

TRANSPORT & HIGHWAYS

CLASS Q.2

Stokes Farm Barn #4
Binfield Road,
Binfield,
RG40 5PR

Part Q.2.

Transport and Highways Impacts of the Development

This Transport Statement has been prepared to accompany a Prior Approval in relation to development proposals on Stokes Farm Barn #4, Binfield Road, Binfield, Wokingham. (herein after referred to as 'the site'). The site falls within the administrative boundary of Wokingham Borough Council.

The site is located to the Southeast of Binfield Road, the North West of Wokingham Town centre and to the East of Popeswood which are predominantly residential areas. To the North, the application site fronts onto open pasture, woodland and another redundant Poultry Shed. To the South, the site looks out towards Keephatch Meadows, a nature reserve 100 m away. To the East, the barn opens out onto open countryside and woodland, and to the West opens out towards the access road and more pasture

The site has previously been subject to multiple Prior Approval applications within the parameters of Class Q, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. Class Q allows for development consisting of a change of use of a building and any land within its curtilage from a use as an agricultural building to a use falling within Class C3 (dwelling houses) of the Schedule to the Use Classes Order.

The site comprises of Barn # 4 which operates under agricultural use. The development proposals seek prior approval to redevelop the site to provide 5no. 1, 2 and 3-bedroom houses. Access to the site will be achieved via the existing access road from Binfield Road. Car and cycle parking will be provided in accordance with applicable policy standards.

This Transport Statement will demonstrate that:

- The existing Access is suitable.
- A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety;
- Safe and suitable access to the site can be achieved in accordance with relevant design guidance;
- Appropriate levels of car and cycle parking will be provided;
- The proposals will result in a negligible change in vehicle movements on the surrounding highway network; and
- The proposals will not result in an unacceptable impact on highway safety.

Baseline Conditions

This Section sets the context for the application proposals, providing information on the application site and surrounding area in respect of accessibility to more sustainable forms of travel, baseline traffic conditions and road safety.

Site Location

The site is located on land north west of Binfield Road, approximately 430 metres to the South West of the recently completed housing development Keephatch Gardens. The site is bound by agricultural land with Keephatch Meadows, A SANG/SAMM, Thames Basin Heaths 'Greenspace', implemented as part of the Keephatch Gardens Residential Development.

The existing access currently measures approximately 11.5 metres which is deemed an appropriate size for the vehicles anticipated to require access to the site. The existing access is of a hard surface.

The site benefits from close proximity to the strategic highway network via A329 to the north and London Road which offers services to Reading, Wokingham and Bracknell Town Centres.

The Lion 4/X4 bus service travels between Reading and Bracknell every 15 minutes. Buses towards Reading provide an excellent service to Wokingham Station and the Holt, Forest, Emmbrook and St Crispin's Schools. Journey times to the Southern Industrial Estates on the Lion 4 are less than 10 minutes and journey times to Bracknell's Lexicon Shopping Centre are 15 minutes via the Lion X4. The nearest bus stops for the Lion services are The Plough and the Hilton St Anne's Manor Hotel stops on the London Road.

Coppid Beech Park and Ride on Oak Avenue has facilities for electric disabled and 251 carparking spaces, with regular buses going to Reading, Wokingham and Bracknell Town Centres.

Wokingham is the nearest railway station to Stokes Farm. It takes approximately 18 minutes to cycle to the station. Alternatively, you can catch the 4/X4 Lion bus which departs from the London Road bus stop every 15 minutes. Four trains an hour depart for Reading Station, two direct trains an hour to London Waterloo and two direct trains an hour to Guildford, Redhill and Gatwick Airport. Some additional services are provided at peak times.

The station is located on Station Approach, RG40 2AP. It has a cafe, 118 sheltered cycle storage spaces and 531 parking spaces.

Twyford Train Station is approximately 10 minutes by car or 30 minutes by bike. There are regular trains to London Paddington from Twyford with journey times varying from as quick as 21 minutes depending on when you travel. You can also catch the Elizabeth line train to London from Twyford Station which will provide more flexibility for travel to London. 352 car parking spaces and 109 cycle spaces.

Planning History

There are a number of previous development schemes associated with the site under a Class Q Change of use application that are relevant to the new application, a summary of which is provided below.

212706 – REFUSED

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. The site plan shows 3 parking spaces which is sufficient and there would be other opportunities for informal off-street parking.'

213795 – REFUSED

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. The site plan shows 3 parking spaces which is sufficient and there would be other opportunities for informal off-street parking.'

22051 - REFUSED

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. The site plan shows 3 parking spaces which is sufficient and there would be other opportunities for informal off-street parking.'

221948 – REFUSED

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. The site plan shows 3 parking spaces which is sufficient and there would be other opportunities for informal off-street parking.'

231260

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. The site plan shows 3 parking spaces which is sufficient and there would be other opportunities for informal off-street parking.'

241270 – REFUSED

The officer's report stated the following with regards to highways:

'The Council's Highways Engineer raises no objection to the application on transport or highways grounds. The existing access is off a hard surfaced track that connects to Binfield Road. Parking is depicted in the submitted plans'

Local Highway Network

Binfield Road is a double track carriageway orientated on a North South axis subject to the national speed limit of 30 miles per hour. Binfield Road provides South bound access towards the Keephatch Gardens, and the London Road and Northbound access to Forest Road, Binfield village Centre. The London Road leads east towards a priority junction with the A329 which provides further access towards London and Reading via the M4. To the west the London Road provides westbound access into Wokingham and to the East providing access to Bracknell.

Road Safety

To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury collision information was obtained from CrashMap for the latest available 5-year period. The study area includes incidents within the vicinity of the site, which is illustrated below in Figure 1. The review demonstrates that no incidences have occurred at the

site access and one slight incident on Binfield Road. Therefore, it is concluded that there is no evidence of any existing road safety problems within the vicinity of the site.

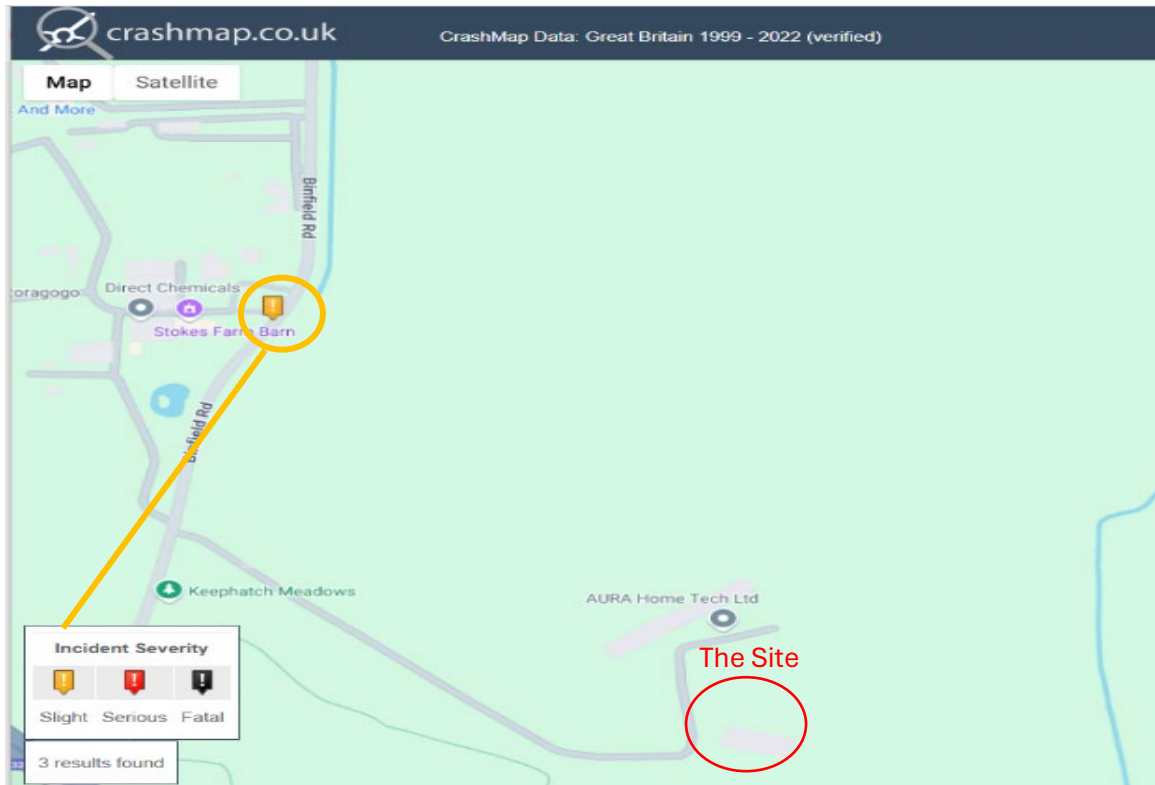


Figure 1. Crash Map Illustration

Accessibility on Foot and by Cycle

There are a number of footpaths located with the locality towards the site towards Keepatch Gardens Residential development. On Binfield Road in the direction of Forest Road however due to the relative straightness and low speed limit of Binfield Road pedestrians would be able see vehicles approaching from some distance. This would allow pedestrians to utilise the existing verge to connect with the nearest footway.

There are no dedicated on-road cycle paths within the direct vicinity of the site. However, there are trails, bike friendly and dedicated cycle lanes in the vicinity. It is deemed an acceptable and safe route for cyclist.

Public Rights of Way

The site is located within close proximity to several Public Rights of Way (PROWs). These include footpath STNH24 approximately 600 metres north of the site access which connects the site to Binfield Road W of Long Copse, SW and E end of FP14 Wokingham Within at the parish boundary on the A329(M) footbridge The Public Rights of Way within proximity to the site are illustrated below in Figure 2

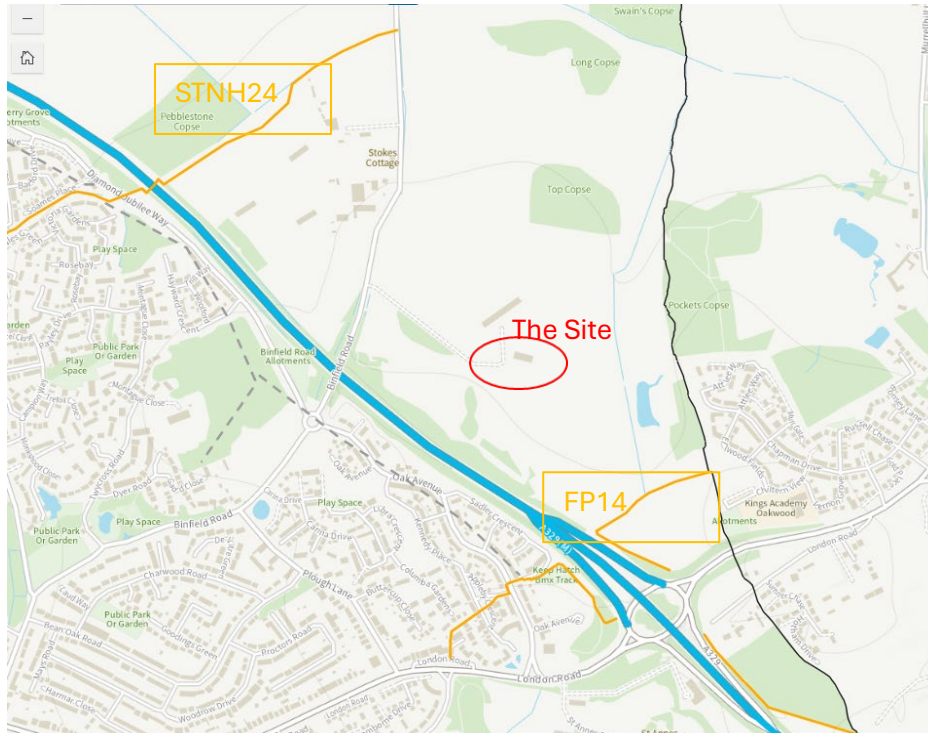


Figure 2. PROW

Accessibility by Bus

3.16 The nearest bus stops to the site are Keephatch Gardens, London Road and The Plough, bus stops located approximately 750 metres south of the site access. The Plough bus stops services the 151/151A, Figure 3 and Keephatch Gardens is serviced by 4/4X Lion bus route , figure 4. A summary of the aforementioned services is presented below in Table 1.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
151/151A	Wokingham Station Interchange – Embrook School – Wokingham Broad Street – Ashridge Shops – Bean Oak Road Shops – The Plough – Binfield – Jocks Lane – Bracknell Bus Station	5 Services (Peak Times only)	5 Services (Peak Times only)	No Services
Lion 4/4X MAJOR STOPS	Bracknell Bus Station – Southern Industrial Area - Doncaster Road - John Nike Way - Keephatch Gardens - Broad Street - Winnersh Crossroads - The George - Three Tuns – College Road – St Mary's Butts	Every 20 minutes	Every 20 minutes	Every 30 minutes

Table 1 - Local Bus Services at The Plough and Keephatch Gardens Bus Stop



Figure 3. 151/151A Bus route

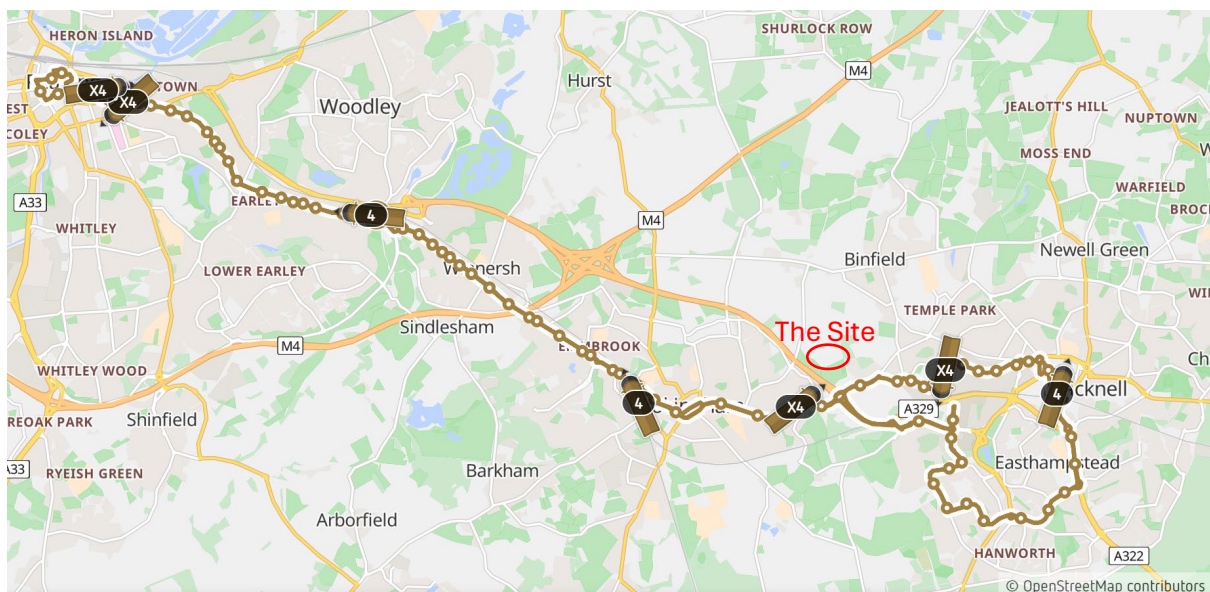


Figure 4. Lion 4/4X Bus Route

Accessibility by Rail

The nearest railway station to the site is Wokingham railway station which is located approximately 2.8 kilometres west of the site. Wokingham Railway Station provides 531 car parking spaces including accessible bays for blue badge holders, in addition to 118 sheltered cycle parking spaces with CCTV operation. A summary of the services operated at is illustrated below in Table 2

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
London Waterloo	Reading – Earley - Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross - Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond - Clapham Junction - Waterloo	Service every 5–20 minutes	Service every 5–20 minutes	Service every 5–20 minutes
Reading	Wokingham	Service every 5-20 minutes	Service every 5-20 minutes	Service every 5-20 minutes
Gatwick Airport	Reading – Wokingham – Crowthorne – Sandhurst- Blackwater – Farnborough North – North Camp – Ash – Guildford – Dorking Deepdene – Reigate – Redhill – Gatwick Airport	Service every 20 minutes	Service every 30 minutes	Service every 30 minutes

Table 2 - Rail Services at Wokingham Station

It should be noted that Reading railway station is a major interchange station that operates Cross County, South Western Railway and Great Western Railway services to a wide array of destinations across England. Furthermore, the recently established Elizabeth Line provides underground services to numerous destinations within Central London.

Development Proposals

The site currently comprises of Stokes Farm Barn #4. The development prior approval proposals seek the conversion of one agricultural sheds to provide 5 no. 1, 2 & 3- bedroom houses. The site layout plan is included in **Appendix A**, Plan PL 101B

Access Arrangements

Vehicular Access

Vehicular access to the site will be achieved via the existing access from Binfield Road. The existing access currently measures approximately 11.5 metres which is deemed an appropriate size for the vehicles anticipated to require access to the site. The existing access is of a hard surface.

Visibility Splays

Binfield Road is subject to a 30 miles per hour speed limit. Therefore, guidance contained within the Manual for Streets requires visibility splays of 43 metres in each direction with a 2.4 metre setback from the edge of the carriageway. Fig 5.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

Figure 5. Manual for Streets

Appendix B Drawing number PL 102 demonstrates visibility splays of 43 metres in each direction with a 2.4 metre setback from the edge of the carriageway, which is consistent for roads where vehicles are travelling up to 30 miles per hour.

To achieve the aforementioned visibility splays, a portion of hedgerow will be required to be maintained and kept below a height of 0.6 metres in accordance with MfS guidance.

It should also be noted that access arrangements were not cited as grounds for refusal in any of the aforementioned refused planning applications as discussed on page 3 & 4 of this Transport Statement.



Figure 6. Access Road entrance from Binfield Road.

Parking Strategy

Vehicular Parking

The development proposals seek to provide car parking in accordance with the car parking standards set out in Appendix 2 of WBC'S 'Adopted Managing Development Delivery Local Plan' (2014) document. The relevant car parking standards are set out below in Table 3.

No. Habitable Rooms	Allocated	Unallocated Demand								
		0	1	2	0	1	2	0	1	2
	No. Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3	-	1.1	0.2	-	1.2	0.4	-
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.7	0.2	2.0	1.0	0.2	2.0	1.0	0.2

Table 3. Car Parking Standards (Adopted Managing Development Delivery Local Plan, Wokingham Borough Council, 2014)

Having regard to the aforementioned car parking standards, the development is permitted to provide a total of 7 car parking spaces. As such, the development proposals seek to provide 9 parking spaces, 4 EVC chargers are proposed. There is also additional space on site for informal parking.

Cycle Parking

4.11 The development proposals seek to provide car parking in accordance with the car parking standards set out in Appendix 2 of WBC'S 'Adopted Managing Development Delivery Local Plan' (2014) document. The applicable car parking standards are set out below in Table 4

User Class	Cycle Parking Allocation
C3 Houses – 3 Habitable rooms	1 Per dwelling
C3 Houses – 4 – 5 Habitable rooms	2 Per Dwelling

Table 4. Cycle Parking Standards (Adopted Managing Development Delivery Local Plan, Wokingham Borough Council, 2014)

Having regard to the aforementioned cycle parking standards, the development is permitted to provide a total of up to 8 cycle parking spaces. As such, the development proposals seek to provide 8 cycle parking spaces.

Delivery and Servicing Arrangements

It is intended that delivery and servicing activities will occur from the internal access road within the site. A Bin Collection Point (BCP) has been provided within the curtilage of the site. The location of the BCP was selected in accordance with 'The Building Regulations 2010 – Drainage and Waste Disposal Approved Document H' (2010) in which paragraph H6 1.8 states the following:

“Storage areas for waste containers and chutes should be sited so that the distance householders are required to carry refuse does not usually exceed 30m (excluding any vertical distance). Containers should be within 25m of the waste collection point specified by the waste collection authority.”

The location of the BCPs are illustrated in plan PL 101 B, which is included in **Appendix A**.

Refuse collection will be undertaken outside of peak period of the residential dwellings so as to prevent any conflict with other vehicles on the local highway network.

In order to ensure the proposed access can facilitate the refuse and delivery vehicle manoeuvres without interfering with the free flow of traffic or lead to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been prepared. Swept path analysis is included in **Appendix A** and the drawings are as follows:

Plan PL 101 B Refuse vehicle measuring 11.347 metres in length accessing and egressing the site in forward gear.

Trip Generation

Existing Trip Generation

The number of trips generated when the existing building housed chickens were generated from 4 members of staff, is laid out in Table 5. The members of staff generated up to 20 vehicle movements in both the morning and evening peak hours. Opening up chicken house, delivery and administering feed, collection of eggs (3 X daily) to take back to processing plant and closing up of Chicken house. Over the course of an average weekday, the chicken production could generate up to 24 vehicle movements.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicular Trip Rate	6	6	6	6	12	12

Table 5. Trips Rates – Working Chicken Shed.

Proposed Trip Generation

The number of trips generated from 9 cars (maximum) during peak hours is laid out in Table 6. Trips generated from departing to go to work, school runs, shopping. Over the course of an average weekday at peak times, the development could generate up to 18 vehicle movements. This demonstrates that the development will not result in any measurable adverse impact on Binfield Road and the surrounding highway network.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Vehicular Trip Rate		9	9		9	9

Table 6 . Proposed Peak Time Trip Rates - 5 Residential Dwellings

Summary

The analysis has demonstrated the proposed development is expected to result in a negligible increase in vehicular movements during each of the morning and evening peak periods.

On that basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

Summary and Conclusions

This Transport Statement has been prepared to accompany a planning application in relation the development proposals at Stokes Farm Barn #4. The site falls within the administrative boundary of Wokingham Borough Council (WBC).

This Transport Statement, which has been prepared in accordance with current best practice guidance, has demonstrated that:

The site is accessible by public transport, walking and cycling;

Suitable and appropriate vehicular access to the site can be achieved via Binfield Road in accordance with current best guidance practices;

Car and cycle parking have been provided in accordance with relevant parking guidance;

Appropriate provision has been made for deliveries and servicing; and

Vehicular trip movements will not interfere with the operation, capacity or safety of the local highway network.

On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on Transport and Highways grounds.

APPENDIX A

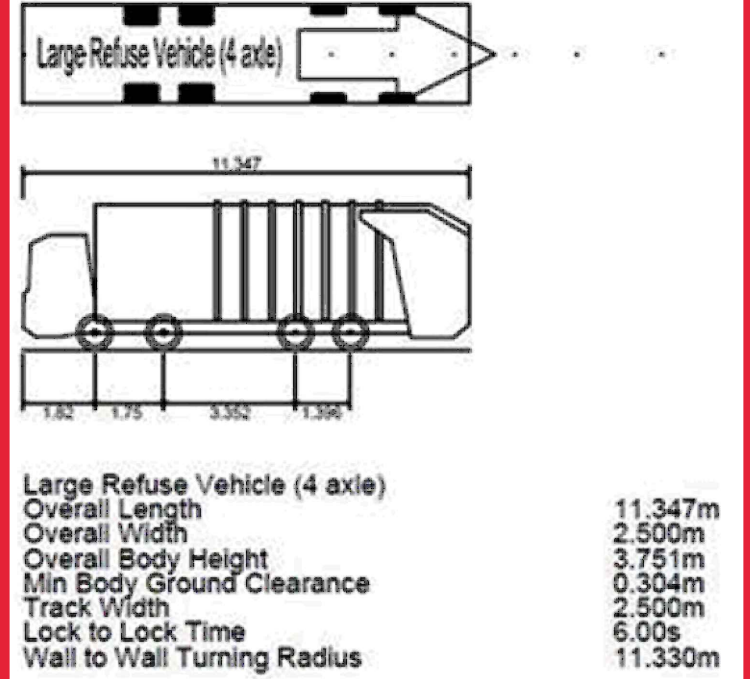
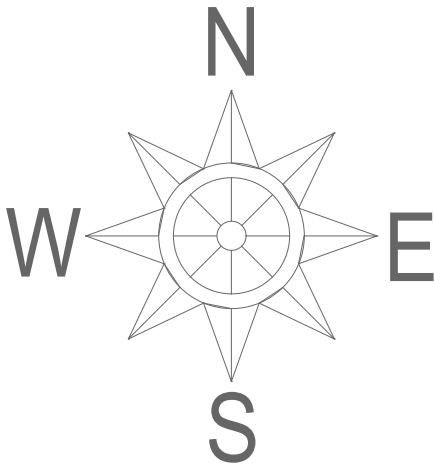
APPENDIX A

Site Access
from Binfield Road

Refuse
Collection
Point

Free Standing
Level 2 Ev
vehicle chargers

- Notes:
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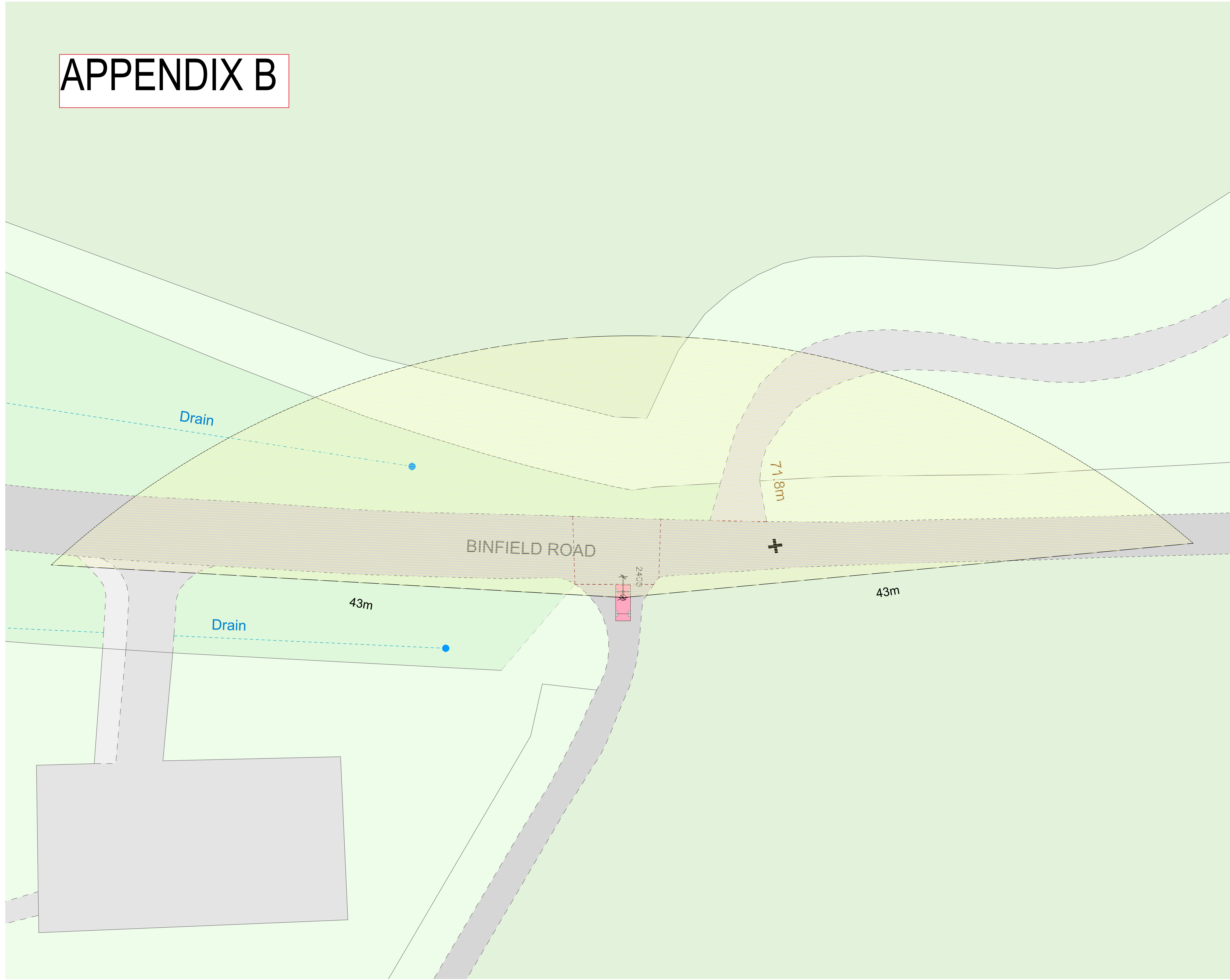
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SITE:	Stokes farm Binfield Road, Wokingham RG40 5PR
CLIENT:	Mr & Mrs Baker

TITLE: Proposed Site Plan			
SCALE AT A1: 1:200	DATE: 10/24	DRAWN: JN	CHECKED: CP
PROJECT: FSFW6	DRAWING NO: PL_101	REVISION: B	

APPENDIX B

APPENDIX B



Notes:

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1:100

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STATUS: Appendix B			

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CLIENT:	Mr & Mrs Baker

TITLE: Proposed Site Plan Splay Diagram			
SCALE AT A1: 1:100	DATE: 10/24	DRAWN: JN	CHECKED: CP
PROJECT: FSFW6	DRAWING NO: PL_102	REVISION:	