



Duffield Road, Sonning

Reserved Matters Transport Statement

Client: Sonning Golf Club

i-Transport Ref: ITB210997-002B R

Date: 13 August 2026

Duffield Road, Sonning

Reserved Matters Transport Statement

Client: Sonning Golf Club

i-Transport Ref: ITB210997-002B R

Date: 13 August 2026

i-Transport LLP

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB210997-002 R	First Issue	22/07/2026	Ben Howard	Ben Howard
ITB210997-002A R	Second Issue	05/08/2026	Ben Howard	Ben Howard
ITB210997-002B R	Third Issue	13/08/2026	Ben Howard	Ben Howard

File Ref: X:\Projects\210000 Series\210997ITB - Sonning Golf Club RM Sonning\Admin\Report and Tech
Notes\ITB210997-002B R - Reserved Matters Transport Statement .docx

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Planning permission was granted in 2023 for a residential development of up to 50 new homes and the reconfiguration of the car parks and access at Sonning Golf Club (application reference: 223458). A reserved matters planning application has been prepared which seeks approval for the layout, housing mix and appearance of the proposed development of 50 homes on the site and this report has been prepared to support the reserved matters planning application.

1.2 Pre-Application

- 1.2.1 A pre-application submission (supported by a pre-application report prepared by i-Transport - *report reference: ITB210997-001A R*) was made to Wokingham Borough Council which sought comments on the emerging proposal including the proposed street layout and geometry, car parking and cycling parking and proposed servicing provision. Comments were provided and these have been addressed in the planning application with reference made to the comments throughout this Reserved Matters Transport Statement.

1.3 Scope and Structure

- 1.3.1 In transport terms, the outline planning application established the principles of development on the site, particularly in relation to access, accessibility and traffic impacts. These matters do not therefore need to be addressed in detail as part of the reserved matters application. The site layout and parking provision are however submitted for determination. This Reserved Matters Transport Statement is structured as follows:

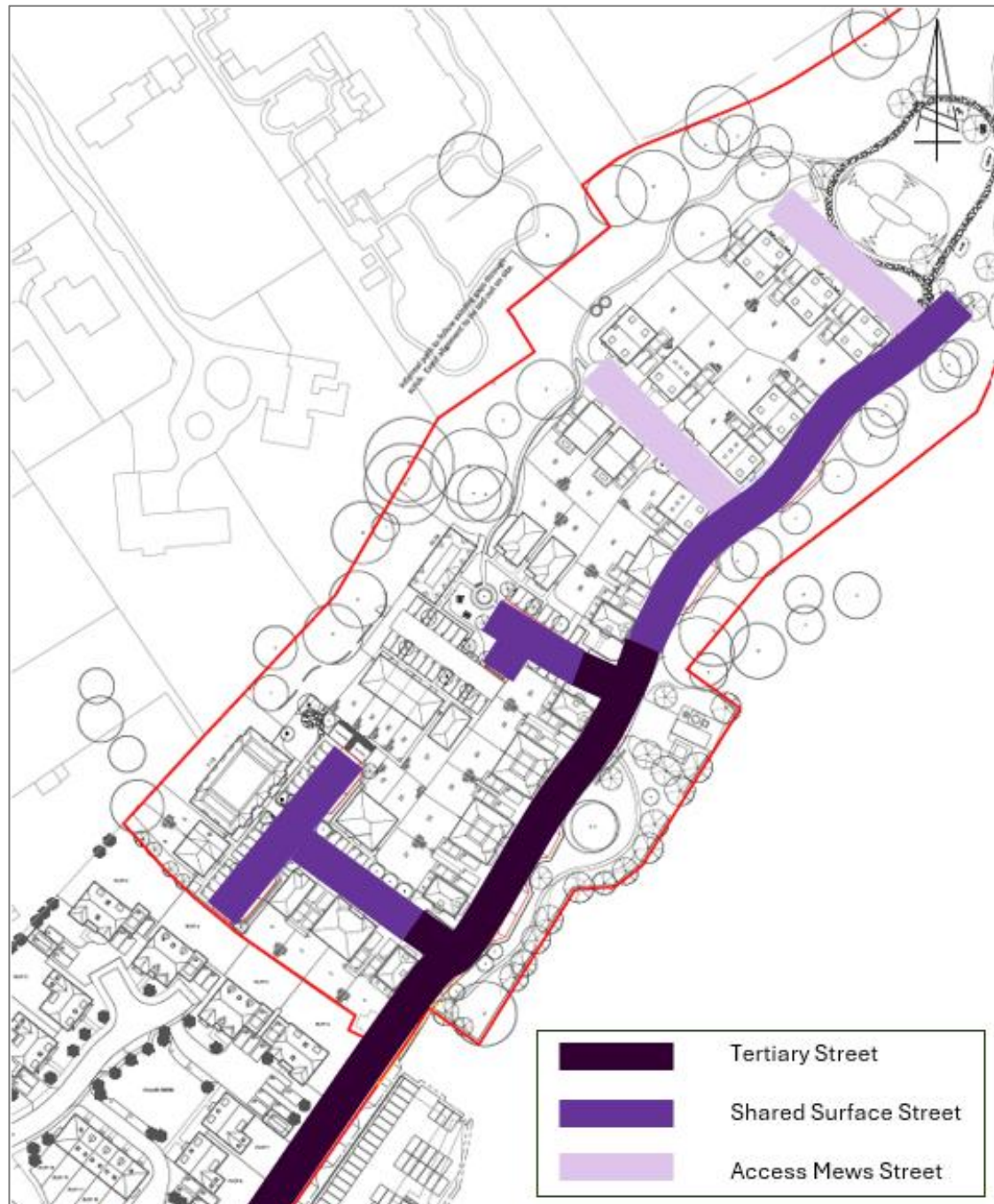
- **Section 2: Street Layout & Geometry** – this section provides details on the layout of the streets within the site and their geometry;
- **Section 3: Car and Cycle Parking Provision** – this section sets out the proposed car parking and cycle parking provision;
- **Section 4: Servicing** – this section provides details on the servicing provision; and
- **Section 5: Summary and Conclusion.**

SECTION 2 Street Layout & Geometry

2.1 Street Hierarchy

2.1.1 With reference to **Image 2.1**, the following street types are proposed:

Image 2.1: Street Types



Tertiary Street

- 2.1.2 A tertiary street is proposed which will connect to the proposed site access, provide access to some properties and then provide onward access to other street types. The table below summarises the compliance of the street with the guidance in Wokingham Borough Council's "Living Streets: Highways Design Guide".

Table 2.1: Proposed Tertiary Street Geometry

	"Living Streets: Highways Design Guide" - Tertiary Street Guidance	Proposed Development Compliance with WBC Guidance
Street Function or Role	Access to dwellings, with no through movements. Minor Access Road.	Driveway accesses are proposed onto the tertiary street.
Guide max. no of housing	200 (100 max. cul de sac for emergency access).	The tertiary street will serve 50 new homes.
Dimensions of main carriageway	5.0m (min) Depends on parking and road layout. Not suitable for full sized buses.	The tertiary street has an initial width of 5.5m where it connects to the proposed access. This then narrows to 5m. It will not need to accommodate bus access.
Footway, cycleway, verge & margin	2m (min) footways on one or both sides of the carriageway. Delineated service margins, generally 2m (min), should be included on either side of the carriageway. Normally cycling with traffic.	A 2m footway is proposed on the side of the street that has frontage access. As there is no frontage access on the other side of the street, a 1m grass margin is provided on this side. This will provide sufficient space for street lighting.
Refuse & Vehicles	Streets used for refuse vehicles require tracking for an 11.3m long vehicle. Maximum walk from truck to household waste bin is 25m and 10m to eurobins.	Tracking has been undertaken for a refuse vehicle and further details can be found in Section 4.
Target Max. Design Speed	15-20mph	15-20mph
Junction Radii (priority to non-priority)	6m	6m radii have been used at junctions onto the tertiary street.
Junction sightlines X/Y distance	2.4m/ 25m (min)	2.4m x 25m visibility splays are shown on drawing ITB210997-GA-001 at junctions onto the tertiary street.

	"Living Streets: Highways Design Guide" - Tertiary Street Guidance	Proposed Development Compliance with WBC Guidance
Parking	On street parking as appropriate for the street layout.	Some on street visitor parking bays have been provided. Along the tertiary street these are 2.5m wide.

Shared Surface Streets

2.1.3 Beyond the tertiary street, three shared surface streets are proposed. These provide access to some properties and then provide onward access to other street types. The table below summarises the compliance of the street with the guidance in Wokingham Borough Council's "Living Streets: Highways Design Guide".

Table 2.2: Proposed Shared Surface Geometry

	"Living Streets: Highways Design Guide" – Shared Surface Street Guidance	Proposed Development Compliance with WBC Guidance
Street Function or Role	Access to dwellings with shared surface.	Accesses to driveways and parking are proposed from the shared surface streets.
Guide max. no of housing	50	The shared surface streets provide access to around 12 – 20 homes.
Dimensions of main carriageway	4.1m plus two x 2.0m margins with contrasting colours and intermittent planting or street furniture.	The shared surface streets have a width of 6.1m. It is not necessary to provide a 2m margin on both sides of the road as the shared surface streets are typically single sided frontage or have very limited properties on both sides of the road and services can be provided to these properties via appropriate routes.
Footway, cycleway, verge & margin	0.5m no services & 1.0m with street lights.	There is space along all shared surface streets to accommodate street lighting.
Refuse & Vehicles	Streets used for refuse vehicles require tracking for an 11.3m long vehicle. Maximum walk from truck to household waste bin is 25m and 10m to eurobins.	Tracking has been undertaken for a refuse vehicle and further details can be found in Section 4.

	"Living Streets: Highways Design Guide" – Shared Surface Street Guidance	Proposed Development Compliance with WBC Guidance
Target Max. Design Speed	15-20mph	15-20mph
Junction Radii (priority to non-priority)	6m	6m radii have been used at junctions onto the shared surfaces.
Junction sightlines X/Y distance	2.4m/ 25m (min)	2.4m x 25m visibility splays are shown on drawing ITB210997-GA-001 In two locations a 2.4m x 25m visibility splay would be obscured by parking, but a 25m y-distance would be to the end of the street or junction where people will not be able to travel at 20mph. In both these locations an 18m visibility splay has been shown, which is considered appropriate for likely vehicle speeds (15mph) and as shown on the drawing, the parking spaces have a limited impact on this visibility splay.
Parking	On street parking as appropriate for the street layout.	Some on street visitor parking bays have been provided. Along the shared surface street and these are 2.5m wide.

Access Mews Streets

- 2.1.4 Beyond the shared surface streets, two access mews streets are proposed. These provide access to up to four homes. The table below summarises the compliance of the street with the guidance in Wokingham Borough Council's "Living Streets: Highways Design Guide".

Table 2.3: Access Mews Geometry

	"Living Streets: Highways Design Guide" – Access Mews Street Guidance	Proposed Development Compliance with WBC Guidance
Street Function or Role	Mews Lanes / Mews Courts / Housing Squares. Generally not adopted, but some may need to be at a later date.	These are in the form of private drives with access to between three – four houses.

	“Living Streets: Highways Design Guide” – Access Mews Street Guidance	Proposed Development Compliance with WBC Guidance
Guide max. no of housing	25	The shared surface streets provide access to around 3 – 4 homes.
Dimensions of main carriageway	4.1m where less than 10 dwellings and no accesses.	The access mews have a minimum width of 4.1m. In some areas they are wider to provide access to parking spaces.
Footway, cycleway, verge & margin	2m (min) service margin on both sides of the road where development is proposed. 0.5m no services & 1.0m with street lights.	There is space along mews streets to accommodate street lighting. Services can be located within the street space under the road surface.
Refuse & Vehicles	Streets used for refuse vehicles require tracking for an 11.3m long vehicle. Maximum walk from truck to household waste bin is 25m and 10m to eurobins.	Tracking has been undertaken for a refuse vehicle and further details can be found in Section 4.
Target Max. Design Speed	10-15mph	10-15mph
Junction Radii (priority to non-priority)	n/a	n/a
Junction sightlines X/Y distance	n/a	n/a
Parking	Accesses to rear garages, parking areas and very local movements.	Accesses to driveway parking are proposed from the access mews streets.

2.2 Traffic Calming

- 2.2.1 The pre-application comments from Wokingham Borough Council recommended traffic calming was considered along the tertiary street and shared surface street because of the length and straight alignment of the streets. This is not considered necessary given the street has changes in direction introduced via the horizontal alignment and has some changes in character along the length transitioning from a street with a footway to a shared surface street. Where this transition occurs there will also be a change in surface treatment. The street also has a residential frontage which provides activity to the street which will assist with reducing vehicle speeds.

2.3 Adoption

- 2.3.1 The extent of adoption will be confirmed in due course, but at this stage it is likely that only the tertiary street will be offered for adoption. The other streets have however been designed to an adoptable standard in accordance with Wokingham Borough Council's highway design guide as summarised above in any event.

2.4 Road Safety Audit

- 2.4.1 A Road Safety Audit has been undertaken on the site layout drawings and is included in **Appendix A**. The matters raised in the Road Safety Audit have been addressed with updated drawings and in the Designers Response which is also included in **Appendix A**.

2.5 Walking Strategy

- 2.5.1 Condition 5 of the original planning permission sets out:

5. Walking Strategy

Prior to commencement of development, details of pedestrian connections from the development to be submitted for approval by the local planning authority. These details shall demonstrate how these routes will be upgraded. 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.

- 2.5.2 A Walking Strategy has been prepared (report reference: ITB210997-003 R) and submitted to discharge Condition 5. The Walking Strategy demonstrates that appropriate provision has been made for pedestrian movement across the site.

SECTION 3 Car & Cycle Parking Provision

3.1 Cycle Parking

- 3.1.1 For houses, all cycle parking will be provided within a secure store in back gardens. All houses have rear access to gardens so that the cycle parking is easily accessible. The cycle parking stores are shown on the site layout drawings submitted for determination and are 2m x 1m so can accommodate two bikes. This is a slight over provision for the smaller properties (up to three habitable rooms) which only require space for one bike and a slight under provision for the larger properties with six habitable rooms (which require three spaces per dwelling). Many of the larger properties also have a garage which has not been counted towards the car parking provision where residents can store additional bikes.
- 3.1.2 For the flats, cycle parking stores are proposed. The flat building containing flats 7-18 has an external store located to the north-east of the flat block. This will provide two spaces per flat (so 24 spaces) as all the flats have 4+ habitable rooms.
- 3.1.3 The flat building containing flats 32 - 36 has an external store which will provide five spaces. This provides one space per flat for the flats with 1 – 3 habitable rooms (of which there are five flats). Drawings showing the layout of the cycle parking stores are submitted for determination.

3.2 Car Parking

- 3.2.1 The following approach is proposed in relation to car parking:
- One-bedroom flats have no allocated parking spaces but there are six unallocated spaces next to the apartment building;
 - Two-bedroom flats have no allocated parking spaces but there are 17 unallocated spaces in front of the apartment building containing the two-bedroom flats;
 - Two-bedroom affordable houses have no allocated parking spaces but there are 17 unallocated spaces in front of the houses and the neighbouring apartment building;
 - Two-bed houses have two allocated parking spaces;
 - Three three-bedroom houses have one allocated parking space and one garage space. Because only one allocated parking space has been provided for these three houses, the garage has been counted in Wokingham Borough Council's parking calculator;
 - 15 three-bedroom houses have two allocated parking spaces. This is provided via either two allocated spaces in front of properties, two spaces on a driveway or one space on a

driveway and a car port. Some of the houses with two spaces on a driveway also have a garage, but this has not been counted towards the parking provision because the houses have a garage in addition to two spaces (the maximum number counted by Wokingham Borough Council's parking calculator);

- One four-bedroom affordable house has two allocated parking spaces; and
- Six four & five-bedroom houses have two allocated parking spaces and an additional space in a garage. This has not been counted towards the parking provision because the houses have a garage in addition to two spaces (the maximum number counted by Wokingham Borough Council's parking calculator).

3.2.2 32 unallocated parking spaces have been provided. These are either parallel parking spaces provided as part of the design of the streets or perpendicular spaces. The pre-application comments from Wokingham requested that at least 10 visitor spaces were provided as part of the unallocated provision and the level of visitor parking exceeds this minimum provision.

3.2.3 Wokingham Borough Council have a parking calculator spreadsheet to determine the level of car parking required. The proposals have been assessed against the parking calculator spreadsheet (included in **Appendix C**) and the parking provision is in accordance with the recommended provision, with 32 unallocated spaces proposed compared to the 32 recommended by the calculator.

3.3 **Parking Management Strategy**

3.3.1 Condition 12 sets out:

Prior to the first occupation of any dwelling, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and the delivery of additional electric vehicle charging spaces when required. The approved details shall be implemented prior to the first occupation of the development and shall be permanently maintained.

3.3.2 A Parking Management Strategy has been prepared (report reference: ITB210997-004 R) and submitted to discharge Condition 12. The Parking Management Strategy demonstrates that appropriate measures have been put in place for the management of the parking spaces, based on the type of spaces proposed.

3.4 **Electric Vehicle Charging Strategy**

3.4.1 Condition 13 sets out:

“Prior to commencement of the residential phase (phase 2) of the 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.”

- 3.4.2 An Electric Vehicle Charging Strategy has been prepared (report reference: ITB210997-005 R) and submitted to discharge Condition 13. The Charging Strategy demonstrates that Electric Vehicle Charging is provided in line with the Building Regulations.

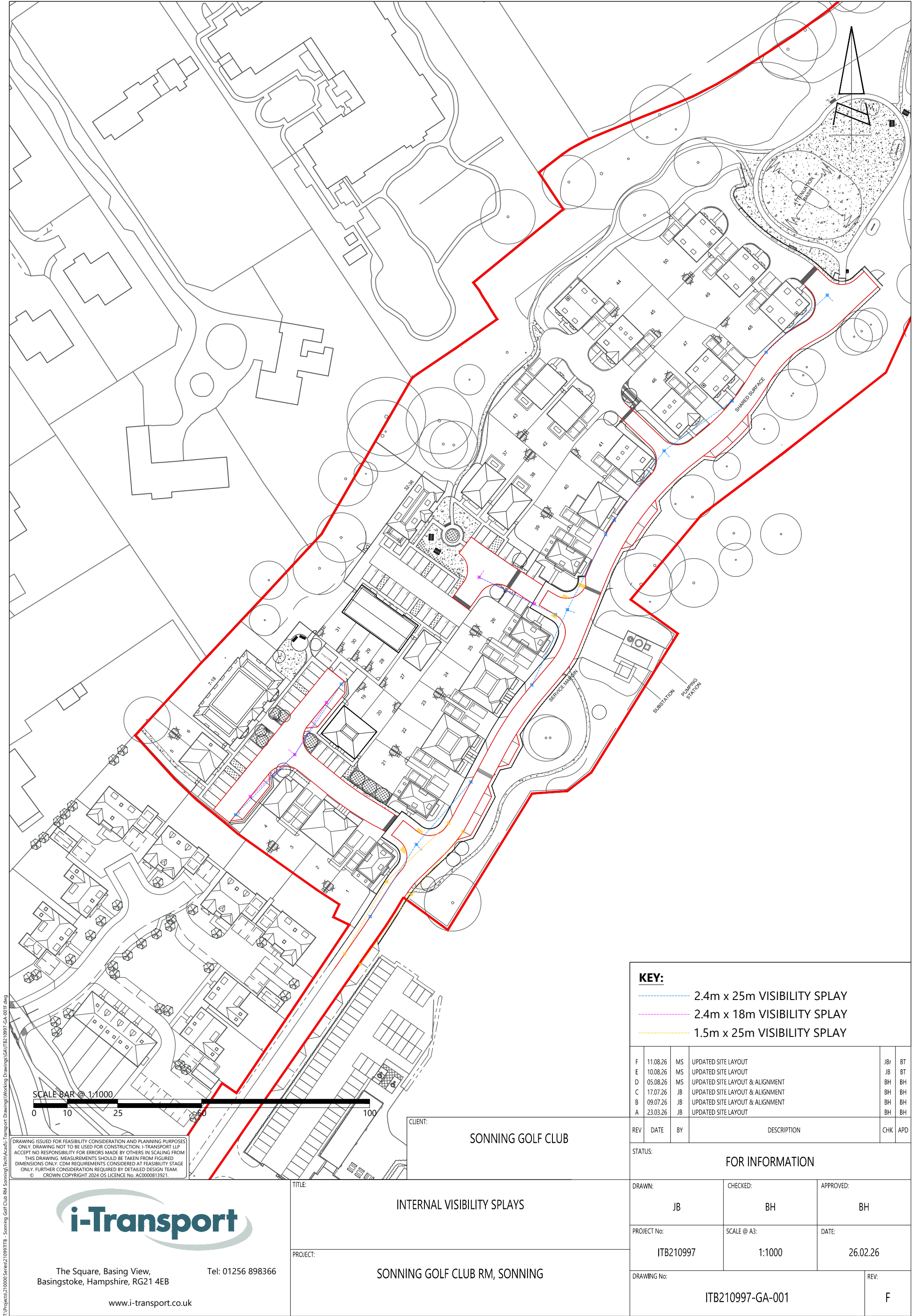
SECTION 4 Servicing

- 4.1 Swept path analysis of a refuse vehicle has been undertaken to demonstrate the refuse vehicle can gain access to, turn, and exit streets within the site in a forward gear as necessary. The swept path analysis is shown on drawing **ITB210997-GA-002** and **ITB210997-GA-003** and is based on the vehicle specification set out in Wokingham's design guidance. Bin stores and bin collection points are provided where necessary, with carry distances for residents being below 30m and carry distances for the refuse collection team being below 25m as recommended by the Building Regulations. The flats within the building containing flats 32 – 36 are proposed to have individual wheelie bins and recycling containers, whilst the flats within the flat building containing flats 7-18 are proposed to have Eurobins and communal recycling containers. As requested in the pre-application comments from Wokingham, the turning head towards the rear of the site has been enlarged to better accommodate a vehicle turning. The drawings have also been updated to show that there are opportunities for a car and refuse vehicle to pass.
- 4.2 Swept path analysis of a fire tender is shown on drawing **ITB210997-GA-004** and **ITB210997-GA-005** which demonstrates that a fire tender can gain access to, turn, and exit streets within the site in a forward gear as necessary. The swept path is based on the Volvo fire tender recommended by WBC in pre-application comments. In accordance with the guidance in the Building Regulations, the fire tender does not have to reverse more than 20m and access can be achieved to within 45m of the furthest point within houses or within 18m of riser cupboards for the flats.
- 4.3 Swept paths have also been provided to demonstrate a tanker can service the pumping station as required (**ITB210997-GA-009**) and that vans and large cars (**ITB210997-GA-0010**) can negotiate the site and that there are opportunities for passing. The swept paths of a van and large car were requested by WBC in pre-application comments and the van is a Mercedes sprinter van as per WBC's request.

SECTION 5 Summary & Conclusion

- 5.1 Planning permission was granted in 2023 for a residential development of up to 50 new homes and the reconfiguration of the car parks and access at Sonning Golf Club. A reserved matters planning application has been prepared which seeks approval for the layout, housing mix and appearance of the proposed development of 50 homes on the site.
- 5.2 This report provides details of the proposal and demonstrates:
- The streets have been designed in accordance with the guidance in Wokingham Borough Council's "Living Streets: Highways Design Guide" and provide safe access to the new homes proposed for all modes;
 - Appropriate provision has been made for cycle parking, car parking and Electric Vehicle charging in accordance with Wokingham Borough Council's guidance and the Building Regulations; and
 - Refuse vehicles and a fire tender can travel around the site and turn as needed and the corresponding carry distances and hose lay distances accord with the guidance in the Building Regulations.
- 5.3 A Walking Strategy, Parking Management Strategy and Electric Vehicle Charging Strategy have been prepared to discharge Condition 5, Condition 12 and Condition 13 respectively.
- 5.4 Overall, the proposals are acceptable from a highways and transport perspective.

DRAWINGS



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CLIENT:
SONNING GOLF CLUB

TITLE:
INTERNAL VISIBILITY SPLAYS

PROJECT:
SONNING GOLF CLUB RM, SONNING

i-Transport

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Basingstoke, Hampshire, RG21 4EB

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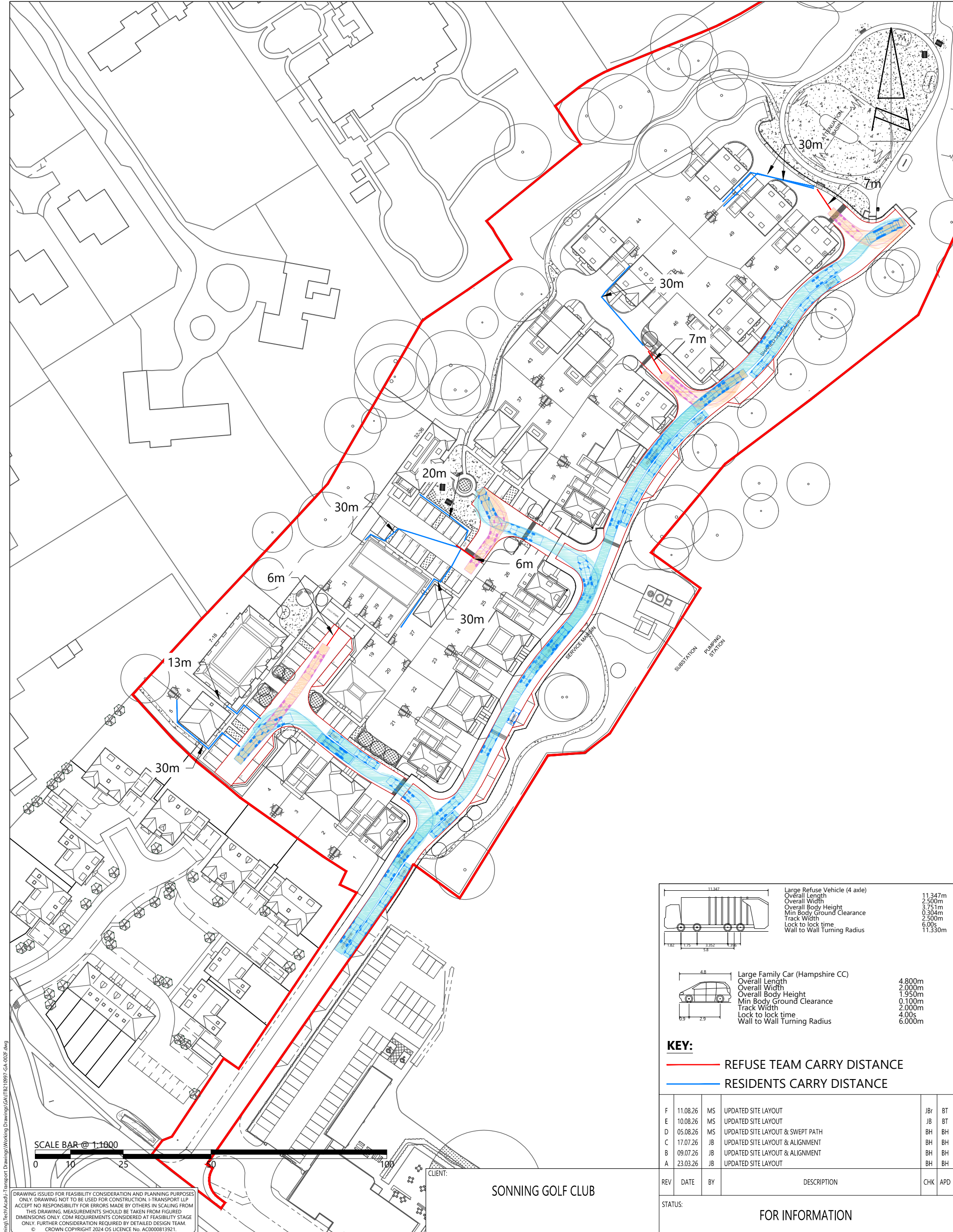
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KEY:

- 2.4m x 25m VISIBILITY SPLAY
- 2.4m x 18m VISIBILITY SPLAY
- 1.5m x 25m VISIBILITY SPLAY

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E	10.08.26	MS	UPDATED SITE LAYOUT	JB	BT
D	05.08.26	MS	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
C	17.07.26	JB	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
B	09.07.26	JB	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
A	23.03.26	JB	UPDATED SITE LAYOUT	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

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TITLE:
SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE
PROJECT:
SONNING GOLF CLUB RM, SONNING

Technical drawing of a Large Refuse Vehicle (4 axle). The side view shows a vehicle with four axles. Dimensions are provided for the overall length (11.347m), overall width (2.500m), overall body height (3.751m), min body ground clearance (0.304m), track width (2.500m), lock to lock time (6.00s), and wall to wall turning radius (11.330m). The front view shows a vehicle with a width of 2.500m and a height of 3.751m.

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

Technical drawing of a Large Family Car (Hampshire CC). The side view shows a car with a width of 1.950m and a height of 1.950m. The front view shows a car with a width of 2.000m and a height of 2.000m. The overall length is 4.800m.

Large Family Car (Hampshire CC)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

4.800m
2.000m
1.950m
0.100m
2.000m
4.00s
6.000m

KEY:

REFUSE TEAM CARRY DISTANCE

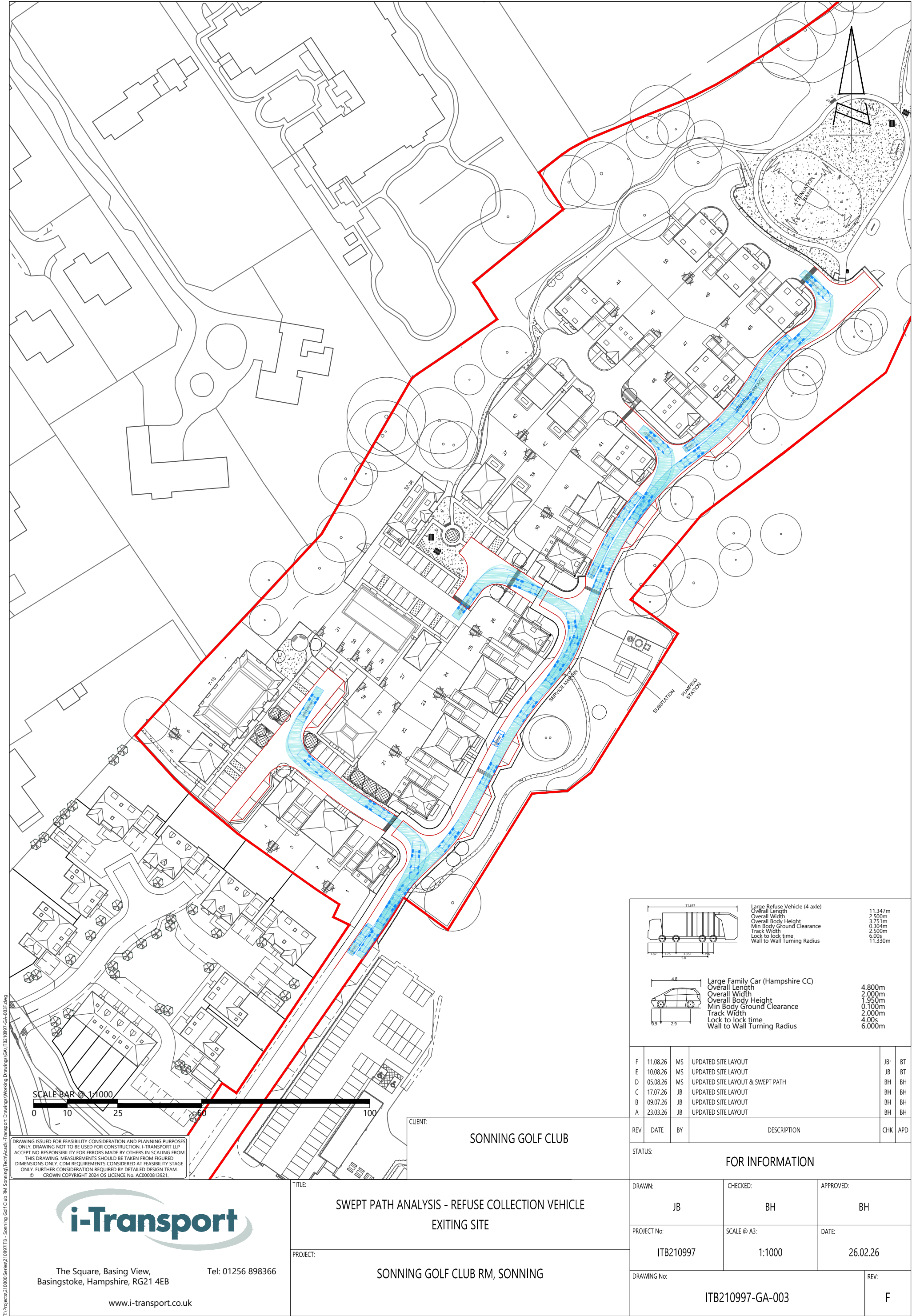
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D	05.08.26	MS	UPDATED SITE LAYOUT & SWEPT PATH	BH	BH
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B	09.07.26	JB	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
A	23.03.26	JB	UPDATED SITE LAYOUT	BH	BH

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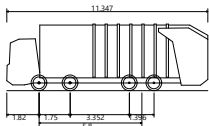
SONNING GOLF CLUB

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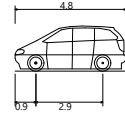
SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE
EXITING SITE

PROJECT:

SONNING GOLF CLUB RM, SONNING



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



Large Family Car (Hampshire CC)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

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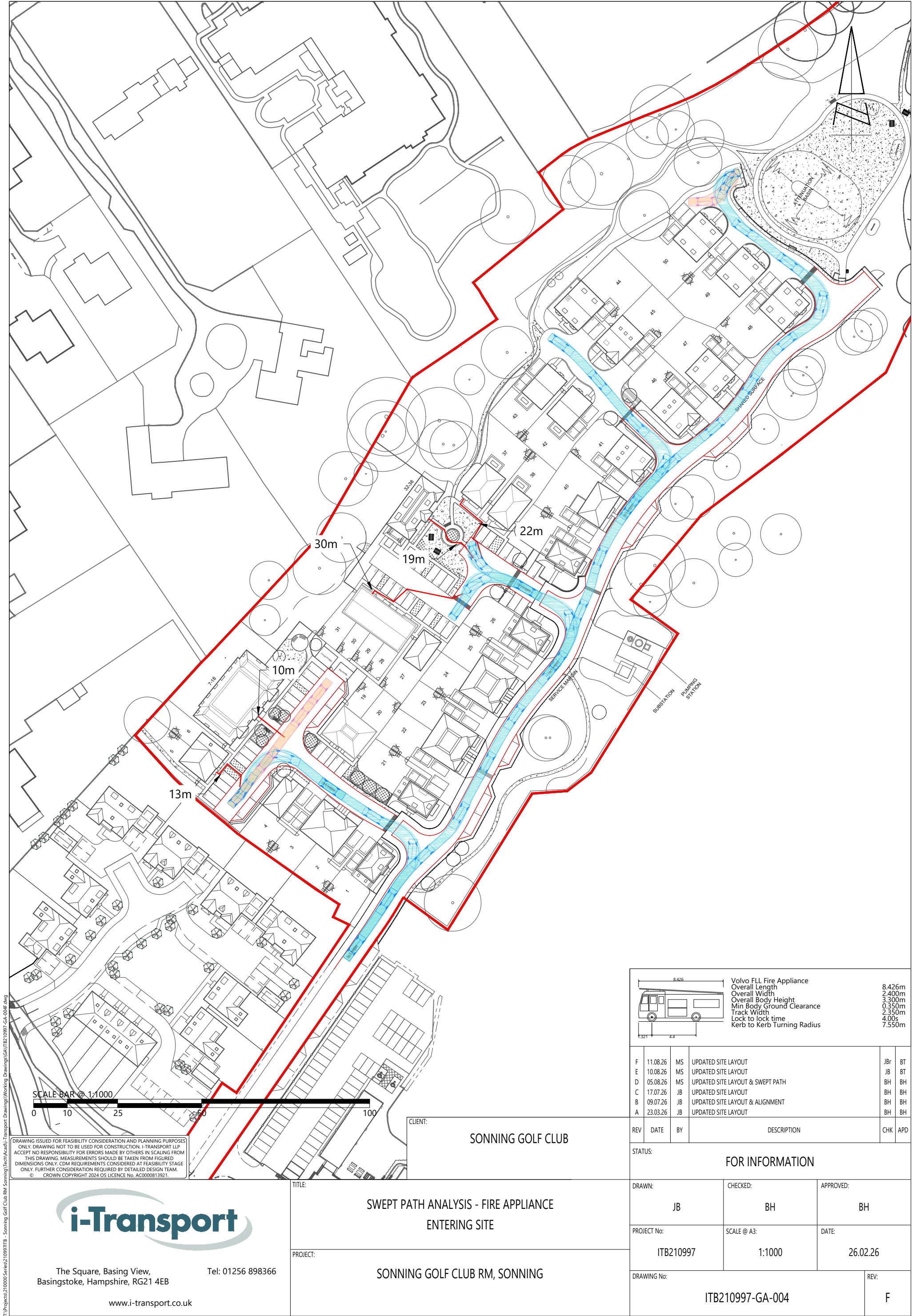
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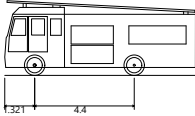


CLIENT: SONNING GOLF CLUB

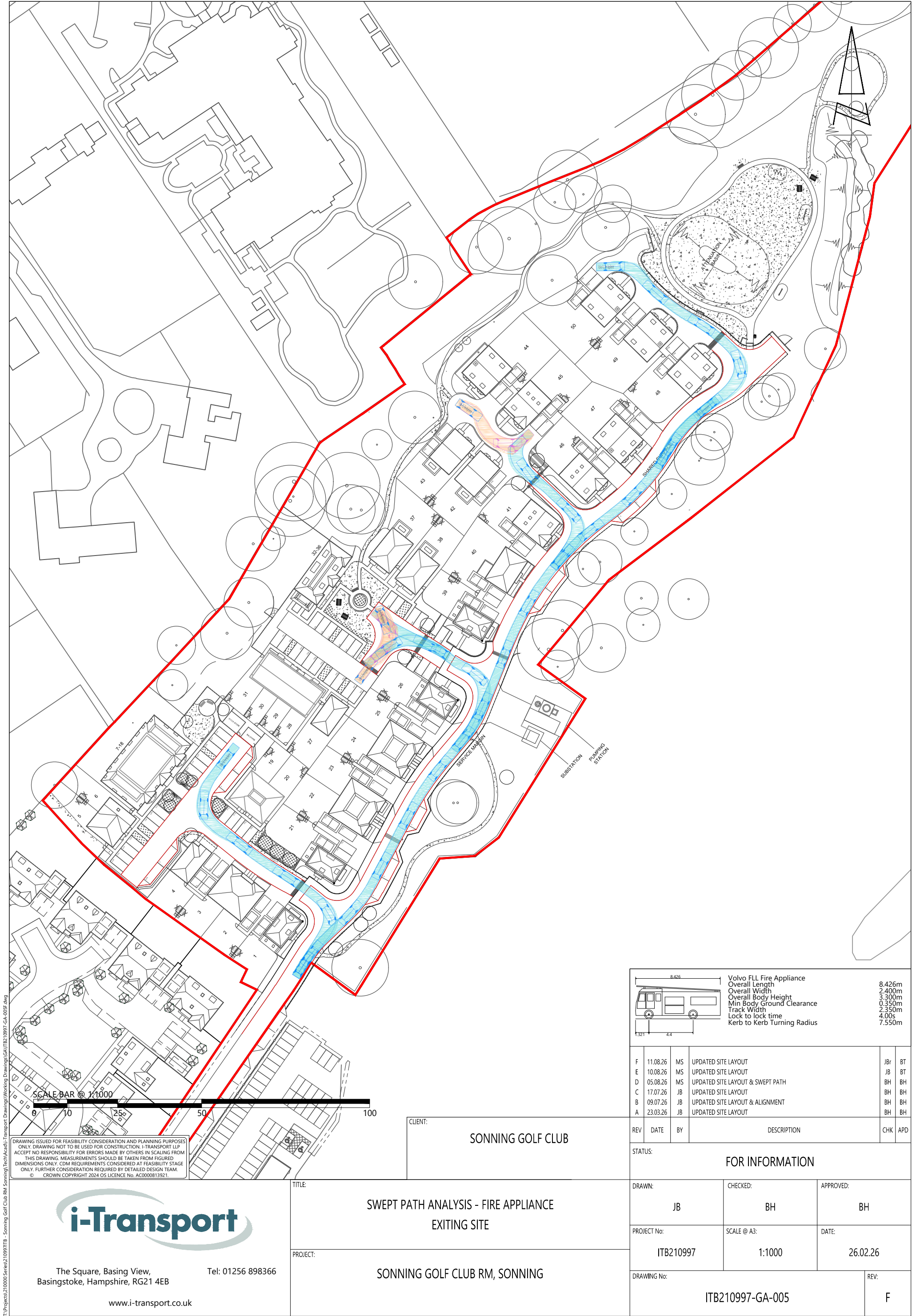
TITLE: SWEPT PATH ANALYSIS - FIRE APPLIANCE ENTERING SITE

PROJECT: SONNING GOLF CLUB RM, SONNING

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Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
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		Volvo FLL Fire Appliance		8.426m	
		Overall Length		2.400m	
		Overall Width		3.300m	
		Overall Body Height		0.350m	
		Min Body Ground Clearance		2.350m	
		Track Width		4.00s	
		Lock to lock time		7.550m	
		Kerb to Kerb Turning Radius			
F	11.08.26	MS	UPDATED SITE LAYOUT	JBr	BT
E	10.08.26	MS	UPDATED SITE LAYOUT	JB	BT
D	05.08.26	MS	UPDATED SITE LAYOUT & SWEEP PATH	BH	BH
C	17.07.26	JB	UPDATED SITE LAYOUT	BH	BH
B	09.07.26	JB	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
A	23.03.26	JB	UPDATED SITE LAYOUT	BH	BH
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION		
DRAWN: JB	CHECKED: BH	APPROVED: BH
PROJECT No: ITB210997	SCALE @ A3: 1:1000	DATE: 26.02.26
DRAWING No: ITB210997-GA-004	REV: F	



	Volvo FLL Fire Appliance Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Kerb to Kerb Turning Radius	8.426m 2.400m 3.300m 0.350m 2.350m 4.00s 7.550m
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F	11.08.26	MS	UPDATED SITE LAYOUT	JBr	BT
E	10.08.26	MS	UPDATED SITE LAYOUT	JB	BT
D	05.08.26	MS	UPDATED SITE LAYOUT & SWEEP PATH	BH	BH
C	17.07.26	JB	UPDATED SITE LAYOUT	BH	BH
B	09.07.26	JB	UPDATED SITE LAYOUT & ALIGNMENT	BH	BH
A	23.03.26	JB	UPDATED SITE LAYOUT	BH	BH

REV	DATE	BY	DESCRIPTION	CHK	APD
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STATUS: FOR INFORMATION

DRAWN:	CHECKED:	APPROVED:
JB	BH	BH

PROJECT No:	SCALE @ A3:	DATE:
ITB210997	1:1000	26.02.26

DRAWING No:	REV:
ITB210997-GA-005	F

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CLIENT: SONNING GOLF CLUB

TITLE: SWEPT PATH ANALYSIS - FIRE APPLIANCE
EXITING SITE

PROJECT: SONNING GOLF CLUB RM, SONNING



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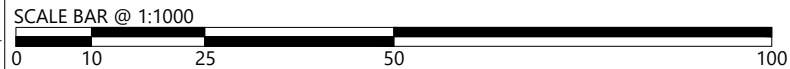
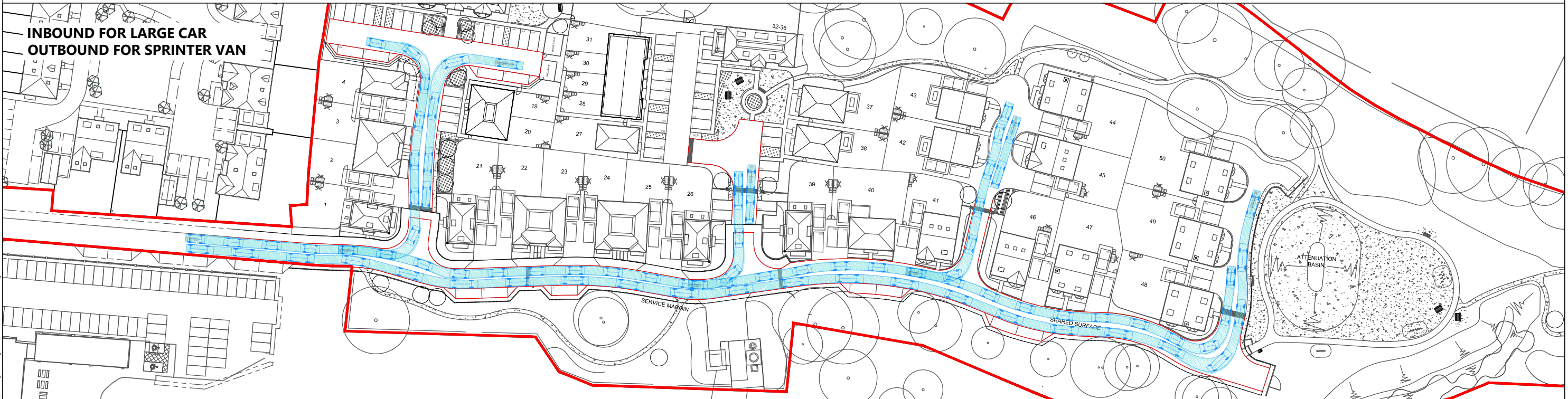
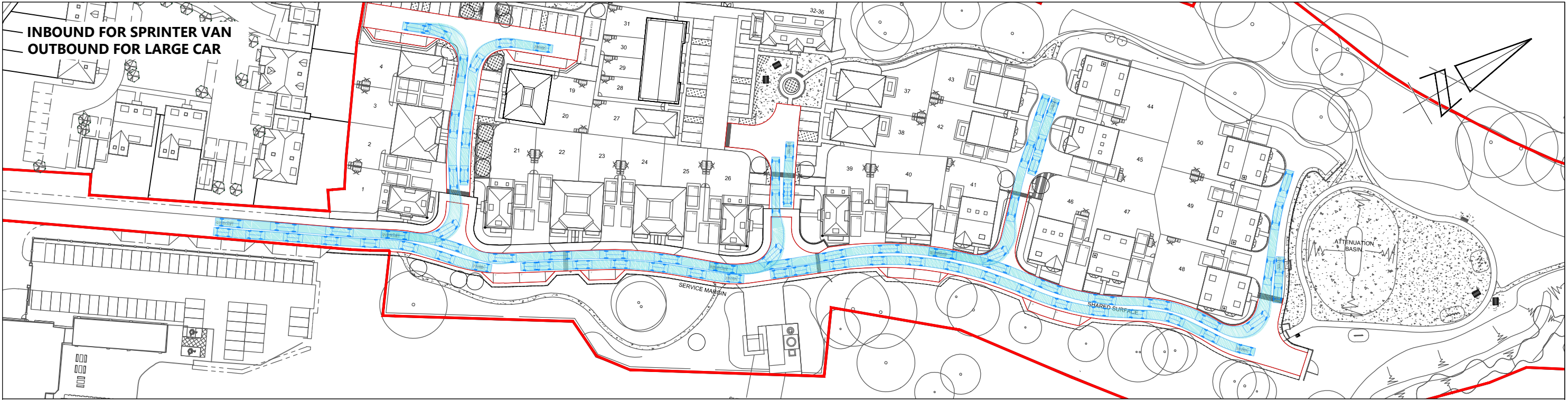
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REV	DATE	BY	DESCRIPTION	CHK	APP
C	11.08.26	MS	UPDATED SITE LAYOUT	JBr	BT
B	10.08.26	MS	UPDATED SITE LAYOUT	JBr	BT
A	05.08.26	MS	UPDATED SITE LAYOUT	BH	BH
STATUS:			FOR INFORMATION		

TITLE:		EV PARKING PLAN	
PROJECT:		SONNING GOLF CLUB RM, SONNING	

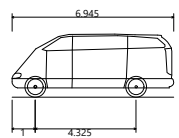
CLIENT:		SONNING GOLF CLUB	
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DRAWN:	MS	CHECKED:	MC	APPROVED:	BH
PROJECT No:	ITB210997	SCALE @ A2:	1:500	DATE:	23.07.26
DRAWING No:	ITB210997-GA-007				REV: C

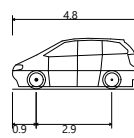


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NOTE:
TRACKING UNDERTAKEN AT A MINIMUM OF 10mph



Mercedes Sprinter Traveliner Van 315CDI Long High Roof
Overall Length 6.945m
Overall Width 1.993m
Overall Body Height 2.715m
Min Body Ground Clearance 0.400m
Track Width 1.993m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m



Large Family Car (Hampshire CC)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	11.08.26	MS	UPDATED SITE LAYOUT	JBr	BT
A	10.08.26	MS	UPDATED SITE LAYOUT	JB	BT

STATUS: FOR INFORMATION

TITLE:	SWEPT PATH ANALYSIS SPRINTER VAN - LARGE CAR	
PROJECT:	SONNING GOLF CLUB RM, SONNING	CLIENT: SONNING GOLF CLUB

DRAWN:	MS	CHECKED:	BH	APPROVED:	BH
PROJECT No:	ITB210997	SCALE @ A3:	1:1000	DATE:	05.08.26
DRAWING No:	ITB210997-GA-010				REV: B

APPENDIX A.Road Safety Audit



Stage 1 Completion of Preliminary Design Road Safety Audit

Incorporating Design Organisation Response to items raised

Sonning Golf Club, Sonning

Proposed Internal Highway Layout on Land at Sonning Gold Club

On behalf of: **i-Transport**

Report Ref: 260707-3

Date: 06 August 2026

Courzons Ltd
23 Oaktree Drive
Hook
Hampshire
RG27 9RA

Email: office@courzons.co.uk

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SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Completion of Preliminary Design Road Safety Audit
Date:	August 26
Document reference and revision:	260707-3
On behalf of the Overseeing Organisation:	Wokingham Borough Council
Design Organisation:	i-Transport
Project Sponsor:	Sonning Golf Club

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			22 nd July 2026
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	24 th July 2026
2	Report format amended to incorporate Design Organisation Response	ZB			24 th July 2026
3	Design Organisation Response Incorporated	Ben Howard on behalf of i-Transport			30 th July 2026

SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Completion of Preliminary Design Road Safety Audit of a proposed internal highway layout for a residential development of 50 dwellings located on land at Sonning Golf Club, Duffield Road in Sonning. The proposed access to the development has been subject to a separate Road Safety Audit and thus does not form the scope of this Audit.

2.1.2 This Stage 1 Completion of Preliminary Design Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA, Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited

2.1.3 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).

- 2.1.4 The Road Safety Audit was undertaken during July and August 2026 in accordance with the Road Safety Audit Brief provided on Tuesday 21st July 2026 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Sonning Golf Club, and comprised an examination of the documents and other information provided, as is listed in **Appendix A**, as well as a site visit to put the proposals into context with the existing infrastructure. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities, to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme, therefore, any associated road safety concerns are only raised if considered fundamental. Furthermore, it has been confirmed that the illustrated visibility splays will be cleared and maintained clear of any vegetation and obstructions in excess of 600mm in height.
- 2.1.5 The site has been visited on two occasions, once in October 2022 as part of the Stage 1 Road Safety Audit of the proposed site access and the second time as part of the Stage 2 Road Safety Audit of the proposed site access associated with this proposed development. The most recent site visit was undertaken during the evening on Thursday 2nd October 2025 between 6:45pm and 7pm. The weather during the site visit was clear and overcast, the road surface was dry and visibility was good. Vehicular traffic to include cars and light goods vehicles were observed during the site visit. A number of pedestrians but no cyclists were also observed during the site visit.
- 2.1.6 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Completion of Preliminary Design Road Safety Audit.
- 2.1.7 A scheme drawing illustrating the locations where specific problems are referenced is included in **Appendix B**.
- 2.1.8 Any recommendations within this Stage 1 Completion of Preliminary Design Road Safety Audit are not prescriptive design solutions. Alternative methods to mitigate / eliminate the road safety concerns identified may be possible.

2.1.9 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals.

2.2 Design Organisation Response

2.2.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.2.2 The Design Organisation Response has been prepared by:

Name: Ben Howard

Position / Organisation: Partner, i-Transport

2.2.3 If applicable, any drawings or documents associated with the Design Organisation Response are listed at **Appendix C**.

SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 3.1** Courzons Limited have not been made aware of any previous road safety audits associated with the proposals that form the scope of this audit.

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	GENERAL
4.2.1	Problem
Location:	Turning heads outside plots 38 and 48
Summary:	Large vehicles may not be able to turn
The scheme includes the proposed internal highway layout for a development comprised of 50 residential dwellings. The Audit Brief contained drawings illustrating swept path analyses of large vehicles, to include a 11.35 metre long Refuse and Recycling Collection vehicle (RCV) and a 8.7 metre long Fire Tender (FT), manoeuvring around the site. The majority of cul-de-sacs are to be provided with turning heads that generally allow access to driveways / parking courts which will limit on-street parking within the turning heads. It is noted, however, that the turning heads outside plots 38 and 48 do not provide access off the end, which could lead to on-street parking in this location. On-street parking within the turning heads will limit the area available for a RCV / FT to manoeuvre safely, this would lead to the need for the RCV / FT to reverse a considerable distance, which could result in rear and sideswipe type collisions.	
Recommendation:	
It is recommended that measures are provided to restrict parking in the proposed turning heads in order to allow adequate space for a large vehicle to undertake a turn.	
Location Plan:	
	

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 30th July 2026 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 24th July 2026.

Parking has been provided across the site in accordance with the local car parking standards to ensure overspill parking does not occur. This area could be monitored during occupation & if considered necessary, “no parking in turning head” signs will be erected in these locations.

4.3

JUNCTIONS

4.3.1

Problem

Location:

Scheme

Summary:

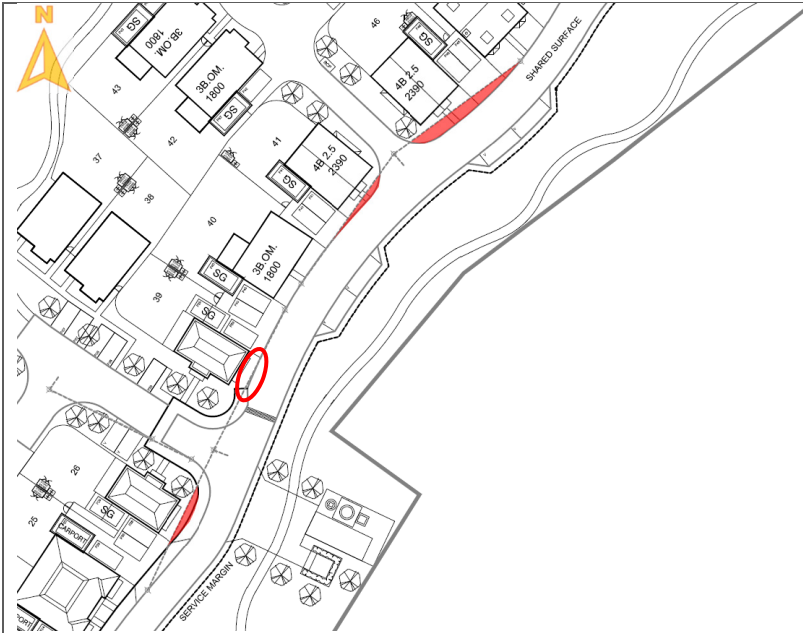
Visibility could become restricted

The scheme includes the proposed internal highway layout for a development comprised of 50 residential dwellings. The scheme drawings illustrate visibility splays at junctions of 2.4 x 25 metres, consistent with the proposed design speed of 20mph. It is noted that visibility splays at two junctions are shown to encroach a small number of parking spaces, this should be acceptable as motorists in those locations are highly likely to be travelling at 20mph on the approaches to the junctions, however, in some locations the visibility splay envelopes appear to encroach property frontages. The Audit Team have concerns that any boundary treatment, or items within the frontages, in excess of 600mm in height, will limit the level of achievable visibility, which could lead to side impact collisions.

Recommendation:

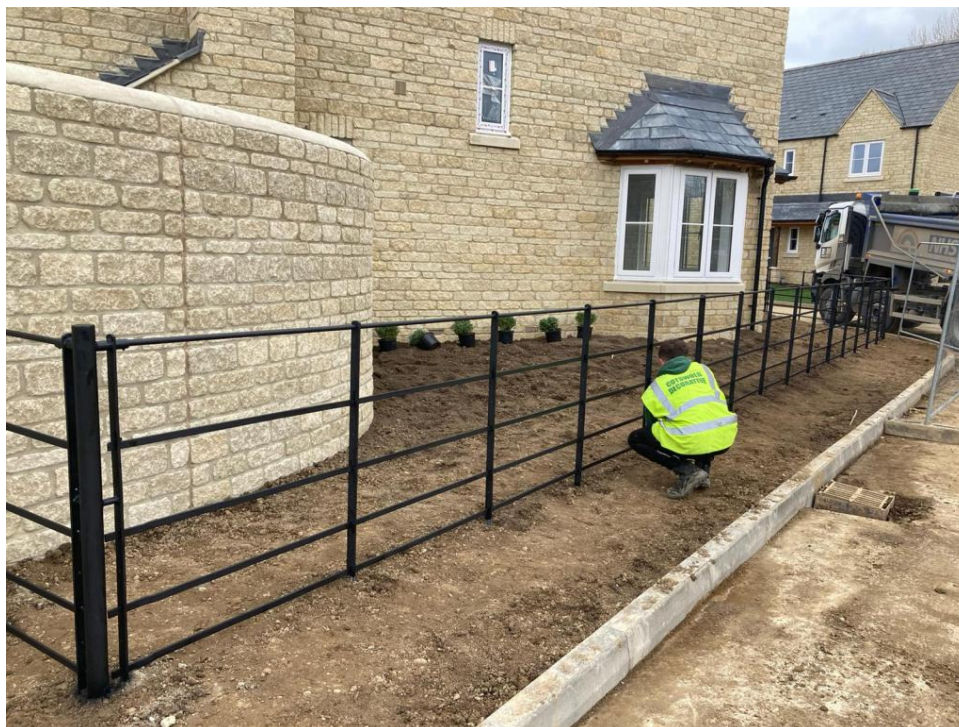
It is recommended that any planting or erecting of items within the visibility envelopes is restricted to heights of no more than 600mm to allow adequate visibility to be achievable at all times.

Location Plan: (Note: Not all locations where this item occurs are illustrated below)



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 30th July 2026 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 24th July 2026.

Soft landscaping proposed in front gardens will either be grass or low level planting and below 600mm. Estate railing is also proposed to front garden boundary treatments but visibility can be achieved through the estate railing. An example of the estate railing is shown in the image below.



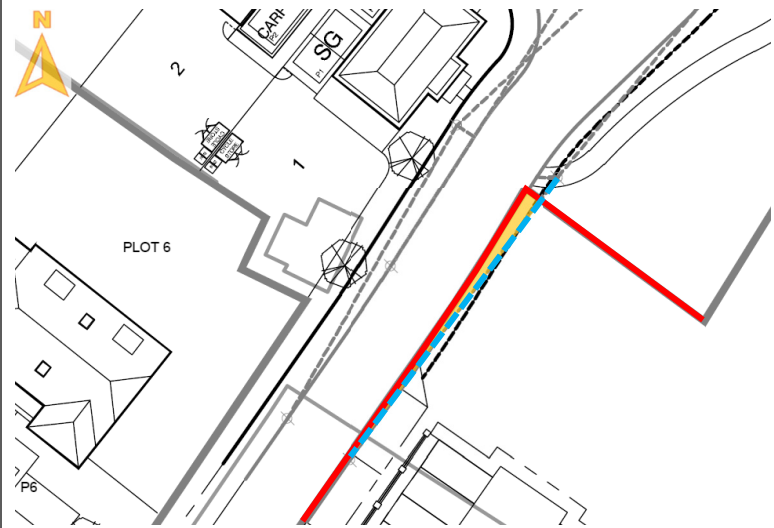
4.4	NON-MOTORISED USER PROVISION
4.4.1	Problem
Location:	Scheme
Summary:	Lack of crossing facilities along likely pedestrian desire lines
The proposed internal highway is to consist of general carriageways with footways and shared surface carriageways. It is unclear from the scheme drawings provided with the Audit Brief if crossing points are to be accommodated to allow for safe level access along pedestrian desire lines. The Audit Team have concerns that pedestrians accessing the footway / footpaths will be faced with full height kerbs, which could be a trip hazard and lead to falls as well as personal injuries.	
Recommendation:	
It is recommended that uncontrolled crossings, with dropped kerbs and tactile paving, are provided along desire lines at locations where appropriate intervisibility is achievable.	
Location Plan: (Note: Not all locations where this item occurs are illustrated below) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 30 July 2026 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 24th July 2026.	
Dropped kerbs and tactile paving will be provided in these locations. The drawings have been updated to show the proposed crossings.	

4.4.2	Problem
Location:	Scheme
Summary:	Insufficient warning of change in route characteristics
The proposed internal highway is to consist of general carriageways with footways, shared surface carriageways and a number of footpaths. It is unclear at this stage what measures are to be provided to inform pedestrians, particularly the vision impaired, of the change in the route characteristics from a footway / footpath to a shared surface carriageway. The lack of warning could lead to a pedestrian unknowingly entering the shared surface carriageway, into the path of a motorist, resulting in a vehicle / cyclist to pedestrian collision.	
Recommendation:	
It is recommended that suitable measures are provided to highlight the change in route characteristics.	
Location Plan: (Note: Not all locations where this item occurs are illustrated below) 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 30 July 2026 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 24th July 2026.	
Corduroy paving will be provided where the tarmac path joins the shared surface streets near plot 39. This has been shown on updated drawings. In other locations paths have been amended and are either informal grass mown paths where corduroy paving would not be appropriate or are paths which leave and join shared surface streets so it is not necessary to provide corduroy paving. It is proposed to provide the footways around the end of the tertiary streets and then to provide a vehicle crossover transitioning to the shared surface streets behind. This provides a clear indication of the change in character from the street which has footway	

provision to a shared surface street (with the shared surface streets also having a different surface finish). The arrangement is shown in the image below.



4.4.3	Problem
Location:	Crossing outside plot 1
Summary:	Restricted visibility at a proposed crossing point
The scheme includes the proposed internal highway layout within a development of 50 residential dwellings that is to consist of general carriageways with footways, shared surface carriageways and a number of footpaths. An uncontrolled crossing point is illustrated outside plot 1 linking a footpath that runs along the southern side of the proposed development with the proposed footway on the northern side of the access road. Pedestrian visibility splays of 1.5 x 25 metres have been illustrated, is in accordance the proposed design speed of 20mph. It is noted, however, that the visibility splay to the south extends beyond the redline boundary and into third party land. The Audit Team have concerns the illustrated visibility may not be achievable, resulting in restricted visibility. Restricted visibility could result in a pedestrian entering the	

carriageway into the path of an approaching motorist when it is unsafe to do so, leading to a vehicle to pedestrian collision.	
Recommendation:	
It is recommended that appropriate visibility is achievable.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 30 July 2026 following formal issue of this Stage 1 Completion of Preliminary Design Road Safety Audit on the 24 th July 2026.	
Whilst the visibility is outside of the redline for phase 2 (the proposed new homes), it is within the redline for phase 1 (the new access and reconfigured car park). It is therefore achievable within land controlled by the developer and can be provided in perpetuity.	
4.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No road safety concerns raised at this stage.

SECTION 5 AUDIT TEAM STATEMENT

- 5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 6th August 2026

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA
Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 6th August 2026

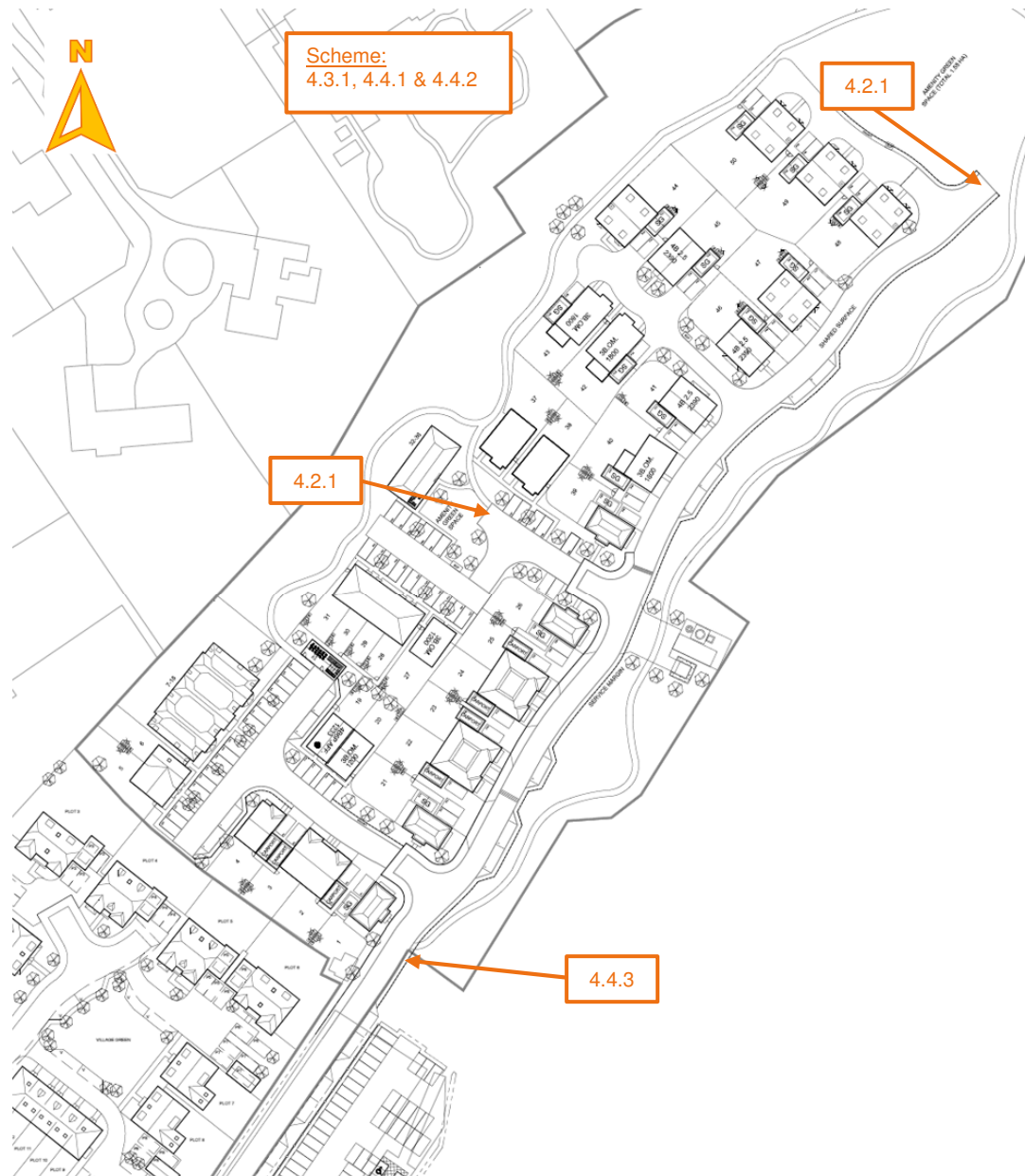
APPENDIX A LIST OF ITEMS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Completion of Preliminary Design Road Safety Audit

Documents

Document Reference	Document Title
ITB210997-002 R	Reserved Matters Transport Statement

APPENDIX B ITEM LOCATION PLAN



APPENDIX C DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE

Drawings

Drawing Reference	Drawing Title
ITB210997-GA-001 D	Internal Visibility Splays
ITB210997-GA-002 D	Swept Path Analysis – Refuse Collection Vehicle
ITB210997-GA-003 D	Swept Path Analysis – Refuse Collection Vehicle Exiting Site



Specialists in Road Safety Engineering

APPENDIX B. Car Parking Demand Calculation Sheet

