

Date: 22 July 2025
Application: 251486



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 251486

Applicant: Mr T Northey

Site Address: Land west of Edney's Hill, Barkham Road, Barkham

Parish: Barkham

Grid Reference: Easting - 478470, Northing - 167162

Type of Development: Major Dwellings (10+)

Proposal: Full application for the proposed erection of 16 no. dwellings with new access off Edney's Hill, plus footpaths, car ports, parking, landscaping and associated works.

Case Officer: Connie Davis

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 251486. 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:	JP		
Service	WBC Highways	App No:	251486
Address:	Land west of Edney's Hill, Barkham Road, Barkham.		
Proposal:	Full application for the proposed erection of 16 no. dwellings with new access off Edney's Hill, plus footpaths, car ports, parking, landscaping and associated works.		
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

The site is in relation to previous planning refusals 161412 and 162084 for 8 and 5 custom-build houses, respectively.

The site is currently a paddock. The applicant proposes to erect 16 dwellings, which includes 8 dwellings with five habitable rooms, 6 dwellings with three habitable rooms and 2 dwellings with two habitable rooms. A new primary site access onto Edney's Hill is proposed.

Traffic Impacts

Traffic flows have been assessed in the Transport Statement, which is welcomed. TRICS data has been used for the proposed trip rates.

While the Highways would have expected the approved trip rates in WBC transport model (WSTM4) to be used for assessment, the proposed trip generation of 8 two-way movements in both the AM and PM peak as stated in the Transport Statement is mostly similar to the total trip generation by applying the approved trip rates, which can be acceptable for this instance.

Sustainability

Sustainability assessment has been included in the transport statement, which is welcomed. The Highways required the actual walking distances to be measured from the mid-point of the site, instead of the site access.

Despite the site can be benefitted from the regular bus services '3 leopard' at Bearwood Road in both directions, there is a lack of day-to-day local facilities except of a village store, post office and nursery (which will be discussed further) within acceptable walking distance from the site, making the site an unsustainable location for housing development.

It is relevant to note that the shortest walking route towards the village store and post office will be via PRow (BARK19), a byway opens to all traffic, which is unlit.

Meanwhile, the proposed walking route for the nursery (Toad Hall Nursery) will have to be accessed via Edney's Hill, which is subject to national speed limit. There is no proper pedestrian/cycling route and street lighting along Edney's Hill, which does not provide safe and attractive environment for considering sustainable travel mode.

Based on the information currently available, the Highways unlikely support this proposal due to unsustainable location. However, if this proposal would be approved, other required details for the proposal are listed below.

Access

The site will be accessed via a new vehicle access onto Edney's Hill, and two pedestrian access onto Barkham Road. While the applicant has assessed the visibility splays of 2.4m x 43m, the proposed vehicle access is circa 45m south to the change in speed limits from 60 mph to 30mph and is subject to the national speed limits.

The WBC would expect to see the visibility splays on the nearside edge in both directions of the carriageway to be assessed, with the actual 85th percentile speed of the road. The visibilities along the tangent to the bend shall be assessed.

Edney's Hill is currently serving 23 other dwellings and will serve 39 dwellings if this proposal will be approved, which is a significant intensification of existing access road. The narrowest road width of Edney's Hill between the junction of Barkham Road / Edney's Hill and the site access is circa 4.1m. Edney's Hill (between Barkham Road and the site access) will need to be widened to a minimum width of 4.8m to accommodate two-way traffic.

While the council will expect to review swept path analysis with large saloon car of circa 5m long, the applicant has submitted the swept path analysis with a smaller car, demonstrating that two vehicles travelling in opposite directions can pass through each other when entering and leaving the public highway at the first 10m of the site access.

Internal Access Road

Information on whether or not the site roads will be offered for adoption will need to be supplied. Whatever the case, the road will need to be built to highway standards. If the site roads are to remain private, this will also need to be included in a s106 agreement. Any S106 will need to include an obligation that the site road will be maintained as a private road in perpetuity.

The internal roads are proposed to be shared surface with a minimum width of 4.8m along the primary access road to accommodate two-way traffic, which are welcomed.

It is stated that there is a narrowing pinch point of 3.7m wide to the northwest of the proposed development. Given that driveway will provide access to four dwellings, a minimum width of 4.1m is required. A 2m service margin shall be provided on both sides of the road where development is proposed to align with the borough's highway design guidance.

While the swept path analysis for fire tender has been submitted along the access road of Plots 8-16, the applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of any dwelling (Plots 1-7 for this instance). A turning area is likely required.

Pedestrian accesses are solely provided onto Barkham Road. While the applicant proposed that the internal roads will be shared surfacing, this is no direct internal pedestrian/cycling route for the future occupiers to access to the pedestrian accesses from the south of the site, Plots 14-16 in particular, which can increase the risks for pedestrians/cyclists utilising the proposed vehicle access onto Edney's Hill.

The applicant is therefore required to improve the connectivity within the site. The applicant may wish to consider maintaining a minimum width of 4.8m along the access road of Plots 8-16 and providing a 3m wide shared footpath/cycle path between Plots 4 and 5.

Parking

The Highways welcome applicant's parking assessment according to the WBC Parking Standards for Urban location. The council recommends each parking space shall have minimum dimensions of 5.0m x 2.5m, and the minimum internal sizes of a single garage/carport for parking to be 6m x 3m. The minimum dimensions for parallel parking space are 6m x 2.5m.

A total of 26 allocated parking spaces will be proposed for the site, which will be acceptable. The proposed dimensions of the parking spaces and carports are acceptable.

However, according to the floor plans submitted, House Types 1003 and 1358 have five habitable rooms (instead of four as indicated in the Transport Statement and Parking Demand Calculation Sheet), such that 5 unallocated parking spaces (including 3 visitor parking) are required. The revised plan shall clearly indicate the visitor and unallocated parking spaces, and visitor spaces are expected to be well distributed through the site to ensure there is no indiscriminate parking.

To prevent additional parking that obstruct the access road, the Highways recommend reducing the driveway length for Plots 5-7 to no more than 13m, measured from the carriageway edge.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the Building Regulations (Approved Document S).

10 no. EVCP have been proposed for houses on the materials plan. However, 'flats' are considered as 'dwellings' under Section 2 of Building Regulations. Provisions of EVCP for flats are also required.

Cycle Provisions

According to the WBC Parking Standards, one cycle parking allocation will be required per dwelling for three or less habitable rooms, and two will be required for dwelling with 4-5 habitable rooms

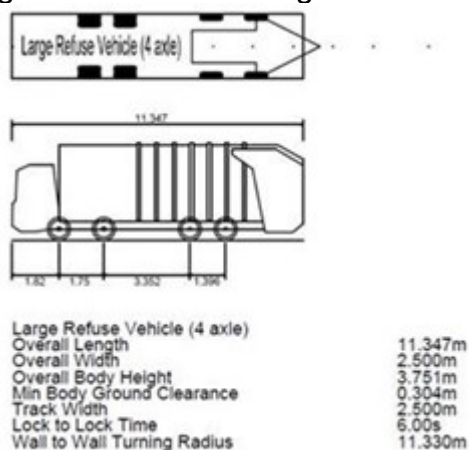
While it is stated in the Transport Statement that the proposed development includes 36 no. cycle storage, there is no mention of how the cycle parking spaces will be provided. Direct access to the rear garden, cycle store or garage of suitable sizes (7m x 3m) shall be indicated for cycle storage. It can be conditioned if the cycle parking details are not provided in this proposal.

Refuse Collection Strategy

While it is uncertain if the proposed site roads will offer for adoption or remain private, applicant shall clarify how refuse collection servicing is going to be provided.

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site.

If council refuse collection will be applicable for this site, the applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:



Framework Construction Management Plan

A framework plan is expected to be submitted along with the planning application. This is required.

Summary

The Highways can unlikely support the proposal due to unsustainable location.

Conditions & Reasons (if required)			
Date:	1/8/2025	Signed:	JP