

Notes of Meeting

Project No: ITB19328
Project Title: Tape Lane, Hurst
Date: 13 December 2023
Venue: Microsoft Teams

Attendees

Gordon Adam	—	Wokingham Borough Council (GA)
Conor Roberts	—	Mac & Mic (CR)
Kari Burton	—	Mac & Mic (KB)
Stuart Slatter	—	Planning Potential (SS)
Ben Burrows	—	i-Transport LLP (BB)
Sian Geddes	—	i-Transport LLP (SG)

Item	Actions
1.0 Introductions and Site Context	
1.1 The team provided an overview of the proposed site and context for the pre-application meeting.	
2.0 Appeal Review	
2.1 The team provided a review of their views on the recent Appeal decision for the previous planning application at the site.	
2.2 It was confirmed with WBC that, from a highways and transport perspective, the only outstanding objection leading into the Appeal was on sustainable transport grounds. All other highways matters, including access and impacts were agreed with WBC.	
2.3 It was agreed with WBC that the primary reasons for the dismissal of the Appeal were: • The scale of the scheme proposed was considered too large for Hurst. • The package of improvements was insufficient to ensure sustainable transport opportunities are taken up.	
2.4 The team provided the context for the revised planning application at the site, setting out how this application intends to directly respond to these matters and provide a significant betterment, i.e.: • The delivery of a significantly reduced development in both size and scale – representing a circa 50% reduction on that which was previously considered. • Retaining the agreed highway elements that formed the foundation of the previous scheme, including access. • Providing a significantly improved sustainable transport offering.	
3.0 Access	

Item	Actions
3.1 Access matters discussed in the context of the previous application, including the proposals to provide vehicular access onto Lodge Road and emergency access onto Tape Lane. 3.2 WBC confirmed that the form and design of the previously agreed access arrangements, including the extension of the existing 30mph speed limit and associated visibility splays, remain acceptable in safety and design terms. 3.3 It was therefore agreed with WBC that the retention of the previously agreed access arrangements would be acceptable for the revised proposals.	
4.0 Traffic Impacts 4.1 Traffic impacts discussed in the context of the previous application. 4.2 WBC confirmed that the traffic impacts of the previous scheme were assessed through the use of the WSTM4 (WBC's strategic model). The development traffic flows were built using trip rates contained within the strategic model and distributed using the assumptions contained therein. SBC confirmed that the modelling was undertaken for the assessment years of 2026 and 2036 respectively. 4.3 WBC confirmed that the version of WSTM4 used to assess the traffic impacts of the previous scheme remains the most up-to-date version of the model. Whilst minor amendments have been made to the growth rates within the model, these are not significant, and WBC confirmed that these would actually serve to make the previously obtained flows robust. 4.4 Overall, WBC confirmed that there were no outstanding cumulative traffic impact issues associated with the previous scheme and therefore, in the context of the reduced quantum/scale of the proposed development, that the strategic modelling would not need to be run again in support of the revised scheme. 4.5 However, WBC requested that updated traffic surveys be undertaken on the local highway network and the results compared to the baseline traffic conditions from the strategic model within the TA to confirm the conditions remain relevant. It was confirmed that a suite of Automatic Traffic Counter (ATC) surveys have been undertaken on the local highway network, including Lodge Road, Tape Lane and Broadwater Lane and WBC agreed that these would be acceptable to undertake this comparison. 4.6 It was agreed with WBC that the development traffic impacts of the proposed development at the site could be determined on a 'pro-rata' basis, i.e. that these could be factored down to reflect the reduced quantum of development proposed. 4.7 It was also agreed with WBC that the undertaking of detailed junction assessments at the following three junctions would remain acceptable: - Proposed site access priority junction onto Lodge Road. - Lodge Road / Blackwater Lane priority junction.	i-Transport

Item	Actions
Lodge Road / Sawpit Road priority junction.	
5.0 Sustainable Transport Package	
5.1 WBC confirmed that the previous scheme was refused primarily for sustainability matters. WBC's view was that the previous scheme at the site would be car dependent.	
5.2 However, it was raised with WBC that the previous scheme was significantly larger in scale (circa 50%) and WBC confirmed that the reduced size and scale of the proposed scheme would represent a material change.	
5.3 It was outlined to WBC that, as part of the significant sustainable transport package associated with the proposed development at the site, the delivery of a cycle improvement scheme towards Twyford Railway Station is being investigated. This improvement scheme would be delivered in broad alignment with the principles of the LCWIP. This was welcomed by WBC.	
5.4 Whilst the potential scheme is evolving, the broad principles of the design were discussed. Advisory cycle lanes could be provided along Lodge Road, whilst a 3.0m wide shared footway/cycleway could be delivered along the eastern side of Broadwater Lane, through the removal of the central median strip. WBC confirmed that this would be acceptable in principle and in keeping with guidance in LTN 1/20 in these locations.	
5.5 Where the route becomes more constrained to north (nearer to Twyford Railway Station), it was agreed with WBC that bringing cyclists onto the carriageway with advisory cycle lanes would also be acceptable in principle.	
5.6 The potential building out of kerbs along Hurst Road to reduce crossing distances for pedestrians and cyclists was also welcomed by WBC, as was the potential to deliver significant improvements to the interchange between walking, cycling and public transport at Twyford Railway Station, through the introduction of an improved bus lay by and public realm improvements.	
5.7 WBC suggested they would like to see improvements to pedestrian connections along Lodge Road considered in greater detail. It was agreed that these would be investigated as the wider cycle improvement scheme towards Twyford Railway Station develops.	i-Transport
5.8 Lodge Road is constrained, both in terms of available highway and presence of street furniture and trees. WBC confirmed that any improvements could include short lengths of narrower (less than 2m) footways as necessary. A strategy that focussed on the delivery of more coherent crossing points would also be welcomed.	i-Transport
5.9 The possibility of delivering a significant public transport improvement alongside the delivery of the site was also discussed. It was confirmed to WBC that initial engagement had been held with Thames Valley Buses to determine the feasibility of delivering either a diversion to the existing 128/129 service (alongside an improvement to its existing service level) or a new bus service to supplement the existing 128/129 service. A further meeting with Thames Valley Buses is planned in the New Year.	

Item	Actions
5.10 WBC confirmed that the existing 128/129 service is heavily subsidised by the Borough. They would want any existing service level maintained as a minimum. It was clarified that an improvement to the existing service level is being investigated with Thames Valley Buses alongside any potential diversion.	i-Transport
5.11 WBC stated that any diversion should ensure that existing residents of Hurst can still access bus stops within reasonable distances. It was confirmed to WBC that any potential diversion of the existing service could include a 'reshuffling' of existing bus stops to improve public transport accessibility.	
5.12 The cost of implementing an entirely new bus service was acknowledged by WBC. WBC recommended that an assessment of the costs be undertaken to assess the possible deliverability of such a scheme. WBC would like to see that this option had been explored.	
5.13 It was confirmed to WBC that the revised scheme would also be supported by a robust Travel Plan, with comprehensive measures to promote sustainable travel. Measures mentioned included a Car Club, travel incentives and the possibility of delivering a Mobility Hub on site amongst others.	
5.14 WBC confirmed that the delivery of a Car Club would provide a material benefit to the village and should be located close to the existing village area. WBC also agreed that this could be located at any potential Mobility Hub within the site.	
5.15 The team provided an overview of early discussions about potentially relocating the existing village shop onto the site but clarified that these discussions are at their early stages and are ongoing. Any relocated shop could form part of the Mobility Hub, with measures such as a Car Club and Real Time Information for nearby public transport services amongst others.	
5.16 In the context of the reduced size and scale of the revised development, as well as the comprehensive sustainable transport package, the team asked WBC whether the revised scheme would thereby overcome the previous schemes objection on sustainable transport grounds. WBC acknowledged that the proposed sustainable transport package is 'moving the site in the right direction' but that no further specific comments in support of the sustainable transport package could be provided at this stage, as this would require review of specific details.	
5.17 However, WBC acknowledged that any sustainable transport package associated with the revised scheme would need to be deliverable in the context of the size and scale of the development. WBC agreed that they would need to be reasonable in this regard.	

Circulation

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