

MEMORANDUM

From:	Gordon Adam Development Control		
Service	WBC Highways	App No:	242421
Address:	School Road, Arborfield Cross.		
Proposal:	Outline application for the proposed erection of up to 95 No. dwellings, together with open space and associated works. (All matters reserved except for means of access).		
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 is disappointed that there was no opportunity to provide pre-application comments and directions.
2. Highways understands that there was a previous application for 120 dwellings which was refused in 2018 on two sites on either side of School Road south of this proposed site.
3. This application is supported by a Transport Assessment and Framework Travel Plan.

Parking

4. The transport assessment states that as this is an outline planning application details of parking will only be included as part of a reserve matters application. The document goes on to state that parking would be in line with the standards that are in operation at the time of the reserve matters application.
5. Even though this is an outline application, highways would have expected to see the Borough's parking calculator to be used based on an illustrative masterplan (already submitted) and an illustrative housing mix. This is required to be submitted.

6. If garages are proposed these would have to have a minimum internal dimension of 6m x 3m or 7m x 3m if cycle storage is included.
7. The minimum width of a driveway would need to be at least 3.1m.
8. All parking spaces would need to be 5m x 2.5m and 6m x 2.5m if parallel spaces.
9. There would need to be at least 6m behind the parking spaces in parking courts.

Cycle Parking

10. It is welcome that cycle parking will be in line with Borough standards which are in operation at the time of the reserve matters application.
11. Highways is content for cycle parking to be included as a reserve matter.

Electric Vehicle Charging

12. The transport Assessment states that electric vehicle charging would be in line with the standards that are in operation at the time of the reserve matters application.
13. Whilst this is welcome, highways would have expected the document 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.

Access

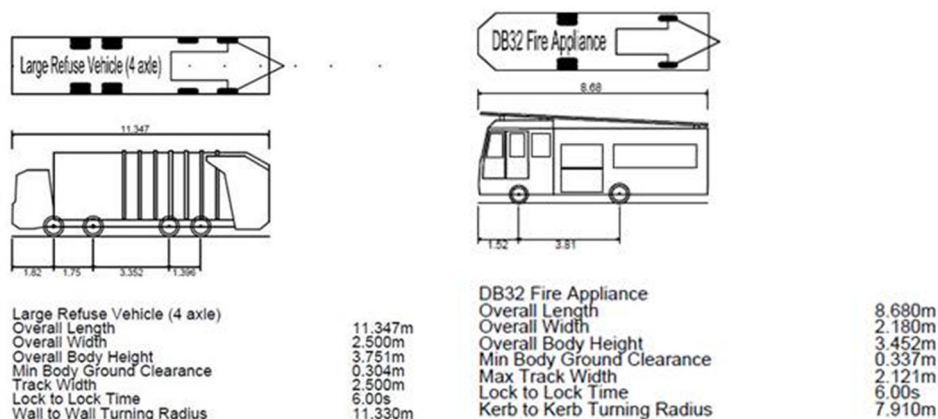
14. It is proposed that School Road would be re-aligned to continue into the site which is welcome. However, the submitted plan would need to be improved to reflect this.
15. It is proposed that there would be a 2m pavements on both sides of the road which is welcome.
16. In addition, it is proposed that an emergency access would be provided onto Cole Lane. This would be 3.7m wide and also provide a pedestrian and cycle access which is welcome.
17. This access would need to be provided with removable bollards, and these would need to be included in any detail design submitted as part of any reserve matters application.

Traffic Impact

18. The calculation of the level of traffic generated for this size of development was based on the TRICS database which is an accepted methodology. However, no assessment of whether or not the sites selected were comparable to this site has been carried out. This is a requirement.
19. If pre-application comments has been sought highways would have recommended that the Borough's approved trip rates would need to be used.
20. That being said, highways have carried out an assessment of the trip rates and these have been compared with the submitted trip rates.
21. Using the Borough trip rates there would be an additional 15 and 9 two-way trips in the AM and PM peak hours respectively.

Swept Paths

22. Swept paths of a refuse vehicle passing a car on the proposed access road have been provided which is welcome. However, highways would need to see the swept paths using a vehicle of with the following dimensions.



23. Highways would have expected to see swept paths for vehicles accessing and egressing the southern part of School Road.
24. Swept paths for a fire tender using the dimensions above would also need to be submitted.
25. Even though this is an outline application, highways would still need to see swept paths of a fire tender and refuse vehicle on the roads included in the illustrative masterplan.

Visibility Splays

26. Visibility splays for the proposed minor arm on School Road have been provided for a 20mph speed limit which is welcome.

Site Roads

27. 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.
28. 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.
29. 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. Information on this can be found on the above website.
30. A 2m wide service margin would need to be provided off highway on both sides if dwellings are fronting the road.
31. 2m wide pavements would need to be provided on the site roads.
32. Forward visibility splays would need to be provided.

Sustainability Assessment

- 33. An initial sustainability assessment has been carried out which is welcome.
- 34. 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.
- 35. In addition, highways would need to see an audit of the walk routes to the local services and any proposed improvements.
- 36. Agreement will also be required on the contribution to the Arborfield Bus strategy which supports Bus Route 3 which this development would benefit from.

Active Travel

- 37. Active Travel England requested that the Borough carried out an Active Travel Assessment using their toolkit.
- 38. This has been done. The recommended improvements to bus stops and the improvements to the walking route to local services from the audit of walk routes to local services would need to be submitted for review and approval.

Pedestrian and Cycling

- 39. It is welcome that a pedestrian and cycling access is proposed onto Cole Lane.
- 40. It is also welcome that the pavement on School Road would be widened to 2m.
- 41. It is welcome that dropped kerbs and tactile paving have been included.

Buses

- 42. The bus service is set out in Table 2.2 of the Transport Assessment which is welcome. However, this is incorrect. Whilst there are 3 buses an hour to Reading from Arborfield, only one of those buses extends to Wokingham. This table will need to be amended to take account of the service extension from Arborfield to and from Wokingham.
- 43. It is proposed that an additional north bound stop be introduced closer to the Arborfield Cross Roundabout. Having assessed this stop and discussed the matter with WBC bus officer, the location of the stop is not acceptable.
- 44. Instead of this stop, highways would recommend that the existing two bus stops (The Swann) be improved and that a contribution of £50,000 is sought for this.
- 45. As this site would benefit from Bus Route 3 which is being delivered through the Arborfield Bus Strategy, a contribution of £914 (indexed linked) for each dwelling will be sought.

Road Safety Audit

46. A Road Safety Stage 1 Audit and designer's comments have been submitted which is welcome.
47. Highways have no comments to make.

Framework Travel Plan

48. A framework Travel Plan has been submitted which is welcome.
49. Comments on buses and accessibility mentioned above are relevant for this document.
50. The initial mode share has been taken from the 2011 Census data. As the 2021 data is available, this would need to be used.
51. It is proposed that the first surveys be undertaken either once 75% occupancy has occurred or 6 months after occupancy whichever is earlier. Highways would recommend this is amended to after 50% occupancy.
52. It is welcome that a Travel Plan Co-ordinator would be appointed before occupancy which is welcome. This person would need to have sufficient resources in terms of time and money to deliver a travel plan.
53. It is welcome that Car Clubs have been mentioned in the Travel Plan. However, any decision on car clubs will need to be taken as part of this application as any contribution would need to be included in the s106 agreement.
54. An initial action plan has been included which is welcome.
55. In lieu of a travel plan, highways would recommend that a contribution of £540 per dwelling is sought for MyJourney.

Framework Construction Management Plan

56. Due to the size and location of the site, highways would need to see a Framework Construction Management Plan submitted.

S106 Contributions

57. A contribution of £914 per dwelling indexed linked towards the Arborfield Bus Strategy.
58. Contribution of £50,000 for bus stop improvements.
59. A Car Club contribution.
60. A contribution of £540 per dwelling for MyJourney.
61. There may be other contributions that may be identified once further information has been provided.

Conditions & Reasons (if required)

Date:	21 st Oct 2024	Signed:	Gordon Adam
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