Cycle Parking

22. For the following 6 plots (1064, 1049, 1071, 1072, 1119 and 1120) that have proposed garages but only 6m x 3m, there are no cycle parking proposed. Either the garages are amended to be 7m x 3m (in line with the Borough's Parking Standard Report) or sheds are provided in the rear gardens.
23. Some driveways (Plots 1049, 1057, 1058, 1061, 1062, 1066-1070, 1085, 1086, 1089, 1104, 1105, 1108, 1112, 1113, 1121, 1122, 1125-1127, 1132-1135, 1138, 1146, 1148, 1176, 1189, 1209, 1210) appear too narrow for access for cycle/refuse from the rear gardens when cars are parked, this will need to be looked at.
24. There is also a concern that the proposed landscaping by (Plots 1153, 1154, 1185, 1186, 1199, 1200) may prevent access to rear gardens when there are cars parked.
25. The cycle stores for the flat blocks have been assessed and found to be suitable for cycle parking to borough standards. However, it appears that Blocks B and C do not have cycle stores which is not ideal.

Electric Vehicle Charging

26. It is proposed that there would be 184 single or double charging points. Highways would recommend that the parking plan shows the differentiation between these to enable better assessment and to ensure that each dwelling has access to a charging point.
27. Highways would also expect to see clarification that every dwelling has access to a charging point to be in line with Building Control Regulations Approved document S.
28. Table 3 of the Electric Vehicle Charging Strategy shows the following however this does not match with the parking plan as the number of flats with unallocated parking is 31 and flats with allocated parking is 40. These added to the number of houses makes 215. This is therefore in line with Building Control Regulations where every house/flat has a charging point.

Table:3 Electric Charging Provision

	Allocated		Unallocated	Total Electric Charging Provision
	Houses	Flats	Flats	
Total	143	22	19	184

Access

- 29. The 2 main accesses into the site by plots 1118 and 1197 were approved under planning application 240892 for the R10/R14 link road.
- 30. The access from Waterloo Road was also approved under the above application.
- 31. As part of this application 3 minor accesses have been proposed by plots 1119, 1140 and 1192 to allow access to a small number of dwellings which is welcome.

Pedestrian and Cycle

- 32. On the main roads of the development, 2m pavements have been provided which is welcome.
- 33. Highways would need to see dropped kerbs and tactile paving at crossing points.
- 34. Where the pavement joins a shared surface, it is not clear what is designed here to allow a smooth access for pedestrians.
- 35. It is welcome that there are proposed connections into R14 and R10 is permeable within and without the site.
- 36. It is welcome that there is a 3m accessible path to William Heelas Way. This needs to be extended to the pavement. Highways would request that investigation is carried out to provide a stepped access to William Heelas Way closer to the railway line.
- 37. All footways to the flats would need to be 2m wide.
- 38. Footways are proposed from the dwellings straight onto the shared surface. Highways would recommend that wherever possible these would go via the driveway.

Walking and Cycling Strategy

- 39. Under condition 45 of the outline approval (191068), the RM application for this parcel shall provide for an interconnected network for routes for pedestrians and cyclists based on the principles established by the approved Design Code, Design Brief and Pedestrian and Cycle Strategy.
- 40. Drawing A389-091 Rev P2 has been submitted which is welcome.
- 41. If there are any recommended changes to the layout agreed as part of this application, will need to be reflected in this drawing
- 42. Whilst, in principle, this drawing reflects what has been included in the approved Pedestrian and Cycle Strategy, however, highways would recommend the following changes to the submitted plan, namely: -
 - a. It would be better if pedestrian only routes would be coloured differently to those of the shared use areas.
 - b. All the pavements would need to have a different colour.
 - c. The access via Waterloo Road should have an arrow to depict a vehicle access rather than a primary street.
 - d. The R10/R14 link road is classed as a secondary street with a bus route within the approved strategy and not a primary street

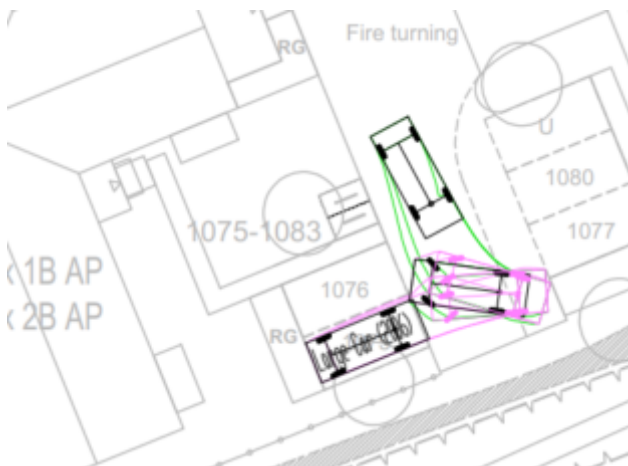
- e. Please include that Waterloo Road is close from the southern access to the link road as shown in the approved Walking and Cycling Strategy

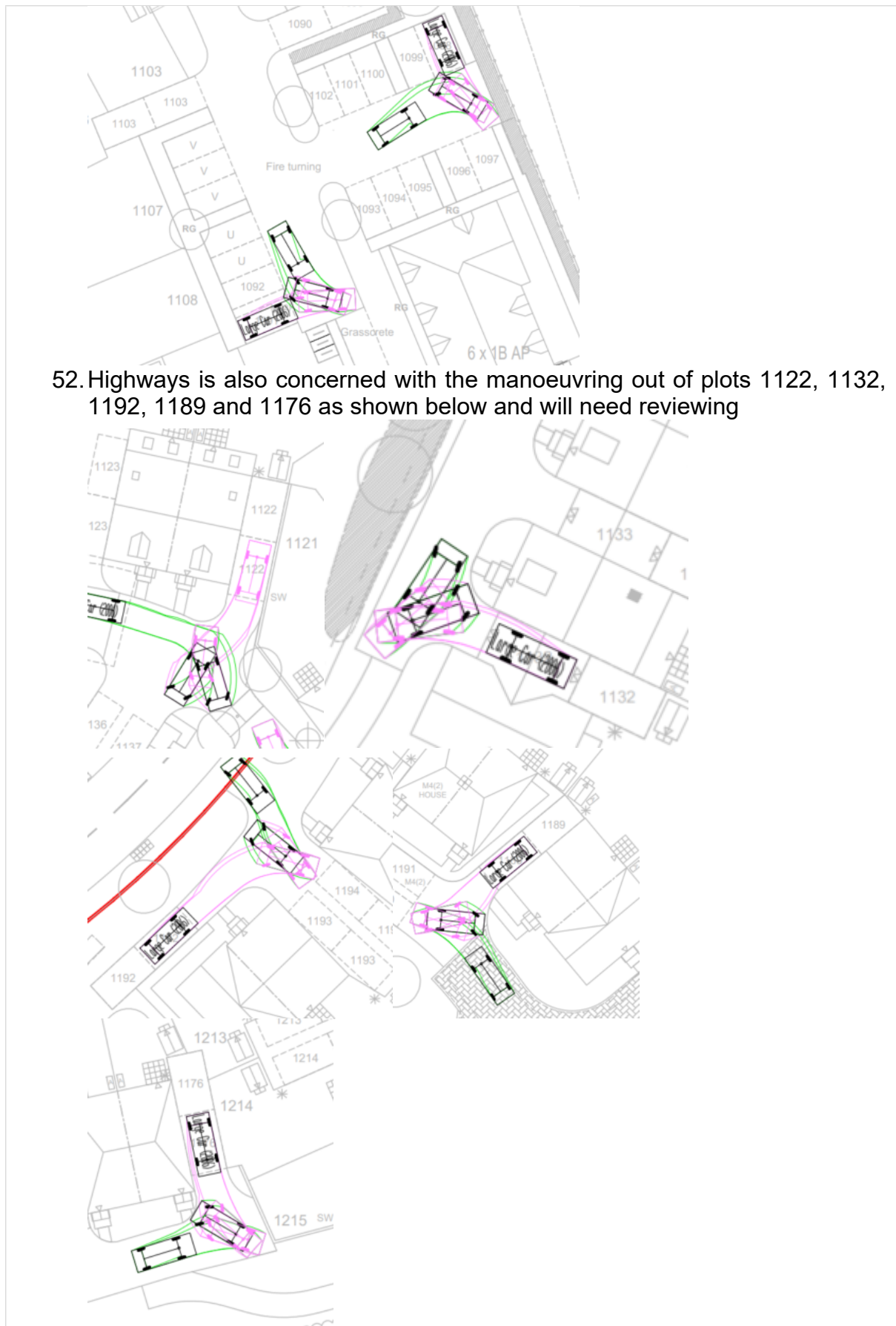
Swept Path Assessment

43. Swept path assessments have been provided for refuse vehicle, fire tender and large car with acceptable dimensions.
44. The manoeuvring of the refuse vehicle between blocks 2 and 3 are tight with the proposed rain gardens and will need looking at.
45. The refuse vehicle turning south out of the parking courts for blocks 2 and 3, the overhang is very close to the pavement. This will need to be reviewed.
46. The swept paths of the refuse vehicles on the side road by plot 1040 pass very close to parked cars, this will need reviewing.
47. For the swept paths by block 7, highways would need to see the refuse vehicle reversing in to the site as this is what would probably happen.
48. Swept paths of a refuse lorry, together with forward splays and a car for the bend by plot 1127 have been submitted, this is acceptable.
49. Swept paths of a large car have been submitted accessing egress parking spaces in the parking court which is welcome. These have been provided with a car reversing into the space. Highways is concerned with the complex manoeuvring, and this will need to be reviewed.
50. Highways is also concerned with this manoeuvring and will need to be reviewed



51. Highways is also concerned with the manoeuvring of parked cars in the parking court for blocks 5 and 6 as shown below and will need reviewing.





52. Highways is also concerned with the manoeuvring out of plots 1122, 1132, 1192, 1189 and 1176 as shown below and will need reviewing

53. Highways is also concerned with the manoeuvring of a car into the end space of block 7 as shown below which will need to be reviewed. Highways would also like swept paths analysis carried out for the opposite end space.



Emergency Vehicles

54. Swept paths for emergency vehicles with acceptable dimensions have been submitted which is welcome.
55. Distances to dwellings have also been provided. These distances should be to the furthest point of the house, this may lead to changes in the swept paths.
56. For the turning head by plot 1047 the parked cars would have an impact on the turning of the fire tender, however, if the garages are changed to carports, then the turning here would be acceptable.
57. Swept paths, for completeness would need to be provided for the access road junctions by plot 1040, 1065, 1106 and 1113.
58. All movement swept paths would need to be provided for the minor accesses.
59. For plots 1180 and 1188 swept paths have been submitted for the turning heads and these are acceptable.

Visibility Splays

60. The visibility splays for the 2 main access were approved under 240892. It appears that the hedges for plots 1109 and 1118 fall within the visibility splay and would need to be maintained to 0.6m.
61. In addition, highways would recommend that the forward visibility splays approved (drawing A389/LR-111 Rev P10) as part of the R10/R14 link road application, be superimposed onto the landscaping plan to ensure that there is no conflict with these splays.
62. Junction visibility for the 3 proposed access have been submitted which is welcome. These have been set to the design speed of 30mph for the link road which is welcome.
63. For the internal junctions, visibility splays for a design speed of 20mph have been submitted which is welcome.
64. Highways would have expected forward visibility splays for the turning head and access from Waterloo Road to have been submitted based on the landscaping plan.

65. Highways would need to see pedestrian visibility splays (2m x 2m) for every driveway that crosses a pavement to be submitted. Any landscaping within these splays would need to be maintained to 0.6m.
66. For dwellings that have a pedestrian access onto the link road, any landscaping in the pedestrian splay would need to be maintained to a maximum of 0.6m in height.
67. Highways would recommend that a review at the intervisibility at the junction by plot 1112 between cars and tuning cycle movements at the junction



Servicing

68. A Refuse Strategy Layout plan (drawing P1914.R10 Rev M) has been submitted which is welcome.
69. The bin stores for blocks 2 and 3 are missing from this plan as well as the distances.
70. For all blocks of flats the bin store should be no more than 10 metres from the highway and a dropped kerb in place. This is contained in the Borough's latest guidance on the link below.
71. Carrying distance of residents at Plots 1045, 1046, 1047, 1048, 1122, 1132, 1139, 1213-1215 slightly exceed the maximum carrying distance of 30m.
72. Carrying distance of operatives at Plots 1176-1180 slightly exceed the maximum carrying distance of 25m.
73. That being said, highways have assessed the distances and many of the plots listed above would have reduced carrying distances if the measurements had been taken from where the lorry would reverse up to.
74. Clarification is required that the bin stores are designed to latest standards. This can be found here
<https://www.wokingham.gov.uk/rubbish-and-recycling/waste-collection/waste-information-developers>

Site Roads

75. A proposed adoption plan (Drawing A389-R10-RM-103 Rev A) has been submitted which is welcome. Highways would recommend that the access roads to the rear of Blocks 1 to 4 are excluded from the adoption plan and the demarcation is moved closer to the spine road.



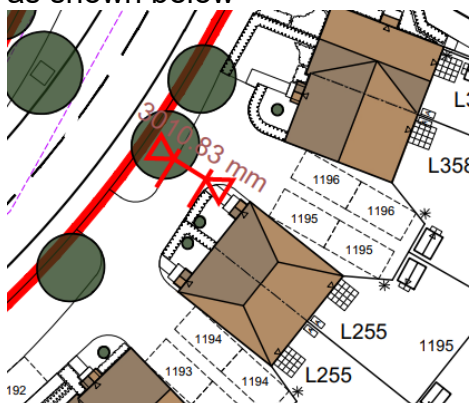
76. The site roads and minor accesses would need to be delivered through a combined S38/S278 with the Borough, and this agreement needs to be entered into prior to commencement.
77. The main road in the northern section is 5.5m wide and in the southern section 5m wide which is in line with the approved design for the R10/R14 link road which is welcome. The Transport statement needs to be amended accordingly.
78. There are 2m strips of block paving on shared surfaces, are these service margins? If so, these are acceptable.
79. That being said there are examples of these being only 1m wide in front of plots 1179 to 1189. These will need to be 2m wide.
80. The proposed service margins for plots 1123 and 1135 appear to go through the front gardens.
81. To assist in assessing service margins, a service margins plan is requested to be submitted.
82. Highways seeks clarification to what is proposed here as it is not identified. This has been shown on the swept paths for a fire tender as an emergency access. The design of this needs to be provided and the label provided on all plans.



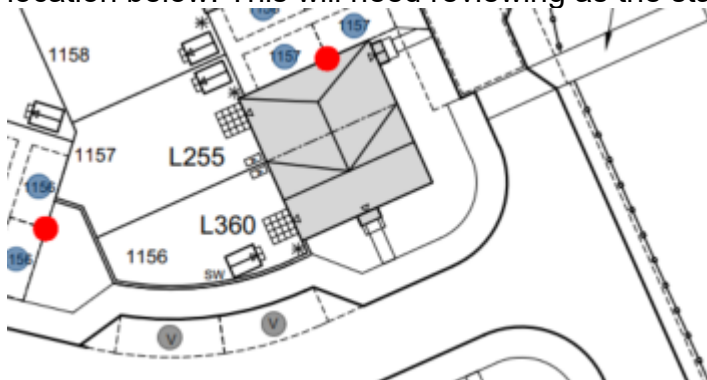
83. The width of the private road outside plot 1120 needs to be 4.1m not 3.5m as shown below.



84. The width of the private road outside plot 1195 needs to be 4.1m and not 3m as shown below



85. The width of this section of the road by plot 1156 is less than 4m at the location below. This will need reviewing as the standard width is 4.8m.



86. Highways needs clarification for the design of the road layout by plot 1049. This looks like a block paved surface on the west side and across the access to plots 1047 and 1048. If this is to remain, the access would need to be a different colour or the 2m margins become grass verges.



87. Similar comments as above are for site roads by plots 1178 and 1179, 1189 and 1190 and by Block 5

Conditions & Reasons (if required)

Date:	3 rd April 2025	Signed:	Gordon Adam
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