

30 May 2025

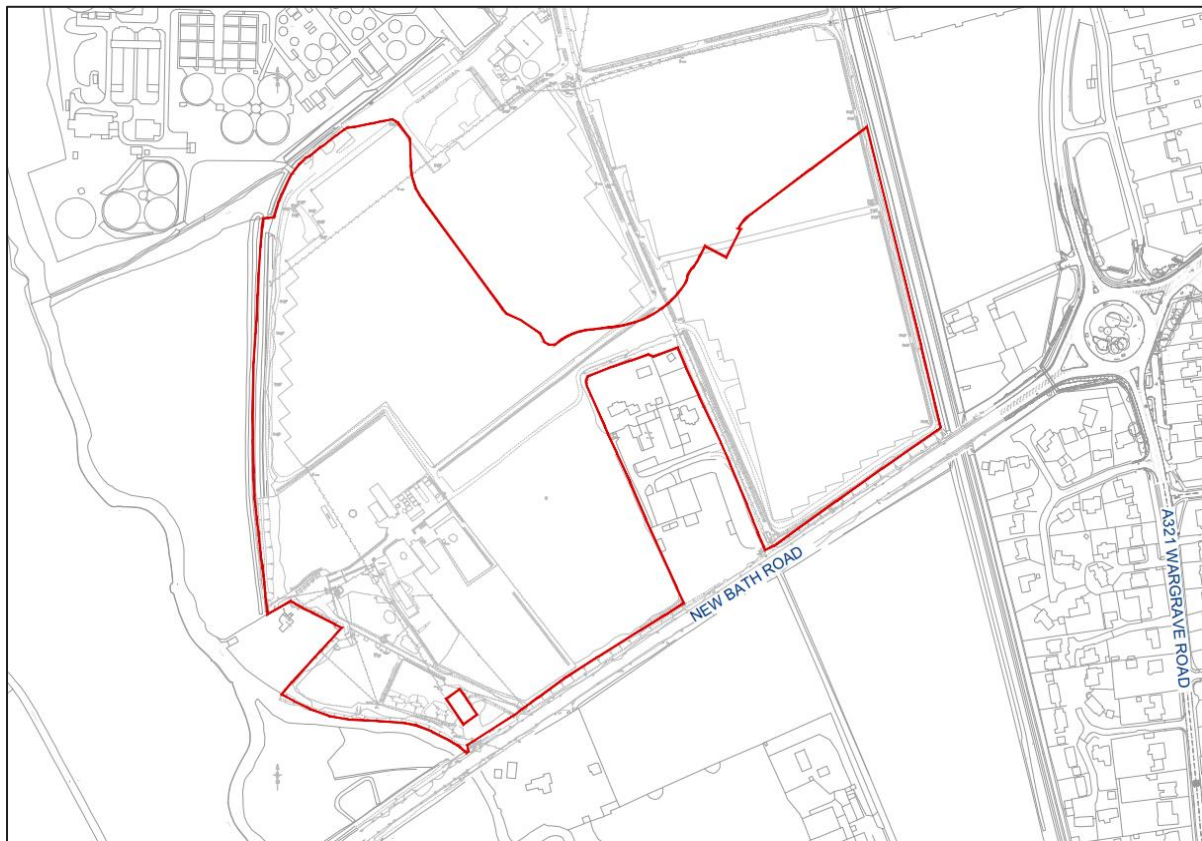
Attention:
Adriana Gonzalez
Wokingham Borough Council

SLR Project No.: 184398

RE: Bridge Farm RMA 243124 – Letter of Objection

Dear Adriana,

As you will be aware, David Wilson Homes (Southern) was granted planning consent in February of this year following a successful appeal for the development of up to 230 dwellings at the following location:



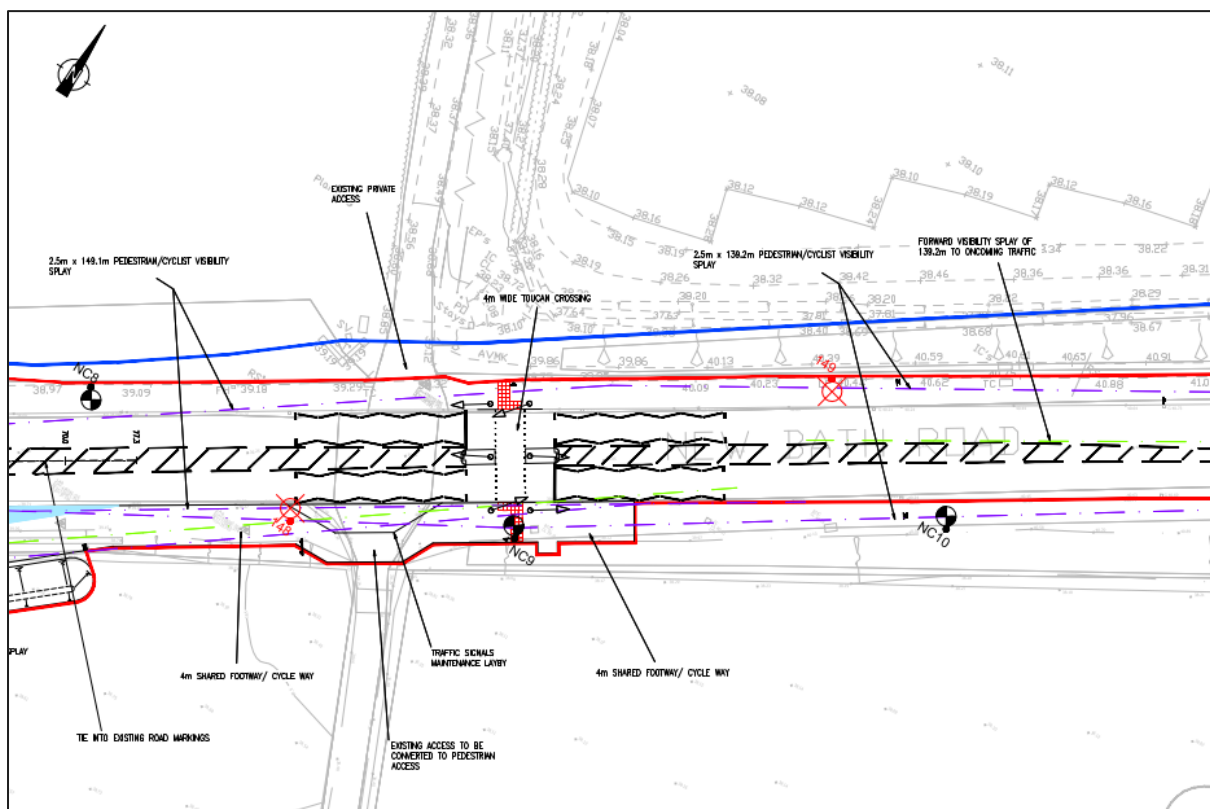
Whilst this application (Ref: 223455) was for all matters reserved, the access strategy was subject to much scrutiny with the Council's highways department. For your reference, the final highway response to that application is enclosed. Of particular relevance to this letter is the following extract:

"The secondary access has been slightly amended as it is proposed that the work to move the electricity cable to be underground is part of the development. As access will be part of reserve matters. The principle of the secondary access is acceptable."

The access that is referred to in the extract from the final highway response refers to the proposal to upgrade an existing access to the site to provide access to at least 50 dwellings. A copy of this drawing is also enclosed.

You will note when reviewing this drawing that the access was designed having regard to the location of a Toucan crossing approved pursuant to the Bridge Farm outline consent (Ref: 212720). This crossing is shown in magenta lines and is located some 19 metres to the east of the existing access to Loddon Park Farm, which was shown as being upgraded on enclosed Drawing 184398-PD14 Rev C.

Somewhat surprisingly, and without any justification, the detailed access drawings submitted in support of RMA 243124 show this crossing being re-positioned from the location agreed at the outline stage. Perhaps more surprising is the fact that the crossing is now being shown in a location that directly conflicts with the secondary access that the Council's highways team approved with respect to application 223455, this is shown below:



Aside from resource that will be wasted delivering infrastructure, it should also be noted that there would be duplication of construction phases. This would unnecessarily prolong disruption along the A4, which you should be aware was something Wargrave Parish Council took a keen interest in.

Regards,

SLR Consulting Limited



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Attachments

Final Highway Response

SLR Drawing 184398-PD14 Rev C



Date: 22 November 2022
Application: 223455



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Outline Planning Approval Consultation

Application Number: 223455

Applicant: Ms Georgina Naish

Site Address: Land to the north of the A4 New Bath Road, Twyford

Parish:

Grid Reference: Easting - 478138, Northing - 176955

Type of Development: Major Dwellings (10+)

Proposal: Outline planning application with all matters reserved for the proposed erection of up to 230 dwellings, including open space, internal access, parking, drainage measures and landscaping following the demolition of all existing structures.

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 Information at Work using the application number 223455. 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 Information at Work against the application. If working outside of WBC e.g., **Environmental Health** or **Giles Sutton Ecology** then email your response to planning.enquiries@wokingham.gov.uk. 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:	Gordon Adam Development Control		
Service	WBC Highways	App No:	223455
Address:	Land to the north of the A4 New Bath Road, Twyford.		
Proposal:	Outline planning application with all matters reserved for the proposed erection of up to 230 dwellings, including open space, internal access, parking, drainage measures and landscaping following the demolition of all existing structures.		
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

Comments in red concern additional information submitted in May 2023.
 Comments in blue concern additional information submitted 13th June 2023
 Comments in purple concern additional information submitted 19th July 2023
 Comments in green concern additional information submitted 4th Sep 2023
 Comments in brown concern additional information submitted 7th Nov 2023

General

1. Due to the size and location of this development, highways would have expected a pre-application submission to have been undertaken and discussions to be held.
2. This application is supported by a Transport Assessment.
3. Any assessment of accident data needs to be directly relevant to the site in question.
4. No assessment has been carried out on the proposed re-location of the rugby club as part of this application. This will be done as part of the assessment of its application which has now been submitted.

Parking

5. Even though this is an outline submission highways would have expected a parking assessment to have been undertaken based on an illustrative masterplan and housing mix. One has not been undertaken and is required to

be submitted. This is still required and needs to be submitted and cannot wait for reserve matters. It is recognised that an illustrative masterplan has been submitted which is welcome. Highways would still need to see an illustrative housing mix to enable the parking to be assessed. Whilst highways would have preferred to have seen the parking calculator submitted based on an illustrative masterplan and housing mix. Whilst the former has been received that latter has not been made available. That being said, the illustrative masterplan has been reviewed and it is evident that most of the dwellings appear to have 2 spaces, and some have garages which is welcome. The parking calculator will need to be submitted as part of any reserve matters application.

6. Parking will need to be in line with Borough standards and a parking calculator would need to be submitted. Information on the parking standards can be found here
7. <https://www.wokingham.gov.uk/planning-policy/planning-policy-information/evidence-topics/>
8. The internal dimensions of garages would need to be 7m x 3m (if cycle storage is included) or 6m x 3m if cycle storage is not included. Alternative cycle storage details are required if the smaller size garages are chosen. This will be adhered to which is welcome.
9. All parking spaces would need to be 5m x 2.5m and if parallel spaces are proposed, these would need to be 6m x 2.5. This will be adhered to which is welcome.
10. Any driveway that is beside a building or fence would need to be at least 3.1m wide to ensure doors can open. This will be adhered to which is welcome.
11. If parking courts are proposed there would need to be at least 6m behind the spaces for safe manoeuvring. This will be adhered to which is welcome.
12. All parking spaces in front of garages would need to be set back 0.5m from the garage doors to allow for door to open. This will be adhered to which is welcome.
13. A parking plan would need to be submitted showing all allocated, unallocated and visitor spaces.
14. Parking over service margins is not encouraged. This will be included in detailed design as part of any reserve matters application which is welcome.
15. Highways is now content with the level of parking and that parking can be included in any reserve matters application.

Cycle Parking

16. Cycle parking will need to be in line with Borough Standards. Cycle parking will be provided in line with the standards that are in place at the time of the reserved matters application which is welcome.
17. If cycle parking is to be contained in garages, these need to have internal dimensions of 7m x 3m. This will be adhered to which is welcome.
18. For dwellings with no garages or garages measuring 6m x 3m, cycle parking will need to be provided in rear gardens with direct access. This will be adhered to which is welcome.
19. If flats are proposed, then secure and sheltered communal cycle stores would need to be provided in close proximity to the main access to the block. Each space would need to be 2m x 0.9m with sufficient space to manoeuvre the

- cycle in and out. This will be adhered to which is welcome.
20. Highways is content with cycling parking and that details of cycle parking can be included in reserve matters.

Electric Vehicle Charging

21. This will need to be provided in line with Building Regulations Approved Document S which can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf

22. EVC spaces will be provided in line with the above document which is welcome.
23. Highways is content for EVC to be included in any reserve matters application.
24. The details of these will be secured by a planning condition.

Trip Rates

25. The Transport Assessment mentions the approved trip rates, but then in Appendix F have reduced the number of vehicles for their assessment. Highways would have expected that the assessment would have been carried out using the approved trip rates as a worst-case scenario as these were the ones included in the strategic modelling. It has been confirmed that the approved trip rates have been used for this assessment which is welcome.
26. The calculations in Appendix F are based on National Travel Statistics (however, there is no assessment that these are relevant to Wokingham) and the 2011 Census data which is over 10 years old. It has been confirmed that the National Travel Statistics were only included as a comparison which is welcome.
27. Whilst modal share has been included in the Appendix, the use of rail would not be the first mode as cars may be used to access the train station due to the location and size of this development. This was only used for a comparison which is welcome.
28. No agreement on the use of this methodology was sought from highways. No further comments.

Strategic Transport Assessment

29. The developer requested and paid an assessment using WSTM4 strategic transport model.
30. The results of the strategic model were provided to the developer.
31. These results have not been included in the transport assessment and are required. These have been included which is welcome and highways has no comments to make on the assessment.

Junction Assessments

32. Detailed junction modelling of the following junctions has been included in the TA, namely: -

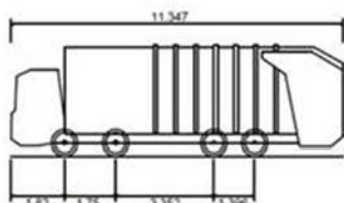
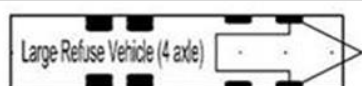
- Site Access / New Bath Road / Croudace Access roundabout
 - Site Access / New Bath Road priority junction
 - A4 / Wargrave Road roundabout
 - Old Bath Road / Charvil Lane roundabout
33. However, highways would have expected junction assessments to have matched with those of the proposed development to the south of the A4. It is disappointing that this was not the case and will required to be submitted. **This has been carried out which is welcome.**
34. As WSTM was not validated on turning counts, these cannot be used for detailed junction modelling. **The counts from the approved TA from Land at Bridge Farm have been used which is welcome.**
35. To assess the base junction models, highways would need to see base year turning counts (actual survey information), plans showing the geometries of the junctions and the base year models. These will need to be submitted and assessed before the future year models will be assessed. **The counts from the approved TA from Land at Bridge Farm have been used which is welcome.**
36. **The junctions submitted have been assessed and compared with the approved junction models from Land at Bridge Farm. No further comments.**
37. **All warnings need to be assessed and either removed or explained and the modelling resubmitted. This has not been included and is required.**
38. Please find below the assessment of each base year junction.
- a. Sonning Lane/A4 Junction
 - The analysis options do not match between the models. The average delays are different and there are additional options. This will need looking at.
 - Whilst no assessment of future models has been carried out, however a comparison of junction performance has been carried out and the results are vastly different. Some delays and RFC results are not acceptable and indicate that your model has become unstable and will need to be re-assessed. It has been recognised and agreed that due to an updated version of the junction modelling software it has not been able to replicate the junction model from the approved Land at Bridge Farm application. To this end, an assessment of the changes in flows was carried out and this showed that there would be little impact on this junction which is accepted.
 - b. Pound Lane Roundabout
 - Highways have no comments to make on the base models as see results are very similar to the approved Land at Bridge Farm junction model. **No further comments.**
 - c. Charvil Lane Roundabout
 - Highways have no comments to make on the base models as the results are very similar to the approved Land at Bridge Farm junction model. **No further comments.**
39. **Highways is now content with the base and forecast year off site junction modelling.**
40. The main access junction to the site has been based on the proposed junction for the development to the south. As this development has not yet been granted approval, then highways would have expected that the access also be modelled without the southern development and as a 3 arm-junction. **As the proposed access junction for the land at Bridge Farm access has now**

been approved, this will need to be used in the junction modelling for this development. This has been carried out and submitted. Highways would need to see a plan showing the geometries of this junction as well as those for the secondary access. These have been provided for the main access which is welcome.

41. As it is now proposed that there will be a second access into the site as shown on the illustrative masterplan, then this will need to be modelled. The modelling of the main junction would also need to be redone with the redistributed flows. This junction modelling has been submitted which is welcome. However, no plans showing the geometries of this proposed junction has been submitted and is required. These have been provided for the main access which is welcome. The geometries of the primary junction have been checked and on the whole are acceptable. Highways needs clarification of the flare length and entry radius of the site access. Please provide a drawing showing the geometries of the secondary access. Highway notes that the visibility lengths included in the modelling do not appear to be correct.
42. There are flow diagrams provided but it is not clear what year and what scenario these represent. The flow diagrams have been included in TN04 however, these are for the one access and need to represent the two proposed accesses. These have been provided and are acceptable.
43. Flow diagrams for actual counts would need to be submitted for the base years. These have been provided. No further comments.
44. The results from the modelling of each junction would need to be shown for each arm. No further comments

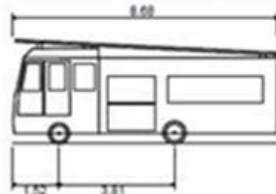
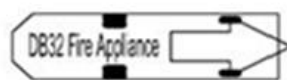
Swept Path

45. Swept path assessment has been carried out using a large articulated lorry instead of a fire tender and 11.3m 4 axle refuse vehicles. No further comments.
46. Swept path analysis of the access and the site roads would need to be provided using the following dimensions (please see images below). These have been provided for the access which is welcome. Still need to see those for the illustrated masterplan roads. This is still required.
47. In addition, swept paths of a refuse vehicle and a car passing need to be provided for the site roads. This is still required.



Large Refuse Vehicle (4 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Wall to Wall Turning Radius

11.347m
2.500m
3.751m
0.304m
2.500m
6.00s
11.330m



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

48. The above swept paths would need to be submitted for the secondary access. Swept paths for the proposed secondary access have been submitted for a refuse vehicle of the correct dimensions. No further comments.
49. Due to the narrowing of the carriageway at the pinch point a refuse vehicle would have to wait on the A4 for any vehicle to egress. This is not acceptable and that the access would need to be widened to ensure that a refuse vehicle and a car can pass at the stop line. Whilst it is recognised that refuse vehicles would be accessing the site infrequently, the A4 is a heavily trafficked road and highways would be concerned with a vehicle waiting to access the road whilst a vehicle is waiting to egress. This is still the case and would require providing additional width to the access road to enable a refuse vehicle not to have to wait on the A4.

Site Roads

50. No mention of whether or not site roads would be offered for adoption.
51. As part of the submission, a statement on whether the site roads will be offered for adoption or will remain private will need to be submitted.
52. Whatever the case these roads will need to be built to adoptable standards. Even though this is an outline application, this required to be agreed. This has been agreed.
53. If the site road is to remain private this will need to be included in a s106 including details of management company and level of money set aside for maintenance.
54. If the site roads are to remain private, this would also need to be included in the 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.
55. 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.
56. Even though this is an outline application, the s106 agreement would need to include whether or not the site roads would be offered for adoption or not. The s106 could include an either/or situation with the decision to be made by the time of a reserve matters application. This has been agreed and will be

included in a s106 agreement.

Sustainability Assessment

57. A sustainability assessment has been undertaken but no assessment of the walking and cycling environment this is required including any proposed improvements. It is not just the distance to facilities that makes a site sustainable but also to have attractive and safe walking and cycling routes is also an important factor. This is also important for safe routes to school.
58. It is not clear from where the walk distances have been calculated from. Highways recommends that actual walk distances be calculated from the centre of the site. **These have been adjusted from the centre of the site which is welcome. It has been assumed that the walk distance for amenities in Twyford have been based on walking through the Bridge Farm Development.**
59. It is not clear what the walk speeds used are. Highways would recommend 5kph. **The speeds used have been clarified which is welcome.**
60. Bus stops and train stations would also need to be included. **These have been included which is welcome.**
61. Please be advised that MfS does state that walking distances are for all no matter their capabilities. **This has been noted.**
62. There appears to be an inconsistency with the TA and the Travel plan as the latter does mention walk links through the proposed development to the south. **Any walk and cycle routes through the Bridge Farm development would be available to residents of this site.**

Access

63. It is proposed that there is only one access into the site. This is not acceptable and is contrary to the Highways Design Guide for Developers where at least 2 accesses would be required for a development of this size. **The submitted illustrative master plan now shows a second access which is welcome. This will need to be modelled.**
64. It is proposed that the 3-arm roundabout proposed by the development to the south would be amended to become a 4-arm roundabout. A 3-arm roundabout has already been designed and submitted as part of this transport assessment. However, no modelling has been submitted assessing this 3-arm proposed junction. **This is no longer relevant due the approved junction for the development to the south.**
65. It is also proposed that the speed limit would need to be reduced to 40mph, similar to that for the development to the south of the A4. However, there is no mention of the extent of the speed reduction. **This would be the same as that for land at Bridge Farm to the south which is welcome.**
66. A dedicated emergency access is proposed off an existing access road off New Bath Road into the site. This would need have bollards provided to ensure use by pedestrians and cyclists. Turning heads on both sides of the closure would need to be provided. **It is now proposed that a secondary access will be created at this location, which is welcome, however, there is a narrowing of the carriageway near to the junction with the A4 which would not allow 2 vehicles to pass, and the vehicle access the site would have to wait on the A4 until the vehicles egressing clears. This is not acceptable and will need**

to be looked at. It is proposed that there would be a 3m cycle/pedestrian facility on the eastern side of this secondary access. As this access needs to be widened and there is no space to the west due to the red line boundary, highways would therefore recommend that this facility be reduced to enable the access to be widened. Due to the limitation of space for the secondary access, highways can see 2 possible options, one is to move the pylon, the other is to divert the eastern footway away from the road and bring it to the eastern side of the pylon which would be closer to the proposed pelican crossing. The secondary access could then be widened and be more in line with the priority junction approach visibility as set out in CD123 Figure 3.2. The secondary access has been slightly amended as it is proposed that the work to move the electricity cable to be underground is part of the development. As access will be part of reserve matters. The principle of the secondary access is acceptable.

Pedestrian and Cycle Access

67. As part of the design for the proposed access, a pedestrian and cycling crossing has been included which is welcome.
68. There is currently a 3m wide ped/cycle link on the north side of the A4. However, there are pinch points on this route which implies that it is not a complete route. Highways would have expected this route to be examined and proposals submitted to improve the route in line with LTN1/20 guidance. This would improve access to the school as well as to Twyford which has been raised as a concern by Members and the public. This route would therefore need to be investigated and proposals submitted. The improvements proposed by the development to the south would need to be included. No further comments.
69. It is proposed that pedestrian and cycle access could be provided through the existing access road this is welcome but no assessment of the condition of this road has been provided. It is proposed that the secondary access would have a 3m cycle and pedestrian route which is welcome. Having reviewed the secondary access, highway questions the need for such a facility in this location. Please see suggested improvement contained above. No further comments.
70. It is proposed to introduce pedestrian and cycle crossing facility on Wargrave Road (N) at its junction with the A4. Raised surfacing at this junction would need further discussion but would probably have a maintenance liability to WBC. This proposal would require the removal of some of the guard railing. This proposed crossing would need to tie into the requested improvements to the pedestrian and cycle improvements requested on the north side of the A4. No further comments.
71. Highways would have expected to see the pedestrian visibility splays for this proposal. This is still required. This has been provided, no further comments.
72. Whilst the development to the south of the A4 is not yet approved, highways would have expected to see a joined-up pedestrian and cycling network between the two proposed developments to improve access into Twyford. It is proposed that the cycle and pedestrian routes would tie into the routes through the development to the south which is welcome.

Road Safety Audit

73. A road safety audit stage 1 and designer's comments have been submitted which is welcome.
74. The road safety audit has been carried out on the 4-arm roundabout and would also need to include the 3-arm roundabout. It was reported that this was previously carried out but has not been submitted. **This is not required due to the resolution to grant for the development to the south.**
75. Comments on Designer's response
- Point 2.1 no mention of what the speed reduction would be or the extent of the speed reduction. **The extent of the speed reduction would need to be in line with that proposed by the development to the south. This has been agreed.**
 - Point 2.2 85th percentile speeds are mentioned based on recorded speed but this information has not been submitted. The visibility splays need to be submitted to ensure they are in accordance with CD 116. **The 85th speed data has been submitted, however there are no visibility plans or the calculation of the visibility splays. The plans have been provided which is welcome. The calculations are still required. These have been provided and are acceptable.**
 - Point 2.3 highways agrees that there are no bus stops in the vicinity of this access.
 - Point 2.4 swept paths have been provided for the largest legal vehicle however highways refer you to the comments on swept paths above.
 - Point 2.5 no mention of what the speed reduction would be or the extent of the speed reduction. **Please see comments on point 2.1 above. No further comments.**
 - Point 2.6 raised surface for pedestrians would have a maintenance liability for WBC and would not be accepted. **Highways is content for this to be included as a reserve matter.** There was no mention of the potential impact of the removal of some of the guard railing. **No response has been submitted on this and is required. This has been responded to and is acceptable.**
76. **A revised RSA stage 1 and designer comments have been submitted for the proposed secondary junction. All the recommendations have been included which is welcome. However, no mention has been made of vehicles waiting on the A4 to turn into the access due to the narrowing of the carriageway. Whilst highways accepts that the type of vehicle would use this access infrequently, the A4 is a heavily trafficked route and highways would have expected to see some comment on this. Please see comment above under swept paths. No further comments as the principle of the access is acceptable and that access will be part of reserve matters.**

Visibility Splays

77. No visibility splay information has been provided and this is required. **This has not been submitted. These have been provided to the 85th percentile speed which is welcome. Highways would need to see the calculations behind the splay lengths. These have been submitted which is welcome.**

Lighting

78. A lighting strategy would need to be submitted. Highways is content for this document to be secured by a planning condition.

Mitigation

79. Only the proposed travel plan and construction method has been included in this section.
80. There is nothing about improving walking and cycling in this section.

Framework Travel Plan

81. A framework travel plan has been provided which is welcome.
82. There is no mention of the Borough's guidance on travel plans or on MyJourney. These will be included in the final document which is welcome.
83. Routes 128 and 129 stops are beyond the normally accepted walk distance of 400m. No bus stops have been included in table 3.1 nor Twyford Station. The nearest bus stops are on Wargrave Road well over 400m from the centre of the site. This table will be updated and included in the final document. Highways would expect to see the document updated and re-submitted as part of this application.
84. The proposed toucan crossing is part of the south of the A4 development which has yet not received planning approval. Whilst the application has been approved at committee it is subject to a signed s106 agreement which highways understands that this agreement will be completed soon. The s106 has been completed.
85. The access to the centre of Twyford have assumed using the walk network through the proposed development south of the A4 which has yet not had planning permission granted. Whilst the application has been approved at committee it is subject to a signed s106 agreement which highways understands that this agreement will be completed soon. Even though access to Twyford could be made through the Bridge Farm development, any measurement would need to be taken from the centre of the proposed development site. The s106 for land at Bridge Farm has now been completed.
86. The baseline modal share has been included, though this needs to be referenced. Please note that whilst rail has been included, how do residents get to the station is that walk, cycle or use of a car. No response has been provided and is required. No further comments.
87. The exact mode share and targets would be refined after the first survey has been undertaken.
88. It is welcome that a travel plan co-ordinator will be appointed. There would need to be sufficient resources and budget for this. Highways is content for this to be included in the final document.
89. An initial action plan has been submitted which is welcome.
90. WBC operates a MyJourney campaign for developments such as this one. Highways would therefore be seeking a contribution of £540 per dwelling in lieu of submitted a full Travel Plan. It is disappointing that the applicant will not

provide a contribution for My Journey. Once the updated travel plan has been submitted and approved, then this document would be secured by a planning condition and s106 agreement. The applicant has agreed to this contribution which is welcome.

91. It is proposed that this document will be updated as part of the reserve matters application. This is not acceptable, and responses are required. If the amended document is acceptable, then this will be secured through a planning condition or included in the s106 agreement. This is still the case. No further comments.

Framework Construction Method Statement

92. Due to the size and the location of the proposed development, highways would have expected that a framework Construction Method statement would have been submitted. No document was submitted and is required. The applicant is content to secure this through a suitably worded condition similar to that for Bridge farm. As this is an outline application, highways is content to secure this document through a planning condition. No further comments.

Conditions & Reasons (if required)

CC8 Hours of operation
CF2 Garages to be retained
CG4 Visibility Splays for private drives.
CH8 CeMP
CJ2 Construction vehicles

Details of car and motorcycle parking

The reserved matters application for the development shall include details of car and motorcycle parking in accordance with the Council's policies and which are to be approved in writing by the Council. No dwelling shall be occupied until the vehicular accesses, driveways, parking and turning areas to serve it including any unallocated space have been provided in accordance with the approved details and the provision shall be retained thereafter. The vehicle parking shall not be used for any other purposes other than parking and the turning spaces shall not be used for any other purposes than turning.

Reason: In the interests of highway safety and convenience in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, CC07 of the Managing Development Delivery Local Plan (Feb 2014), the Parking Standards Study within the Borough Design Guide 2010, and the North Wokingham Development Location Supplementary Planning Document

Cycle parking

The reserved matters application for the development shall include details of secure and covered bicycle storage/parking facilities serving that dwelling for

the occupants of, and visitors to the development. The cycle storage/parking shall be implemented in accordance with the approved details before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and to provide parking for cycles in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, the Parking Standards Study within the Borough Design Guide 2010 and CC07 of the Managing Development Delivery Local Plan.

EVC

Prior to commencement of development, an Electric Vehicle Charging Strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details relating to onsite electric vehicle charging infrastructure in accordance with Building Control Regulations Approved Document S and details of installation of charging points. The development shall be implemented in accordance with the agreed strategy thereafter.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Parking Management Strategy

Prior to the first occupation of the development, a Parking Management Strategy for the management of the on-site parking shall be submitted to and approved in writing by the local planning authority. The management of the parking within the site shall be in accordance with the approved details thereafter. Reason: to ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6 and CP21.

Access

Prior to commencement of the development, details of the proposed vehicular accesses on to A4 to include visibility splays of 2.4m x 43m shall be submitted to and approved in writing by the local planning authority. The accesses shall be formed as so approved, and the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height prior to the occupation of the development. The accesses shall be retained in accordance with the approved details and used for no other purpose and the land within the visibility splays shall be maintained clear of any visual obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience in accordance with Core Strategy policies CP3 & CP6.

Walking and Cycling Strategy

The reserved matters for the development shall include details of internal pedestrian and cycle infrastructure and connections from the development to improve footway and cycleway routes that connect the development with bus stops, Piggott School, Twyford Station and Twyford Town Centre shall be submitted for approval by the local planning authority. The measures shall be implemented in accordance with the approved details prior to occupation of the first dwelling.

Reason: In the interests of sustainable travel, convenience and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6.

Lighting

Details of external lighting shall be submitted to and approved in writing by the local planning authority before the development is occupied. The details shall include location, height, type and direction of light sources and intensity of illumination for all external lighting strategies including details of lighting for all highways, cycleways, footpaths and public areas. The details shall demonstrate how the areas identified as the retained boundary hedgerow and ecological buffer zone are retained unlit. No further external lighting shall be installed without the written approval of the local planning authority.

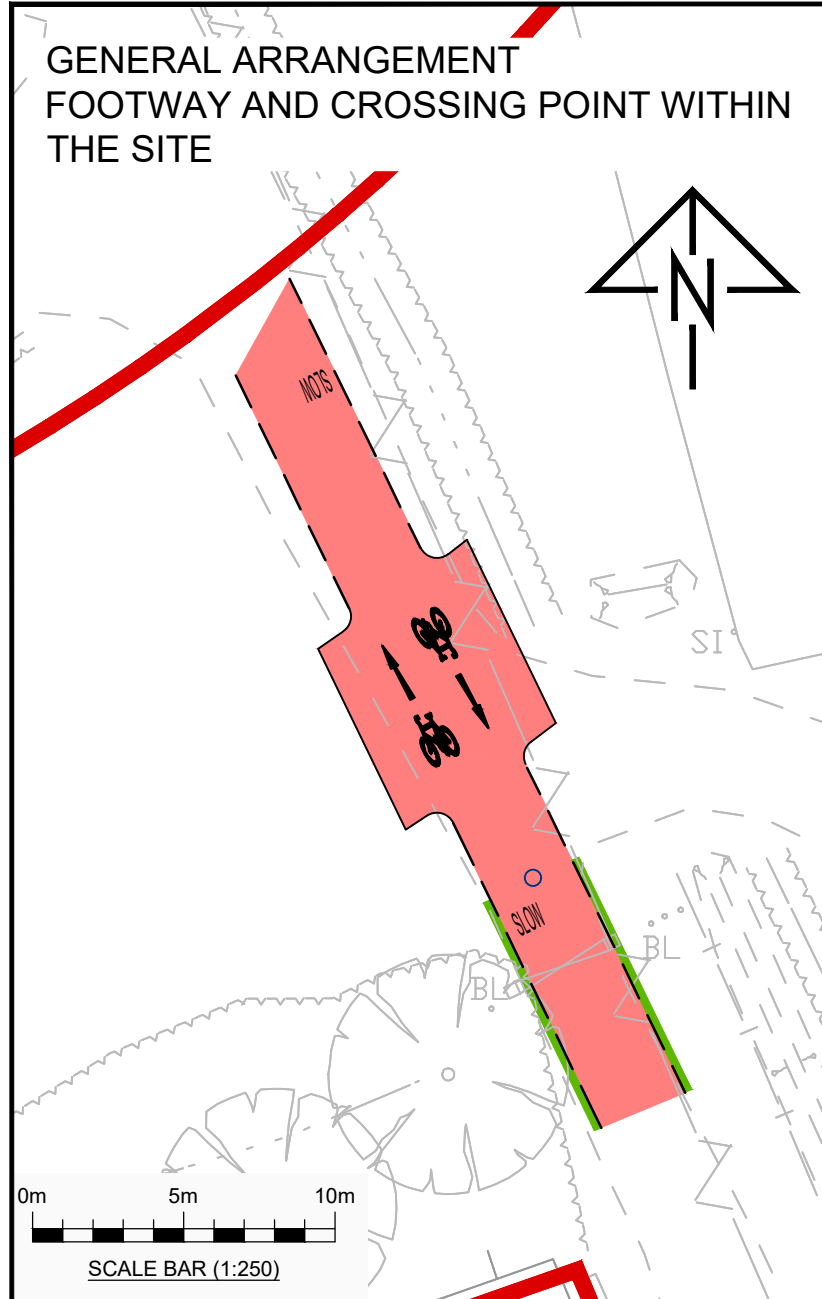
Reason: To prevent an adverse impact upon wildlife and safeguard amenity and highway safety in accordance with NPPF and Wokingham Borough Core Strategy Policy CP1, CP3, CP6 and CP7 and TB23.

Highway Construction details

Prior to the commencement of development, full details of the construction of roads, cycleways, and footways, including levels, widths, construction materials, visibility splays, depths of construction, surface water drainage and lighting shall be submitted to and approved in writing by the local planning authority. Each dwelling shall not be occupied until the vehicle access to serve that dwelling has been constructed in accordance with the approved details to road base level and the final wearing course will be provided within 3 months of first occupation, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that roads and footpaths are constructed to a standard that would be suitable for adoption as publicly maintainable highway, in the interests of providing a functional, accessible, and safe development. Relevant policy: Core Strategy policies CP3 & CP6

Date:	19th Sept 2023	Signed:	Gordon Adam



- PROPOSED SIGNAGE
- NO LEFT TURN
 - GIVE WAY SIGNS TO BE PROVIDED

EDGE OF EXISTING TRACK - EDGE

2.4m X25m VISIBILITY

2.4m

0.7m CLEARANCE FROM EDGE OF EXISTING
TRACK TO PROPOSED KERB LINE

EXISTING EDGE OF TRACK

UTILITY COVER NOT WITHIN
PROPOSED WORKS

5.5m

3.0m

1.0m

R6.0m

3.0m

5.5m

2.0m

3.0m

5.5m

2.0m

3.0m

5.5m

2.0m

3.0m

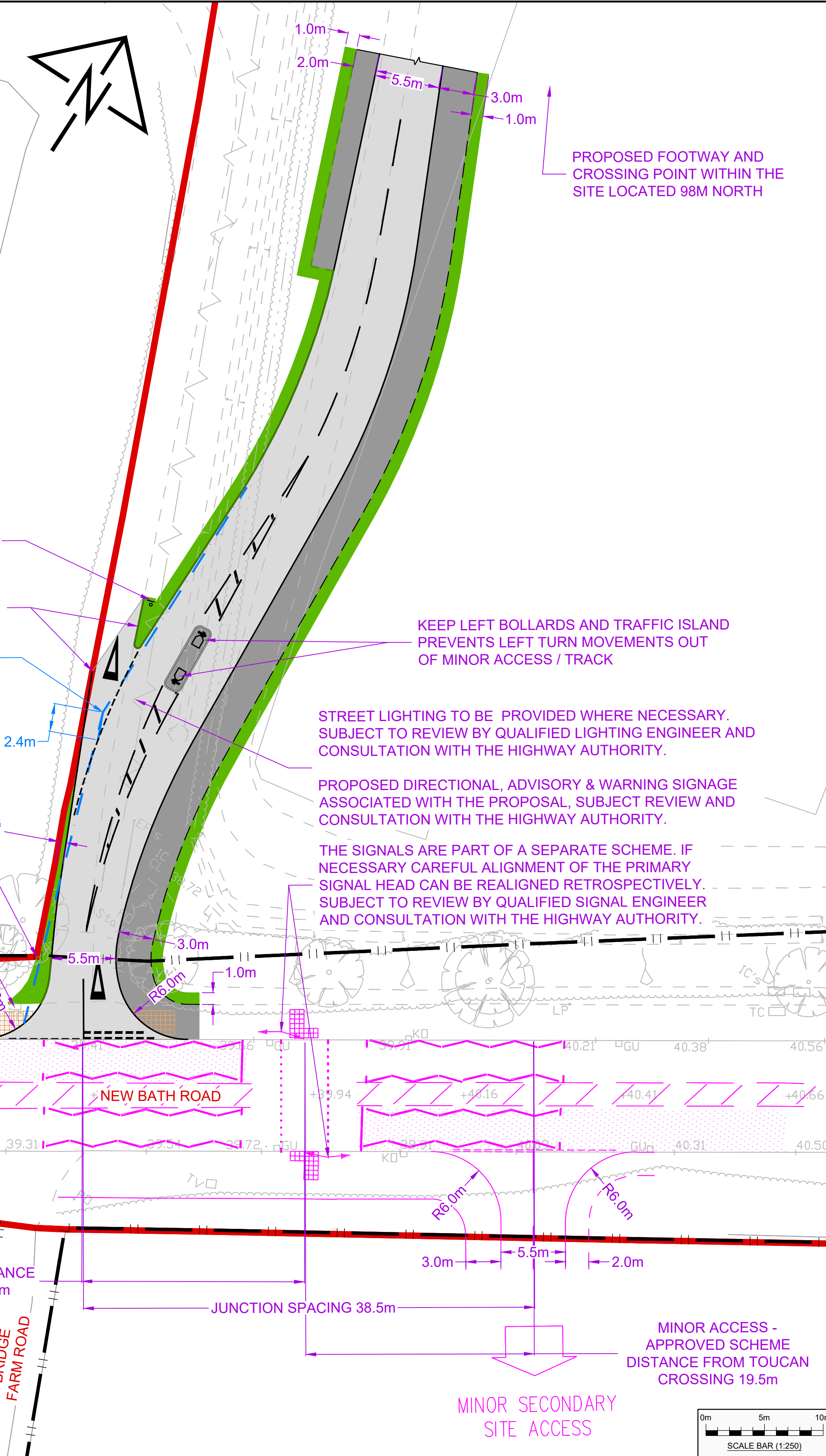
5.5m

2.0m

3.0m

5.5m

2.0m



GENERAL ARRANGEMENT - SCALE 1:250

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REV	DETAILS	DRAWN	CHECKED	DATE
A	FOOTWAY AND CROSSING POINT WITHIN THE SITE PROVIDED	SCJ	KD	12/04/23
B	UPDATED FOLLOWING RSA COMMENTS	SCJ	KD	15/05/23
C	JUNCTION GEOMETRIES SHOWN & ACCESS WIDTH UPDATED	SCJ	KD	30/06/23

STATUS:

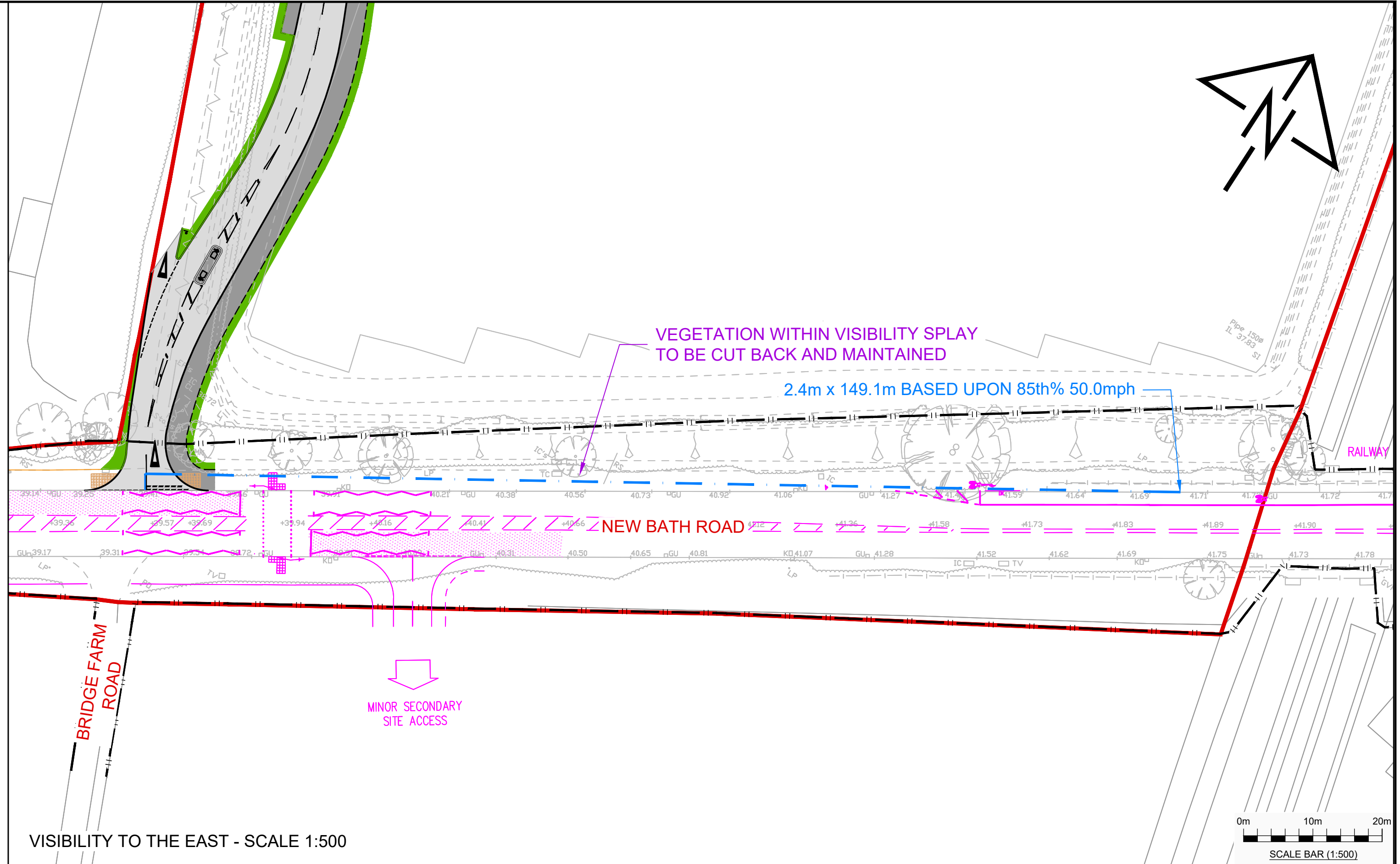
INFORMATION ONLY

KEY

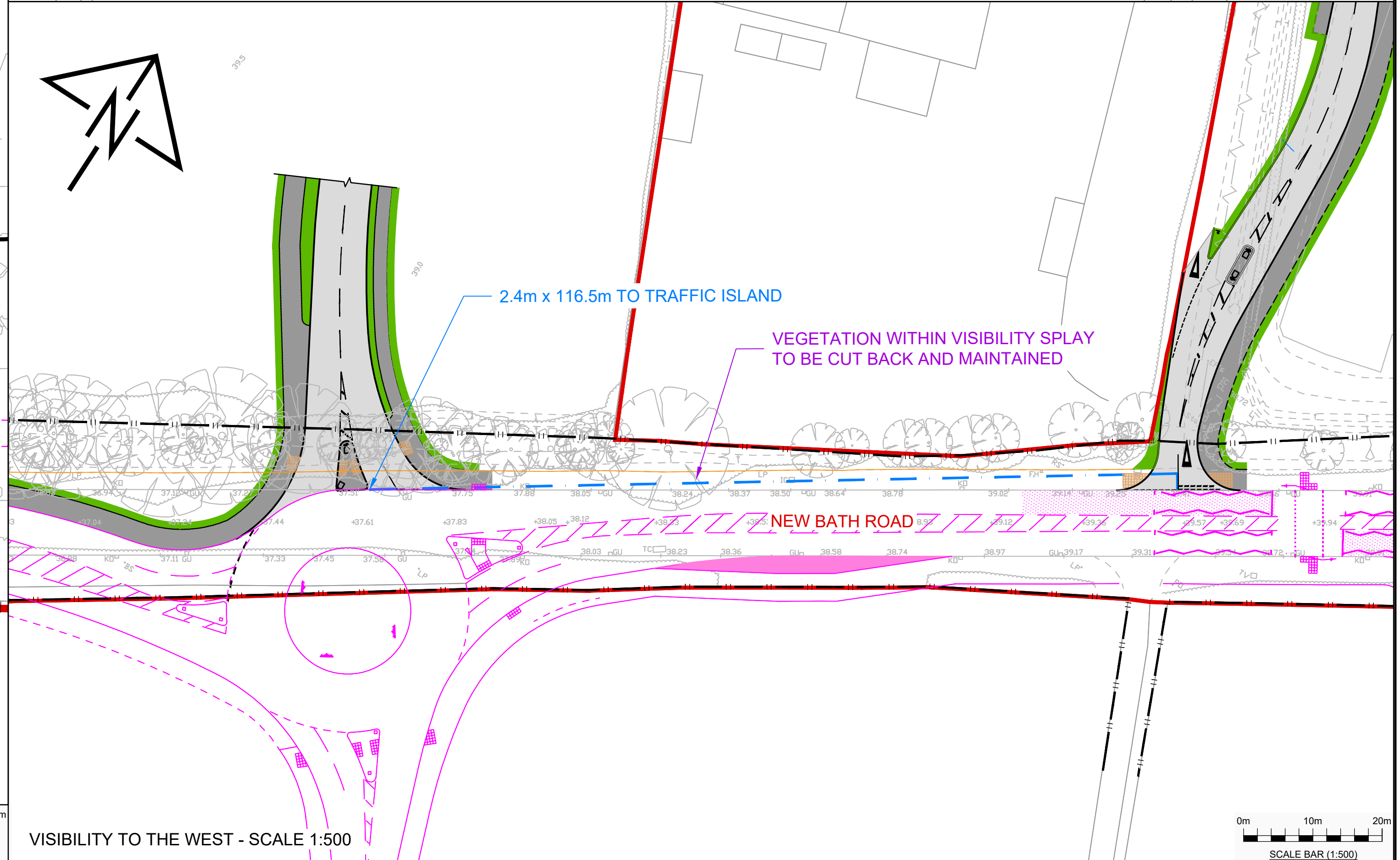
- APPLICATION AREA
- HIGHWAY BOUNDARY
(WOKINGHAM BOROUGH COUNCIL RECORDS)
- PROPOSED KERB LINE
- PROPOSED EDGING
- PROPOSED FOOTWAY

- PROPOSED CARRIAGEWAY
- PROPOSED GRASS MARGIN
- TACTILE PAVING (BUFF)
- PROPOSED ROAD MARKINGS

APPROVED SCHEME - STUART MICHAEL ASSOCIATES
DRAWING 5563.003 REV 1
PROPOSED ACCESS ARRANGEMENTS 35M ICD 3 ARM
ROUNDBOUT GENERAL ARRANGEMENT



VISIBILITY TO THE EAST - SCALE 1:500



VISIBILITY TO THE WEST - SCALE 1:500

PROJECT: Land north of the A4, New Bath Road, Twyford				CLIENT: David Wilson Homes	
DRAWING TITLE: PROPOSED MINOR SECONDARY SITE ACCESS NEW BATH ROAD GENERAL ARRANGEMENT AND VISIBILITY SPLAYS				PART OF vectos. SLR	
DRAWN: SCJ	CHECKED: jb	DATE: 01/03/23	SCALES: AS SHOWN @ A1	DRAWING NUMBER: 184398-PD14	REVISION: C

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