

Date: 27 March 2025
Application: 250735



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

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Dear WBC Highways,

Outline Planning Approval Consultation

Application Number: 250735

Applicant: The Owner and/or Occupier

Site Address: Land to the north of School Road, Arborfield Cross

Parish: Arborfield and Newland

Grid Reference: Easting - 476558, Northing - 167096

Type of Development: Major Dwellings (10+)

Proposal: Outline application for the proposed residential development of up to 70 dwellings together with associated access, landscaping, open space and associated works. (All matters reserved except for means of access.)

Case Officer: Joanna Carter

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 250735. 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:	Gordon Adam Development Control		
Service	WBC Highways	App No:	250735
Address:	Land to the north of School Road, Arborfield Cross.		
Proposal:	Outline application for the proposed residential development of up to 70 dwellings together with associated access, landscaping, open space and associated works. (All matters reserved except for means of access.)		
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

1. Highways understands that this is an outline application for 70 dwellings with all matters reserved apart from access.
2. A previous application for up to 95 dwellings (242421) was refused.
3. This application is supported by a transport assessment which is welcome.

Parking

4. Even though this is an outline planning application the Borough's Parking Calculator has been used based on an illustrative masterplan and housing mix. Unfortunately, no information has been provided to back up the proposed illustrative housing mix.
5. That being said, highways have assessed the parking calculator, and it is in line with Borough Standards.
6. Based on the illustrative masterplan and housing mix there would be 118 allocated spaces, 14 visitor spaces and 11 unallocated spaces.
7. If garages are proposed these would have to have a minimum internal dimension of 6m x 3m or 7m x 3m if cycle storage is included.
8. The minimum width of a driveway would need to be at least 3.1m. As part of any reserve matters, a scale drawing would need to be provided to show that with an average sized car parked a cycle and a wheelie bin can easily pass.

9. All parking spaces would need to be 5m x 2.5m and 6m x 2.5m if parallel spaces.
10. There would need to be at least 6m behind the parking spaces in parking courts.
11. Based on the submitted information, highways is content for parking to be a reserved matter.

Cycle Parking

12. It is welcome that cycle parking will be in line with Borough standards which are in operation at the time of the reserve matters application.
13. If flats are proposed, the cycle parking would need to be in communal cycle stores.
14. Highways is content for cycle parking to be included as a reserve matter.

Electric Vehicle Charging

15. It is proposed that electric vehicle charging points will be provided in line with Building Control Standards Approved Document S which is welcome.
16. Highways is therefore content with electric vehicle charging points be included as a reserve matter.

Traffic Impact

17. The TRICS data base was used to determine the proposed trip generation for this site which is an acceptable methodology.
18. In addition, a sensitivity test was carried out using the Borough's approved trip rates which gave a slightly higher result of 8 and 6 two-way trips in the AM and PM peak hour respectively.
19. Based on the approved trip rates, there would be generated from this development 41 and 36 two-way trips in the AM and PM peak hour respectively.
20. This proposed level of trips would not have an adverse impact on the wider highway network.

Access

21. It is proposed that School Road would be re-aligned to continue into the site around 160m from the existing road closure which is welcome. The remain stub of School Road down to the road closure would become the minor arm.
22. It is also proposed that there would be a 3m pedestrian and cycle access onto Cole Lane some 65m southwest of where it was previously proposed. This is welcome and would need to include bollards as part of the detailed design.
23. It is also proposed that there would be two build outs on School Road. It would be helpful if a plan showing the locations of the build outs is submitted. There are currently two build outs on School Road. The one closest to the school as cycle provision include as shown below. What is proposed for the exiting build outs? Further comments will be provided once the location plans have been submitted.



Sustainability Assessment

- 24. A sustainability assessment has been carried out which is welcome.
- 25. As part of the assessment, a walking audit to local services has been carried out which is welcome. Whilst highways would have expected bus stops to have been included, the applicant has agreed to update the two nearest bus stops.
- 26. The proposed improvements to the walking route would be secured under a Walking and Cycling Planning Condition.
- 27. Whilst walking and cycle catchment areas have been provided
- 28. Highways previously commented that actual walk distances to local services such as shop, schools, surgery, employment and bus stops from a mid-point of the site would need to be submitted, these have not and are required.
- 29. Highways is content that local services can be accessed by cycle.

Pedestrian and Cycling

- 30. It is proposed that there would be continuation of the pavement on the south side of School Road into the site where there would be a crossing point and then there would be a 2m pavement on both sides of the site road which is welcome.
- 31. It is also proposed to provide a 3m pedestrian/cycling route via Coles Lane which is welcome. The walking audit has recommended some improvements to Coles Lane which will need to be discussed with PROW team.

Swept Paths

- 32. Swept paths of a refuse vehicle and fire tender with acceptable dimensions have been submitted which is welcome.
- 33. These have been reviewed and are acceptable as these are based on an illustrative masterplan.
- 34. However, it also appears the swept paths of a smaller refuse lorry have also been included in the transport assessment. These are superfluous to the assessment.
- 35. A swept path of a tractor and trailer has also been submitted for access and egress from the field which is welcome.

Visibility Splays

- 36. Visibility splays for the new access into the site and for the Station Road stub have been provided which is welcome.

Site Roads

- 37. Information on whether or not the site roads would be offered for adoption or not would need to be supplied. Whatever the case the road would need to be built to highway standards.
- 38. 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.
- 39. If the site roads are to remain private, this would also need to be included in a 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. Information on this can be found on the above website.
- 40. A 2m wide service margin would need to be provided off highway on both sides if dwellings are fronting the road.
- 41. 2m wide pavements would need to be provided on the site roads.
- 42. Forward visibility splays would need to be provided.

Road Safety Audit

- 43. A road safety audit stage 1 and designer comments have been submitted which is welcome.
- 44. However, this is the same audit that was submitted as part of the previous application as the swept paths are used with a vehicle that is not the acceptable dimensions.
- 45. There appears to be no mention of the proposed build outs.

Buses

- 46. The bus service is set out in Table 2.2 of the Transport Assessment which is welcome. However, this is incorrect. That being said it does also include that the Wokingham has agreed through developer funding to improve the service from Arborfield Green.
- 47. Highways would recommend that the existing two bus stops (The Swann) be improved and that a contribution of £50,000 is sought for this. This has been agreed.
- 48. As this site would benefit from Bus Route 3 which is being delivered through the Arborfield Bus Strategy, a contribution of £914 (indexed linked) for each dwelling will be sought. This has been agreed.

Lighting

- 49. Highways would have expected to see a lighting strategy submitted, however, highways is content to secure this via a planning condition.

Framework Travel Plan

- 50. A framework Travel Plan has been submitted which is welcome.
- 51. It appears that the section on targets set out in the index has not been included in the document.
- 52. The initial mode share can be taken from the 2011 Census data as the 2021 census data is not as accurate as 2011.
- 53. It is proposed that the first surveys be undertaken either once 50% occupancy has occurred or 6 months after occupancy whichever is earlier. This is welcome.
- 54. It is welcome that a Travel Plan Co-ordinator would be appointed before occupancy which is welcome. This person would need to have sufficient resources in terms of time and money to deliver a travel plan.
- 55. It is welcome that Car Clubs have been mentioned in the Travel Plan. It is also stated that the applicant would consider car clubs as part of the reserve matters application. However, any decision on car clubs will need to be taken as part of this application as any contribution would need to be included in the s106 agreement.
- 56. An initial action plan has been included which is welcome.
- 57. In lieu of a travel plan, highways would recommend that a contribution of £612 per dwelling is sought for MyJourney.

Framework Construction Method Statement

- 58. A framework construction method statement has been submitted which is welcome.
- 59. It is welcome that any deliveries would avoid school drop off and pick up times.
- 60. It is welcome that deliveries will be managed, and that construction traffic will be managed by banksmen.
- 61. It is welcome that wheel washing will be adopted, highways also recommends that School Road will be monitored and if required street sweepers will be employed.
- 62. All construction parking would need to be on site and there would be no parking on neighbouring streets.
- 63. Highways is content with this framework document and the full document will be secured by a planning condition.

S106 Contributions

- 64. A contribution of £914 per dwelling indexed linked towards the Arborfield Bus Strategy.
- 65. Contribution of £50,000 for bus stop improvements.
- 66. A contribution of £612 per dwelling for MyJourney.
- 67. Car club contribution.

Conditions & Reasons (if required)

Date:	23 rd April 2025	Signed:	Gordon Adam
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