



TRANSPORT NOTE

To: **Wokingham Borough Council**
From: **Iceni Transport**
Date: **April 2025**
Title: **Transport Response – Land At And To The Rear Of 240, Nine Mile Ride, Finchampstead**

a. Introduction

1. This Transport Note has been prepared by Iceni Projects Ltd to address and provide additional details to the tasks completed as per the WBC Highways comments, dated 20th March 2025 under reference number 250655.
2. The highways comments requests that additional details are provided before determination of the reserved matters application is completed. This note and the appended drawings provide this information.

b. Revised Fire Tender Vehicle Tracking Assessment

3. The site layout that accompanied the outline planning permission underwent a swept path analysis for a wide range of vehicles to demonstrate that the access and internals of the layouts allows for all the expected vehicle movements associated with this site.
4. The highways comments requested that the fire tender vehicle tracking assessment is updated to reflect the dimensions of the fire tenders that operate within Wokingham Borough Council. This sees an increase in the length of the vehicle as well as an increase in the kerb to kerb turning radius.
5. Iceni Projects Ltd have completed this requested task and the drawings included within **Appendix A1 demonstrate** that the council requested fire tender can navigate through the internals of the site without any overhang or overrun of the proposed kerb lines/footways.
6. In addition to this, the highways comments require demonstration that the fire tender is within 40m of the furthest points of any plot. This has been completed and the drawing has also been included in **Appendix A1**.
7. It is worth noting that the 40m distance requested by Wokingham Borough Council differs from the required distance within the Approved Doc B Building Regs, which states in Section 13 Paragraph 13.1 that a 45m distance is required. Regardless, it has been demonstrated that the fire tender can accord with the 40m distance.

c. Service Margins Assessment

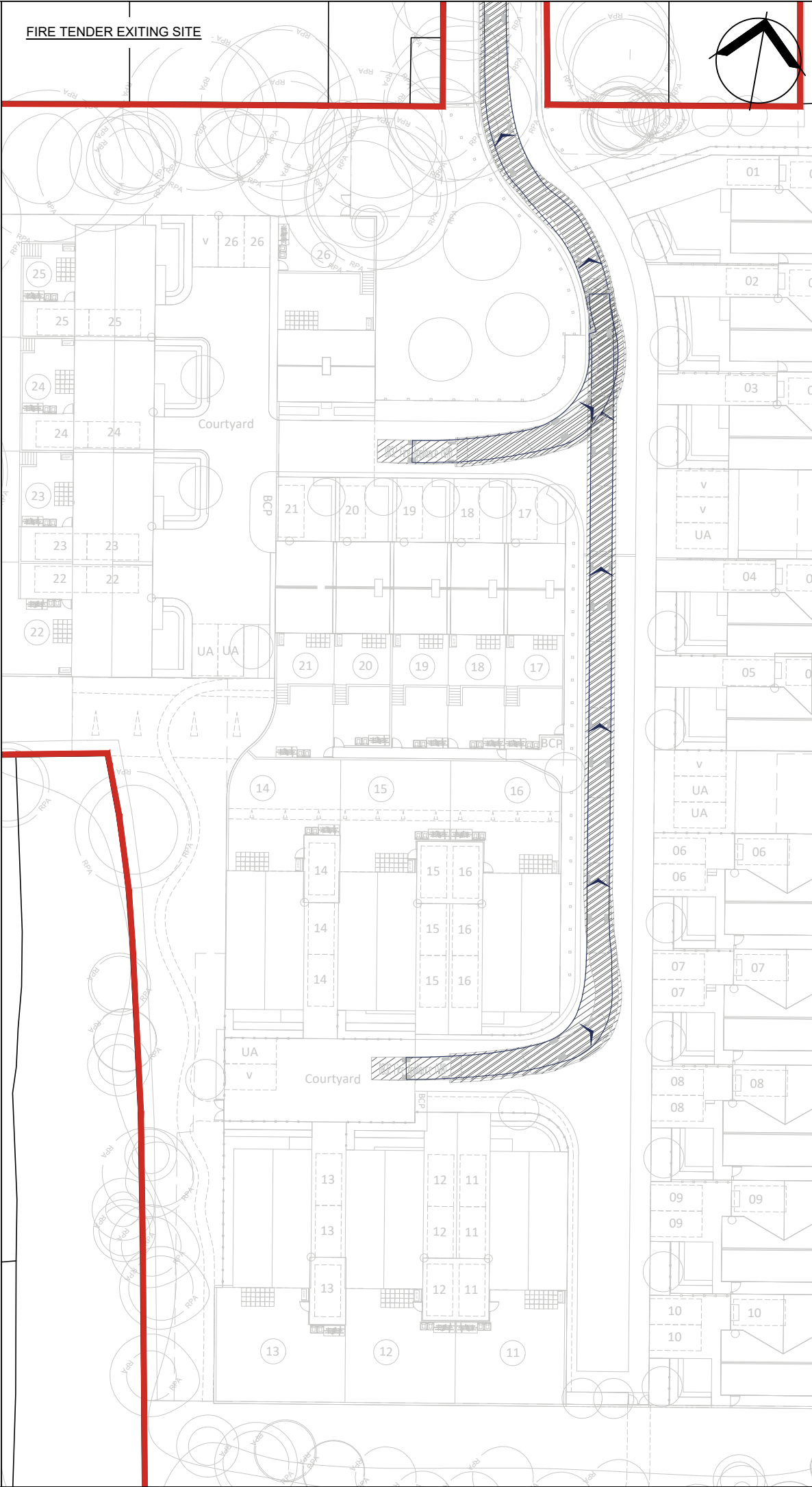
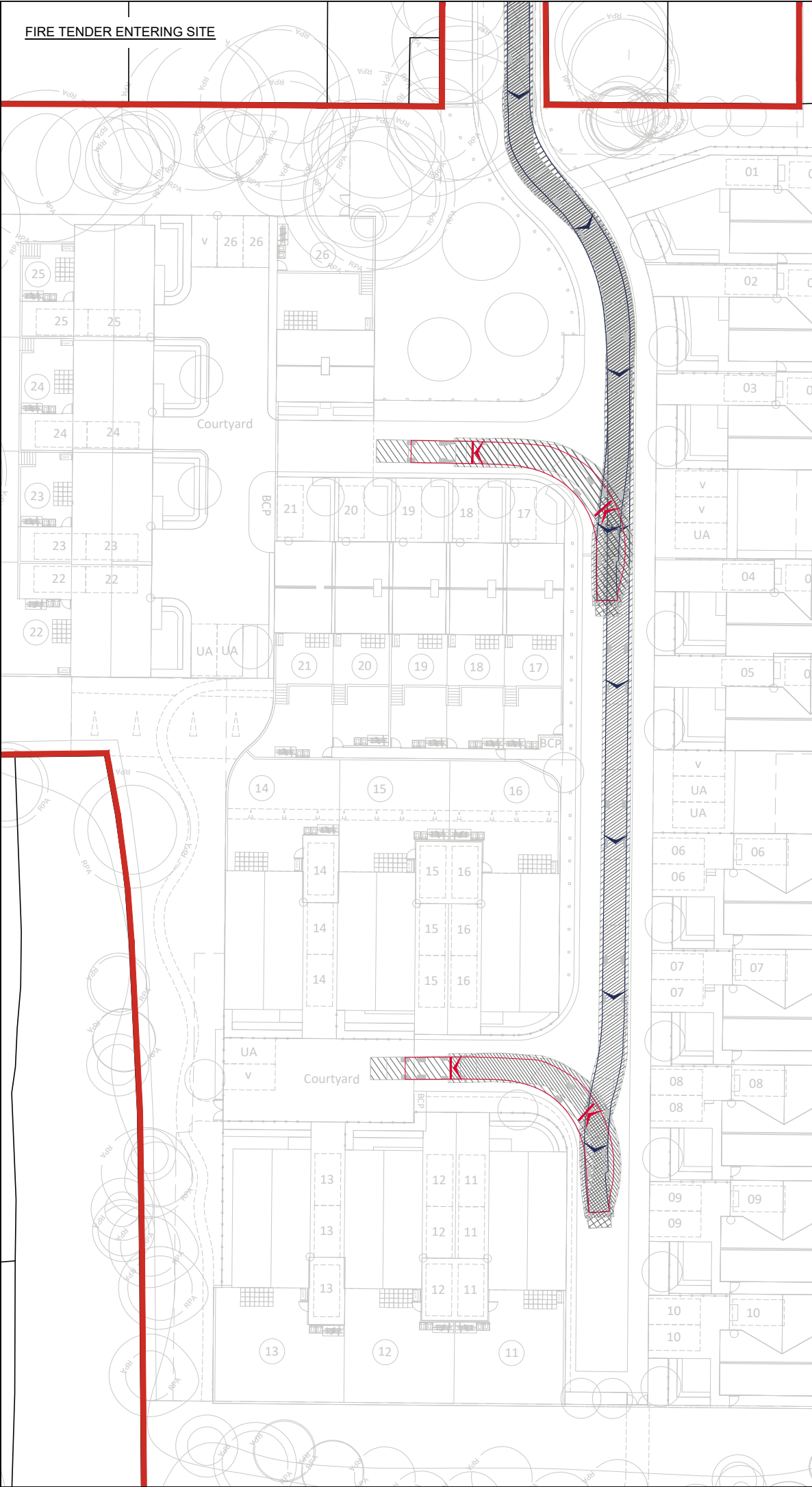
8. The highways comments requested that a service margins plan was produced to demonstrate where the proposed utilities and services would be installed. The parameters listed within the highways comments appear to be taken from Wokingham Borough Councils Highway Design Guidance, published 2019.

9. The section within the Highway Design Guidance titled 'Provision of New Statutory Utilities' under paragraph 2.26 states '*services shall be placed either in the designated service margin or, where available, an adjacent combined foot/cycleway, unless otherwise agreed in writing by WBC*'. When compared against the supporting FAQs sheet under a section titled 'Service Margins and Highway Boundaries', paragraph 1 defines a service margin but goes on to state '*Service or maintenance margins can comprise of grass verge, footway or hardstanding and are generally classified as public highway*'.
10. Further to this, the highways comments make reference to the fact that the roads will remain private, meaning that they are not up for adoption for the local highway authority to maintain. Therefore, under the section titled 'Adoption Policy' of the Highway Design Guidance section 3.4.4 states '*in some instances, the new highway may not be adopted by choice of the developer or WBC. WBC may decline to adopt all or part of the highway if: Utilities are placed in the carriageway instead of the service margins.*' Note: Icení Underlining
11. Therefore, taking all the above into consideration, it is not considered necessary to provide a service margins plan detailing where the future services and utilities will be provided, since the internal roads are not up for adoption, and services and utilities can be located either in a service margin, footway or carriageway.

d. Conclusion

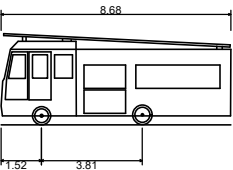
12. In summary, it is considered that these additional tasks provide Wokingham Borough Council with the additional information to make a determination on the reserved matters application.
13. It is worth reiterating, that the previous application was deemed 'recommended for approval but with conditions', and the only change between this application and the previous application is a slight extension to the internal access road at the southern side of the site. This is an immaterial change from a highways perspective and there should be no highways related reason for refusal or request for further information.

A1. FIRE TENDER VEHICLE TRACKING ASSESSMENT



NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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VEHICLE PROFILE:



DB32 Fire Appliance (WM)
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

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CLIENT

ELIVIA HOMES

PROJECT

NINE MILE RIDE

TITLE

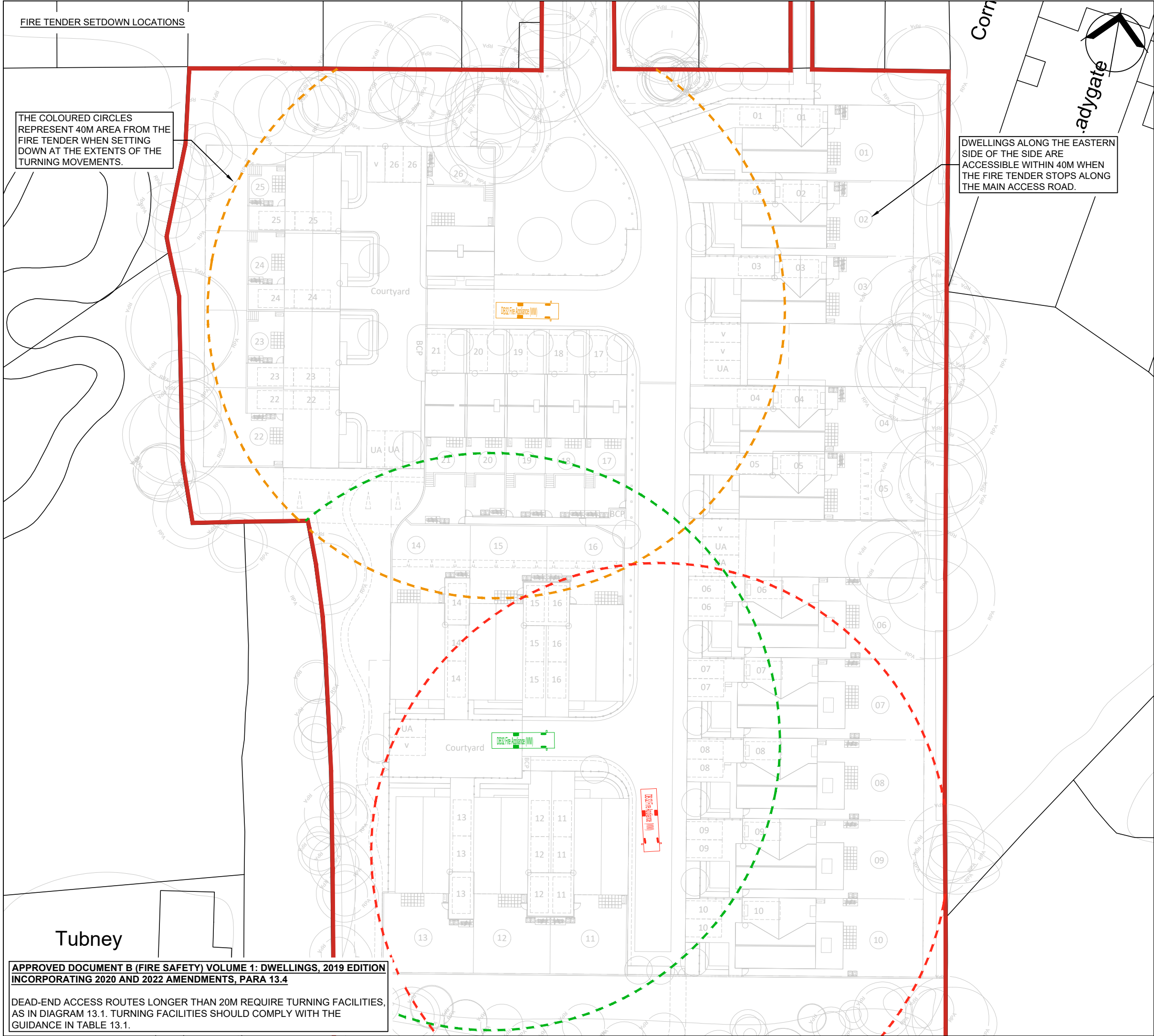
SITE LAYOUT REVIEW
(FIRE TENDER)

DRAWN BY AP	CHECKED BY CB	APPROVED BY CB
	28.04.2025	28.04.2025

SCALE @ A3 1 : 500	DATE 28.04.2025
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PROJECT NO. 23-T062	DRAWING NO. 07.1	REV. -
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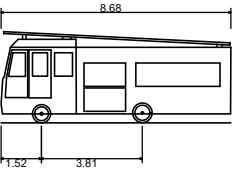
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PROJECT

NINE MILE RIDE

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