

Date: 26 February 2025
Application: 250267



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

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Berkshire, RG40 1BN

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 250267

Applicant: Mr Thomas Roberts

Site Address: 31 Barkham Ride, Wokingham, RG40 4EX

Parish: Finchampstead

Grid Reference: Easting - 478994, Northing - 165846

Type of Development: Other Change of Use

Proposal: Demolition of the existing dwelling and use of land as an extension to Victoria Gardens Residential Park Home Estate, with the stationing of 35 park homes (permanent C3 use class accommodation) and the construction of an ancillary community building (use class F2(b)) and park office (use class Eg(i))

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 250267. 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:	250267
Address:	31 Barkham Ride, Wokingham, RG40 4EX.		
Proposal:	Demolition of the existing dwelling and use of land as an extension to Victoria Gardens Residential Park Home Estate, with the stationing of 35 park homes (permanent C3 use class accommodation) and the construction of an ancillary community building (use class F2(b)) and park office (use class Eg(i))		
Type of Development:	Other Change of Use		
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 application is for an extension to Victoria Gardens Residential Park Home Estate, with the stationing of 35 park homes and a community centre with the demolition of the existing dwelling.
2. This site currently has an extant planning permission (230791) for 26 dwellings and a new access.
3. This application is supported by a transport statement which is welcome.

Parking

4. It is proposed that there would be 6 parking spaces for the community centre. As this would be to serve the site and based on the available public space in the centre, the level of parking for the community centre is acceptable.
5. It is proposed that each plot would have 2 parking spaces each which is in line with Borough Standards.
6. There has been no mention of visitor spaces.
7. All parking spaces would need to be at least 5m x 2.5m

Cycle Parking

8. There has been no mention of cycle parking. This is required to be in line with Borough standards for the number of habitable rooms.
9. There would also be a requirement for cycle parking for the community centre

Electric Vehicle Charging

10. There has been no mention of electric vehicle charging facilities. This will need to be included and in line with Building Control Regulations Approved Document S.

Access

11. It is proposed that there would be no change to the existing access into Victoria Gardens as this would be used to access the proposed extension which is welcome.

Site Roads

12. As this proposed development is an extension of the existing Victoria Gardens, the site roads would remain private.
13. The minimum width of such a site road would be 4.1m.
14. The site roads will need to be built to adoptable standards.
15. As the site roads would 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.

Sustainability assessment

16. A sustainability assessment has been carried out which is welcome.
17. As the extant application 230791 there were no problems with sustainability, then this applies to this site which is welcome.
18. A walking audit has been undertaken where lack of tactile paving were identified at Woodside Close, St James Road and Nashgrove Lane. The applicant is willing to fund these improvements.
19. There was no description of the condition of the two nearest bus stops. However, highways is content to secure this through a Walking and Cycling Strategy Condition similar to that secured under 230791.

Trip Rates

20. As part of the approval for 230791, the trip rates of 14 two-way trips in the AM and PM peak hour were accepted.
21. It is proposed in the current transport statement that trip rates for flats from TRICS data base would be used. This is not acceptable.
22. Highways would recommend that the previously agreed trip rates for the site would need to be used here. This would result in 19 two-way trips in the AM

and PM peak. An additional 5 two-way trips over those for the approved scheme.

23. There would be little impact on the highway network caused by the proposed level of trips from this development.
24. As part of the assessment, traffic data was collected in November 2022 and reported that there were 830 and 720 two-way flow for the AM and PM peak flow. The proposed level of traffic for both the above schemes.
25. For 35 park homes proposed at 31 Barkham Ride, the level of two-way traffic would be 19 for AM and PM peak hour respectively. When added to the traffic for 33 Barkham Ride there would be 52 and 49 two-way flows for the AM and PM peak hour respectively. The increase in traffic from these two developments would be 6% and 5% for the AM and PM peak hours respectively. These would be less than the 10% acceptable daily variation and therefore would not be classed as having any traffic impact.
26. For Barkham Ride Solar Farm, the level of traffic would be just for the construction period which is expected to last for around 10 months. Based on this programme of work the level of construction traffic would be around 600 two-way vehicles over the entire programme. Based on a 4-week month this would amount to around 15 two-way construction vehicles per day or 2 per hour. In addition, there would be expected to be around 40 contractors travelling to the site. The maximum number of contractor vehicles would be 42 in the peak hours.
27. When adding this additional traffic to the traffic from 31 and 32 Barkham Ride, this would result in a maximum total of 94 and 89 two-way traffic in the AM and PM peak hours respectively. However, this will only be for the 10-month construction period.
28. Construction traffic for the solar farm will be managed under a Construction Traffic Management Plan which has been secured by planning condition which will include items to manage this traffic, the routing of this traffic and the times of delivery which would need to be wherever possible outside the peak hours. After construction is over, the level of traffic accessing this site would be reduced to the ad hoc maintenance vehicle.

Traffic Data

29. The full data from the traffic surveys has been submitted which is welcome. Highways would have expected to see a summary showing the 85th percentile speeds and the AM and PM flows.

Swept Path Assessments

30. Swept paths assessments have been carried out for a fire tender and the existing private refuse vehicle which is welcome.
31. These have been assessed and are acceptable.

Visibility Splays

32. Drawing 2301002-001 rev A has been submitted showing the visibility splays of 2.4m x 120m for the existing access which is welcome.

33. These have been based on actual surveys and 85th percentile speeds which is welcome.

Waste Collection

34. It is proposed that the existing waste collection carried out by a private contractor on the Victoria Gardens would be extended into this site which is welcome.

Framework Construction Management Plan

35. Highways would have expected to see a Framework Construction Management Plan to have been submitted. This is required.

S106 contributions

36. As this development would benefit from improved bus services as part of Arborfield bus strategy, a contribution of £914 per plot will be required to improve the sustainability of the site.
37. A contribution of £540 per dwelling for MyJourney will be required in lieu of a travel plan statement.
38. A contribution for the traffic management order to extend the 30mph speed limit.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:

5th Mar 2025

Signed:

Gordon Adam