



Highway Planning Ltd

Highways & Transportation Consultants

**LAND NORTH WEST OF ORCHARD COTTAGE,
HONEY HILL,
WOKINGHAM**

MR M KEMBALL

TRANSPORT STATEMENT

SEPTEMBER 2024

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Mr M Kemball to provide highway advice in respect of a proposal for a self-build dwelling on land to the north west of Orchard Cottage, Honey Hill, Wokingham.
- 1.2 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of Honey Hill and approximately 70m north of the junction of Honey Hill and Nine Mile Ride. The site is currently undeveloped and there is an existing vehicular crossover to Honey Hill.
- 2.2 Honey Hill is a local access road that provides a link between Nine Mile Ride and Heathlands Road. Honey Hill has a rural character with a single carriageway of generally 5.0m wide with no pedestrian facilities. It serves a number of dwellings and Heathlands Farm and provides access to Redlake Lane and The Crooked Billet public house. The southern section of Honey Hill (where the site has a frontage) is subject to a 50mph speed limit. The remainder of the route is subject to the National speed limit.



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- 2.3 Nine Mile Ride is classified as the B3430 and is an important district distributor road. It provides a link between established and new residential areas and the wider distributor road network. In the vicinity of the junction with Honey Hill, Nine Mile Ride is subject to a 40mph speed limit. Immediately to the west of the Honey Hill junction is a roundabout junction between Nine Mile Ride and New Wokingham Road.
- 2.4 Bus stops are located within convenient walking distances of the site. The nearest bus stop is on New Wokingham Road and is a 280m walk distance from the development. This stop serves routes 125 & 125A. The bus stop on Nine Mile Ride (to the east of Honey Hill) is a 530m walk distance and serves route 125B. As such, the residents of the proposed dwelling will have a realistic opportunity to use public transport as an alternative to making short car trips to local facilities and destinations.
- 2.5 There has been one injury accident at the Honey Hill/Nine Mile Ride junction within the past 5 years. The accident occurred on 2nd October 2019 at 07:13hrs. A cyclist was in collision with a goods vehicle that was turning right and sustained slight injuries. A copy of the public report for this incident is included at **Appendix 1**.
- 2.6 The proposed development comprises the construction of a self-build dwelling with the retention of the existing access point.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The highway considerations for the proposed development relate to the following:
- Access arrangements
 - Site specific issues



3.2 These issues will be considered in detail below.

Access arrangements

3.3 The site has an existing crossover access to Honey Hill. The access is not currently in use but that does not diminish the existence of the access nor the ability of vehicles to enter and leave the site within its lawful use. The frequency of traffic movements to and from an undeveloped site will be low.

3.4 The proposed dwelling will be likely to increase traffic movements at the access. A new dwelling will generate in the order of 4 to 6 movements per day so any increase will be minimal but it is reasonable to ensure that the access complies with the usual design standards. Honey Hill at this point is subject to a 50mph speed limit. Given the characteristics of the route it is very unlikely that any vehicles travel at the maximum legal speed. On-site observations suggest that most vehicles are travelling closer to 30mph – vehicles approaching from the south will have negotiated the junction with Nine Mile Ride and vehicles approaching from the north will be slowing as they approach the junction.

3.5 Drawing 24.60 – 001 shows the provision of visibility splays as follows:

To the north	2.4m x 43m for 30mph
	2.4m x 165m for 50mph
To the south	2.4m x 70m to the junction

3.6 The splays are achieved within the extent of the site frontage and the highway (the highway boundary is taken as the roadside edge of the ditch). The proposed splays require only minimal trimming of existing shrubbery on the site frontage.



Site Specific Issues

- 3.7 The proposed site layout shows how the access will extend into the site and terminate in a generous parking and turning area. A car port will provide covered parking for 2 cars and there is space for additional open parking to the front of the dwelling.
- 3.8 Adequate space will be provided for vehicles to turn to ensure cars are not required to reverse out into Honey Hill.
- 3.9 Provision will be made for EV charging points and cycle storage. These are matters that can be secured by suitable planning conditions.
- 3.10 Refuse collection will take place from the Honey Lane carriageway in the same manner as other properties on Honey Hill. Bins and recycling receptacles will be taken to the front of the site on collection day.

4.0 CONCLUSIONS

- 4.1 The site is in an accessible location with convenient access to local bus services.
- 4.2 The proposed access arrangements will have suitable visibility splays and junction geometry to safely accommodate the traffic movements that will be generated. The access is existing and the development will ensure that current highway design standards are met.
- 4.3 The proposed site layout complies with the Council's requirements for car parking provision and turning space.



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4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

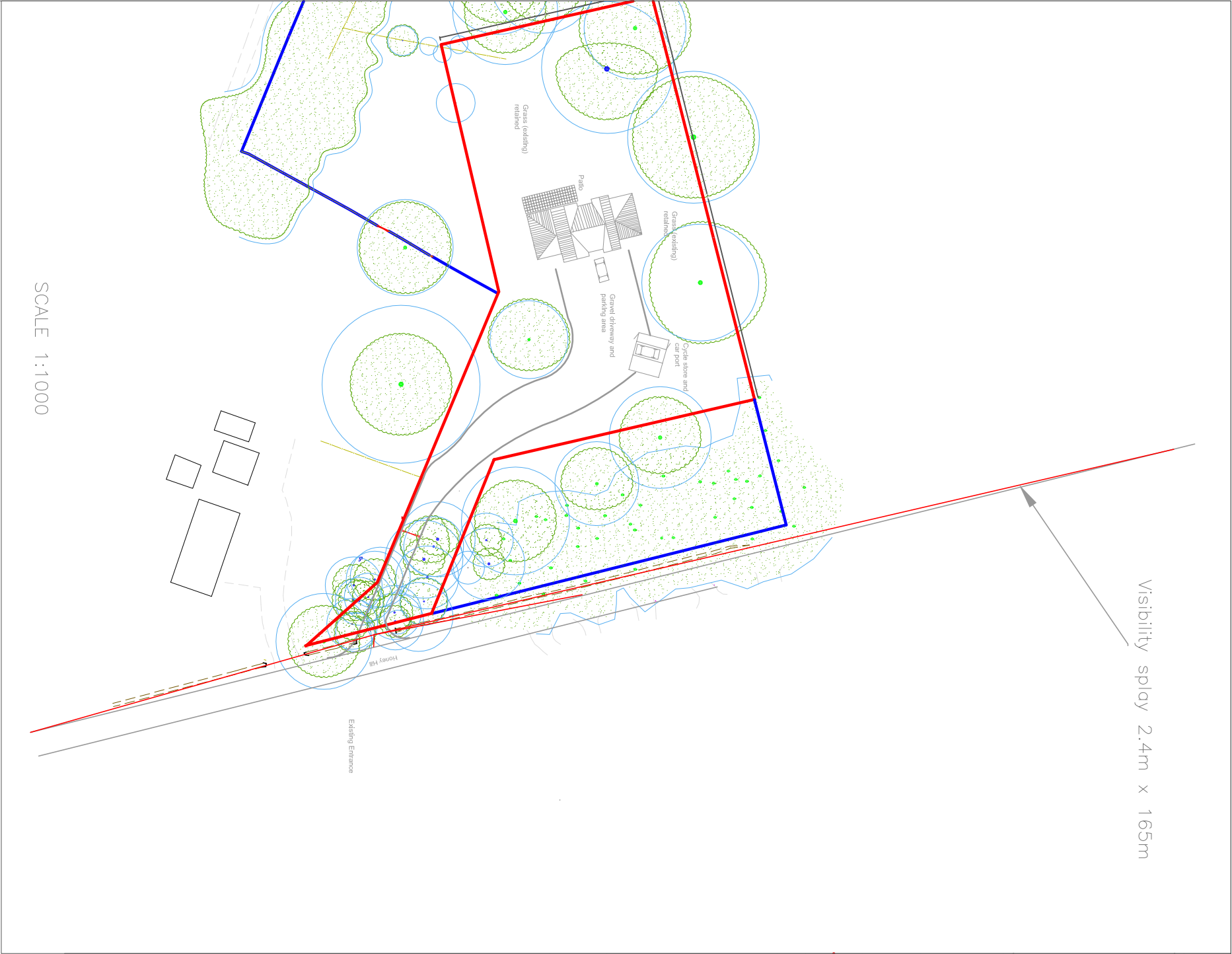


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DRAWING 24.60 - 001



SCALE 1:1000



SCALE 1:500



Job Title
LAND TO NORTH WEST OF ORCHARD COTTAGE, HONEY HILL, WOKINGHAM

Client
MR M KEMBALL

Drawing Title
PROPOSED ACCESS VISIBILITY

Scale	Date	Designed	Drawn	Drawing No	Rev
AS SHOWN	12 SEPT 24	DFM	DFM	24.60 – 001	

REV

AMENDMENTS

DRAWN

CHKD

DATE



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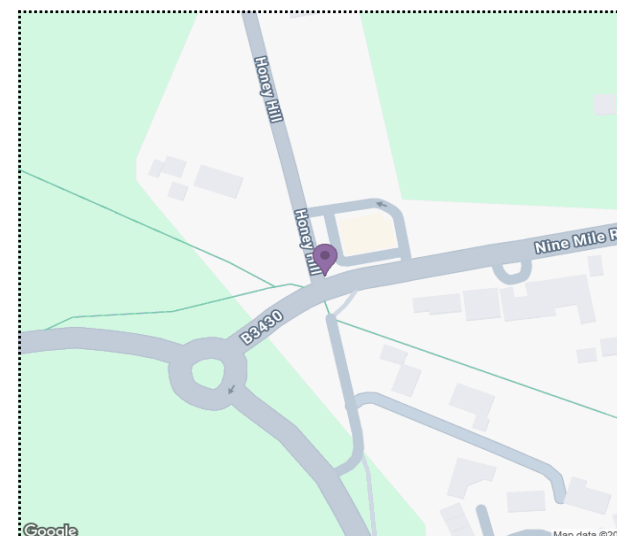
SEPTEMBER 2024

APPENDIX 1



Validated Data

Crash Date:	Wednesday, October 2, 2019	Time of Crash:	07:13:00	Crash Reference:	2019430305034
Highest Injury Severity:	Slight	Road Number:	B3430	Casualties:	1
Highway Authority:	Wokingham			Vehicles:	2
Local Authority:	Wokingham			OS Grid Reference:	483165 165574
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Wednesday, October 2, 2019

Time of Crash: 07:13:00

Crash Reference: 2019430305034

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	17	Male	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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