



Cooper Estates Strategic Land Limited

STANBURY HOUSE (PHASE 2)

Transport Assessment



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Transport Assessment

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CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	3
3	PROPOSED DEVELOPMENT	13
4	TRIP GENERATION	17
5	DEVELOPMENT IMPACT	19
6	RESIDENTIAL TRAVEL PLAN	24
7	POLICY CONTEXT	26
8	SUMMARY AND CONCLUSION	29

TABLES

Table 2-1 – Local Services, Facilities and Amenities	5
Table 2-2 – 2017 Basingstoke Road: Average Weekday Vehicle Flows	6
Table 2-3 – Basingstoke Road: 2023 Average Weekday Vehicle Flows	7
Table 2-4 – 600 Bus Service – Destinations & Frequency from Spencers Wood	9
Table 2-5 – Direct Services from Green Park Railway Station	10
Table 3-1 – Recommended Wokingham Parking Standards	15
Table 3-2 – Minimum Electric Vehicle Charging Requirements	16
Table 4-1 – Vehicular Trip Rates and Generation	18
Table 5-1 – Basingstoke Road / Church Lane: Year 2026 Assessment Results	20
Table 5-2 – Basingstoke Road / Hyde End Road: Year 2026 Assessment Results	21
Table 5-3 – Basingstoke Road Link Flow Impact (Two-Way Flows)	22
Table 5-4 – Impact of Development on Total Junction Flow (2026 DS)	23

APPENDICES

APPENDIX A

INDICATIVE MASTERPLAN

APPENDIX B

WBC PRE-APPLICATION LETTER

APPENDIX C

ATC SURVEY

APPENDIX D

PIA DATA

APPENDIX E

CAR PARKING

APPENDIX F

STRATEGIC MODEL FLOW DATA

APPENDIX G

CHURCH LANE SIGNAL DATA

APPENDIX H

CHURCH LANE LINSIG FILE

APPENDIX I

HYDE END ROAD SIGNAL DATA

APPENDIX J

HYDE END ROAD LINSIG FILE

FIGURES

FIGURE 1	SITE LOCATION
FIGURE 2	LOCAL FACILITIES
FIGURE 3	OBSERVED 2025 FLOWS
FIGURE 4	DEVELOPMENT GENERATED TRIPS
FIGURE 5	BASINGSTOKE ROAD / CHURCH LANE DO-MINIMUM FLOWS
FIGURE 6	BASINGSTOKE ROAD / CHURCH LANE DO-SOMETHING FLOWS
FIGURE 7	BASINGSTOKE ROAD / HYDE END ROAD DO-MINIMUM FLOWS
FIGURE 8	BASINGSTOKE ROAD / HYDE END ROAD DO-SOMETHING FLOWS

DRAWINGS

DRAWING NUMBER 0040076.6004-SK-001 REFUSE VEHICLE TRACKING (INBOUND)

DRAWING NUMBER 0040076.6004-SK-002 REFUSE VEHICLE TRACKING (OUTBOUND)

DRAWING NUMBER 0040076.6004-SK-003 FIRE TENDER

1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1. WSP have been appointed by Cooper Estates Strategic Land Limited (CESL) to provide transportation and highways advice in support of an outline planning application for the development of 63 dwellings on Land at Stanbury House, Basingstoke Road, Spencers Wood. A copy of the indicative site layout that has been prepared for the site is attached within **Appendix A**.
- 1.1.2. This is the second phase of development at the site, with the first phase of the development, which is currently under construction, being for the development of 57 units (Planning Application Reference 0/2014/2101, Appeal Reference APP/XO360/W/15/3097721).
- 1.1.3. As illustrated on **Figure 1**, the site is situated on the western side of Spencers Wood.
- 1.1.4. In 2020, WSP supported a proposal similar to the current scheme. The 2020 assessment work assessed the cumulative impact that an additional 63 dwellings would have on top of the already consented 57 dwellings. This work included use of the Wokingham Borough Council Strategic Transport Model.
- 1.1.5. WSP supported a further planning application for 64 dwellings during 2023/2024. Pre-Application comments were received from Wokingham Borough Council on this application (Reference 233124), with a copy of this attached within **Appendix B**. The Highway comments set out within the attached letter (pages 18 to 22) have been addressed within this updated report.
- 1.1.6. This report has adopted the same assessment methodology as agreed with Wokingham Borough Council Highways team for the previous assessment work.
- 1.1.7. This report addresses the feasibility of the proposed development in terms of transportation impact, access and sustainability credentials and has been prepared in accordance with guidance set out in the Planning Practice Guidance (PPG) entitled 'Travel Plans, Transport Assessments and Statements in Decision Taking' (DCLG, March 2014).

1.2 SOUTH OF THE M4 STRATEGIC DEVELOPMENT LOCATION (SDL)

- 1.2.1. The site is located on the western edge of the 'South of the M4 Strategic Development Location' (SDL), which forms one of WBC's Major Development Areas (MDA).
- 1.2.2. As part of the South of the M4 SDL the villages of Shinfield, Spencers Wood and Three Mile Cross are being extended to deliver 3,000 homes, 55,000m² of new employment space, a district centre with a supermarket and community centre, a neighbourhood centre, two new primary schools, new playing fields and open spaces, and new roads including a relief road with a bridge over the M4 (Shinfield Eastern Relief Road).

- 1.2.3. Development along the Basingstoke Road corridor and in the area adjacent to the Stanbury House site will deliver 900 dwellings, through the “Land at Church Lane, Hyde End Lane and Hyde End Road” hybrid planning application which has received outline planning consent and is under construction.
- 1.2.4. A number of transport improvements have and will be delivered in the area immediately adjacent to the Stanbury House site as part of the SDL, including:
- Basingstoke Road / Church Lane junction improvements (signalisation);
 - Basingstoke Road / Hyde End Road junction improvements (signalisation – already delivered);
 - Basingstoke Road Traffic Management Scheme;
 - Bus stop and bus service improvements.
- 1.2.5. The proposed development at the Stanbury House site will therefore benefit from these SDL improvements as well as the specific measures that have been identified and will be delivered as part of this application.

1.3 REPORT STRUCTURE

- 1.3.1. The remainder of this TS report is presented in the following sections:
- Section 2 details the site location and existing conditions in the vicinity of the site;
 - Section 3 considers the development proposals;
 - Section 4 outlines the vehicular trip generation associated with the proposed development;
 - Section 5 provides an analysis of the forecast impact of the development proposal;
 - Section 6 provides detail on the Travel Plan that will be adopted at the site;
 - Section 7 provides an overview of national and local policy relevant to the site and the proposed development; and
 - Section 8 provides a summary and conclusion.

2 EXISTING CONDITIONS

2.1 SITE LOCATION AND EXISTING SITE USE

- 2.1.1. As shown on **Figure 1**, the site is located on the western side of Spencers Wood and to the west of the first phase of the development that is currently under construction.
- 2.1.2. The site is currently undeveloped. Access to the site is through the newly constructed access on the Basingstoke Road and via the internal road serving the initial phase of this development.

2.2 LOCAL HIGHWAY, PEDESTRIAN AND CYCLE NETWORKS

- 2.2.1. The B3349 Basingstoke Road, from which the site derives access, runs through the village of Spencers Wood, connecting to the A33 to the north and south, which bypasses the village. The A33, which is located to the west of the site, provides connection to Reading, 7km to the north, and Basingstoke, 20km to the south.
- 2.2.2. Basingstoke Road is approximately 6.8m wide in the vicinity of the site and is subject to a 30mph speed limit, recently reduced from 40mph. Street lighting is present.
- 2.2.3. The Square forms a priority-controlled T-junction with the B3349 Basingstoke Road directly opposite the site. The Square is a residential street that runs between Basingstoke Road to the west, and Hyde End Road to the south. Whilst The Square does provide a through route between the two roads it is not considered to be an attractive route, as the presence of parked cars along the road, and an acute bend midway along it, limits vehicular speeds and access.
- 2.2.4. At the time of the planning application for the Phase 1 consent, concerns were raised that The Square may be used as a 'rat-run' between Basingstoke Road and Hyde End Road, especially with the signalisation of the Basingstoke Road / Hyde End Road junction. However, it was agreed with WBC that The Square would not be an attractive route for the reasons set out above. Also, any vehicles using The Square as an alternative route would still need to queue and give way prior to entering and/or leaving The Square, therefore adding additional delay.
- 2.2.5. A continuous footway of variable width runs along the eastern side of the B3349 Basingstoke Road, running the length of the village and providing access to the local services, facilities and amenities. Dropped kerbs are present at crossing points, with street lighting present throughout.
- 2.2.6. As illustrated on **Figure 2**, an intermittent footway runs on the western side of Basingstoke Road south from the site access as far as the bus stop; with a break in the footway along the frontage of Spencers Wood library, approximately 75m south of the site. Other than the bus stop, there are no facilities on the western side of Basingstoke Road.
- 2.2.7. To the west of the site is a Byway that runs north to south, parallel with the A33. This provides connection between the A33 / Basingstoke Road junction to the north and to Beech Hill Road to the south, where it connects into footpath routes. Pedestrian and cycle connection from the site to the Byway will be provided through the SANG.

2.3 ACCESSIBILITY TO LOCAL FACILITIES

- 2.3.1. Although now withdrawn, the Design Manual for Roads and Bridges (DMRB) TA 91/05 Provision for Non-Motorised Users states that a distance of two miles (3.2km) could easily be walked by the majority of people. DMRB TA 91/05 also refers to cycling distances and states that the majority of people could easily cycle up to five miles (8km). The National Travel Survey highlights that the average cycle trip distance is currently 3 miles (4.8km).
- 2.3.2. The above values are considered to be acceptable walking and cycling distances based on typical walk and cycle speeds of 4.8km/h and 16km/h respectively.
- 2.3.3. A number of local services, facilities and amenities are located on Basingstoke Road within the vicinity of the site. These are indicated in Table 2-1, with their locations illustrated on **Figure 2**.

Table 2-1 – Local Services, Facilities and Amenities

Service/Facility	Distance from the Basingstoke Road Site Access	Approximate Journey Time on Foot	Approximate Journey Time by Bicycle
Spencers Wood Library	100m	1 minutes	< 1 minute
Indian Restaurant	125m	2 minutes	< 1 minute
Hair & Beauty Salon	250m	3 minutes	1 minute
Public House	250m	3 minutes	1 minute
Village Hall	275m	3 minutes	1 minute
St Mary's Church	300m	4 minutes	1 minute
Chapel Lane Pre-school	350m	4 minutes	1 minute
Pharmacy	380m	5 minutes	1 minute
Veterinary Surgery	400m	5 minutes	1 minute
Bakery	450m	6 minutes	1 minute
Wellington Industrial Estate	475m	6 minutes	2 minutes
Post Office / Local Store	500m	6 minutes	2 minutes
Petrol Station	525m	7 minutes	2 minutes
Local Shop	675m	8 minutes	2 minutes
Lambs Lane Primary School	1,300m	16 minutes	5 minutes

2.3.4. Table 2-1 demonstrates that a good range of facilities are within a desirable walking and cycling distance of the site, providing for the day to day needs of residents without the requirement to travel by car.

2.3.5. The majority of the facilities within Spencers Wood lie within close proximity to each other on the eastern side of Basingstoke Road, to the south of the site. As discussed previously, a footway runs along the length of Basingstoke Road between the site and the local facilities, providing a suitable route from the site for pedestrians. Basingstoke Road is largely flat in the vicinity of the site, and therefore also provides an attractive route for cyclists.

2.4 BASELINE HIGHWAY CONDITIONS

2.4.1. As discussed in detail within Chapter 5, as part of the assessment work completed in 2020, it was agreed that the WBC Strategic Transport Model be used to assess the cumulative impact of the total development of 120 dwellings at the site.

2.4.2. In order to agree that the flows provided from the strategic model in 2020 could still be relied upon, as part of the work completed in 2023, WBC requested that new traffic surveys be completed and compared to the results of surveys that were completed in 2017 for the assessment work that was completed in support of the current Phase 1 planning consent. These flows are discussed below.

2017 TRAFFIC FLOWS

2.4.3. An Automatic Traffic Counter (ATC) was undertaken on Basingstoke Road in the vicinity of the site by Traffic Survey Partners for a period of seven days between Sunday 11th June and Saturday 17th June 2017 inclusive.

2.4.4. Following a review of the survey data, the AM and PM peak hours were identified as 0800-0900 and 1700-1800 respectively.

2.4.5. The average weekday flows in the vicinity of the site are summarised in the following table:

Table 2-2 – 2017 Basingstoke Road: Average Weekday Vehicle Flows

Period	Northbound	Southbound	Total
AM Peak (0800-0900)	321	367	688
PM Peak (1700-1800)	570	365	935

2.4.6. The above survey work was completed as part of the post-application discussions with WBC for the current consent, in order to confirm agreement to the site access visibility requirements.

2023 TRAFFIC FLOWS

2.4.7. A weeklong ATC in the same position as the 2017 survey was completed by Streetwise from Tuesday 25th April. As the surveys were completed the week before the May Bank Holiday, only data between Tuesday to Thursday has been reviewed.

2.4.8. Following a review of the survey data, the AM and PM peak hours have been identified as 0730-0830 and 1645-1745 respectively.

2.4.9. The average weekday flows in the vicinity of the site are summarised in the following table:

Table 2-3 – Basingstoke Road: 2023 Average Weekday Vehicle Flows

Period	Northbound	Southbound	Total
AM Peak (0730-0830)	351	326	677
PM Peak (1645-1745)	458	322	780

- 2.4.10. The results show that the flows recorded in 2017 were higher than the current values, with a marginal difference (2%) during the AM period and more significant (17%) reduction during the evening peak. It is acknowledged that the time of the peak periods between 2017 and 2023 are different. However, as the peak hours have been compared, the highest flows are being considered and that if the flows in 2023 between 0800-0900 and 1700-1800 had been used for the comparison, the flow reductions would have been even greater.
- 2.4.11. Based on the results of the surveys, it was confirmed by WBC that no further use of the WBC strategic transport model was necessary, and that the flow data provided in 2020 can still be relied upon.

2025 TRAFFIC FLOWS

- 2.4.12. A further weeklong ATC in the same position as the previous surveys was completed by Streetwise from Wednesday 29 January 2025. The results of the survey are included in **Appendix C** with **Figure 3** illustrating the observed (base) traffic flows.
- 2.4.13. Following a review of the survey data, the AM and PM peak hours have been identified as 0815-0915 and 1645-1745 respectively.
- 2.4.14. The average weekday flows in the vicinity of the site are summarised in the following table:

Table 2-4 – Basingstoke Road: 2025 Average Weekday Vehicle Flows

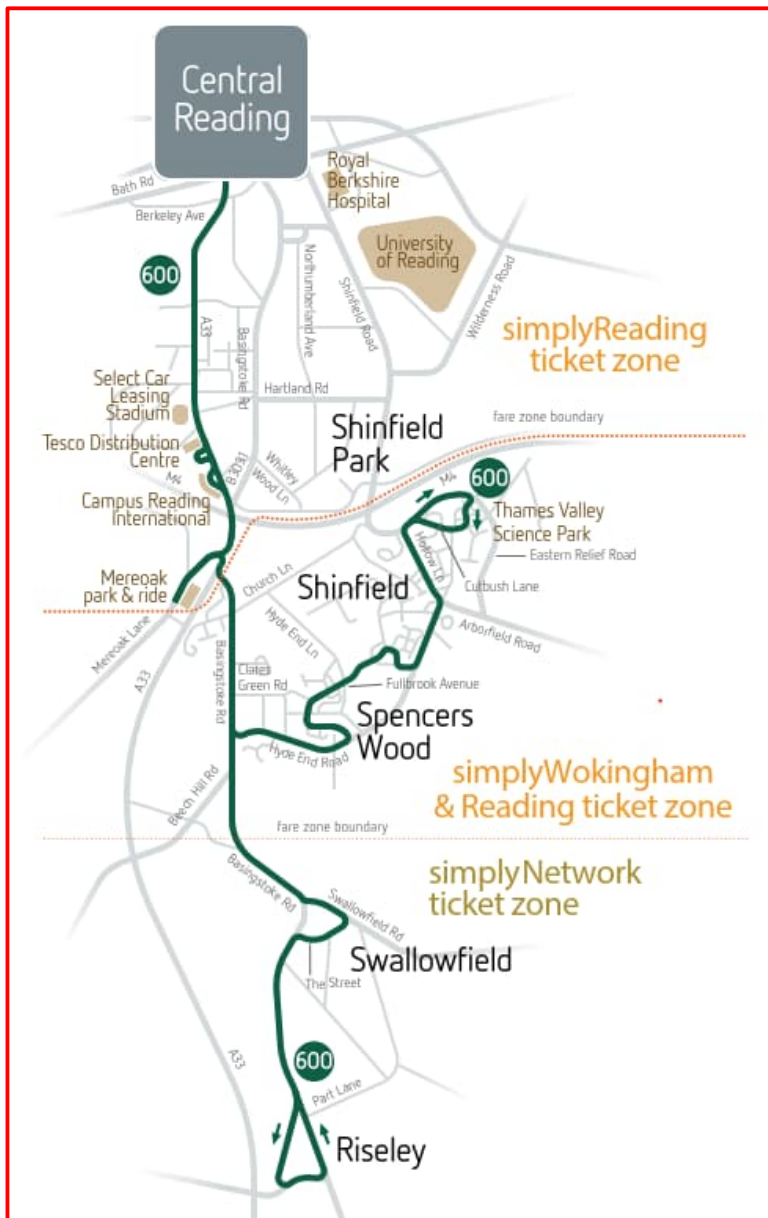
Period	Northbound	Southbound	Total
AM Peak (0815-0915)	306	277	583
PM Peak (1645-1745)	381	302	683

- 2.4.15. The results show that the flows recorded in 2025 were lower than the values recorded in both 2017 and 2023.
- 2.4.16. Based on the results of the 2025 surveys, it is considered by WSP that no further use of the WBC strategic transport model is necessary, and that the flow data provided in 2020 can still be relied upon.

2.5 PUBLIC TRANSPORT NETWORK

Bus Services

- 2.5.1. The 600 Mereok Park & Ride bus service runs directly past the site on Basingstoke Road, with an excerpt from the route map provided below (<https://www.reading-buses.co.uk/services/RBUS/600>).



- 2.5.2. The service operates via the Mereok Park & Ride site, which is located to the west of the A33, to the south-west of Junction 11 of the M4.

2.5.3. The 600 service provides connection to the following destinations:

- Central Reading
- Shinfield / Thames Valley Science Park
- Swallowfield / Riseley

2.5.4. From the above, it can be seen that the bus service provides good connection to destinations to the north, east and south of the site.

2.5.5. There are two sets of bus stops in close proximity to the site (both of which provide access into central Reading):

- **Basingstoke Road:** The first set of stops are located 185 metres to the south of the Basingstoke Road site access. These stops provide access to Swallowfield and Riseley.
- **Hyde End Road:** The second set of stops are located 320 metres to the south-east of the Basingstoke Road site access. These stops provide access to Shinfield and Thames Valley Science Park.

2.5.6. The following table provides summary detail on the service frequency and typical journey time information.

Table 2-5 – 600 Bus Service – Destinations & Frequency from Spencers Wood

Destination	AM/PM Peak	Off-Peak	Saturday	Sunday	Journey Time (mins)
Central Reading	30	30	30	N/S	27 to 29
Shinfield / Thames Valley Science Park	60	60	60	N/S	6 to 8
Swallowfield / Riseley	60	60	60	N/S	6

Rail Services

- 2.5.7. The closest railway station is at Green Park, approximately 4.8 km to the north-west of the site, which equates to a cycle time of approximately 18 minutes.
- 2.5.8. Opened on 27 May 2023, Reading Green Park is on the Reading to Basingstoke line with services running every 30 minutes in each direction.
- 2.5.9. The facilities at the station include the following:
- Two fully-accessible platforms
 - An overbridge providing access to both platforms via stairs and lifts
 - A bus interchange and cycle parking facilities
 - Two car parks (managed by Reading Borough Council), including 12 blue badge spaces and drop-off parking
 - A ticket hall, complete with toilets, ticket gates and ticket machines
- 2.5.10. The following table provides a summary of existing peak hour service detail for direct services provided from Green Park Railway Station to Reading and Basingstoke.

Table 2-6 – Direct Services from Green Park Railway Station

Destination	Peak Period & Daytime Frequency	First Departure (from Green Park)	Last Departure (from Destination)	Typical Journey Time
Reading	Every 30 minutes	06.23	23.34	7 minutes
Basingstoke	Every 30 minutes	05.26	00:05	20 minutes

Source: National Rail Enquiries – September 2023

- 2.5.11. Reading railway station is located approximately 9km to the north of the site and can be accessed by the number 600 bus service, as well as the regular rail service from Green Park. Reading Station provides frequent services run along the Great Western Main Line between London Paddington and the West Country and South Wales. CrossCountry services also provide frequent direct trains to Fleet, Bournemouth and Southampton to the south and Manchester and Newcastle to the north.

2.6 PERSONAL INJURY ACCIDENT ANALYSIS

CURRENT PIA REQUEST

- 2.6.1. WSP has requested Personal Injury Accident Data (PIA) from WBC for the most recently available five-year period. The request was made for the same study area that was agreed for the assessment work completed in support of the phase 1 planning application.
- 2.6.2. As can be seen from the data contained within **Appendix D**, a single accident was recorded within the study area during the five-year period.
- 2.6.3. From the summary detail attached within Appendix D, it can be seen that the accident was a result of the driver of a car (71 year old male) having a medical episode and striking a parked vehicle. The accident resulted in slight injury. The accident occurred on 3rd August 2022.
- 2.6.4. It is acknowledged that for periods during the last five years, traffic flows have been affected by Covid, with periods of lockdown / restrictions that has resulted in flow volumes lower than 'normal' conditions. However, as part of the assessment work completed in support of the phase 1 planning application, PIA data from between 2009 to 2017 was assessed, with the findings from this summarised below.

PREVIOUS PIA REVIEWS (2009 TO 2017)

2009 to 2013

- 2.6.5. The Transport Statement that supported the phase 1 application reviewed PIA data for the period 2009-2013. The data showed that one accident occurred in the study area during the five-year period, with a pedestrian colliding with a vehicle, resulting in slight injury. Failure of the pedestrian to look properly was cited as a very likely cause of the accident.

2012 to 2017

- 2.6.6. As part of the post-application work that was completed in support of the consented planning application, WSP purchased a further set of data, covering the five-year period between 1 April 2012 and 31 March 2017.
- 2.6.7. A total of six accidents were recorded, resulting in three slight and three serious injuries.
- 2.6.8. The first serious accident (W0780615) occurred at the junction between Basingstoke Road and Hyde End Road, involving two cars. The possible causation factors provided were loss of control and poor turn or manoeuvre from one of the vehicles.
- 2.6.9. The second serious accident (W2150116) occurred at the junction between Basingstoke Road and Clares Green Road. The accident occurred when a motorcycle tried to overtake a car as it was turning right into Clares Green Road.
- 2.6.10. The third serious accident (W2040516) involved a motorcycle and car on Basingstoke Road, approximately 85 metres south of Hyde End Road. The accident involved a car turning right to travel southbound, striking a northbound motorcycle that was filtering through stationary traffic. The

possible causation factors were given as the car failing to look properly and the motorcycle being careless/reckless/in a hurry.

- 2.6.11. Of the three remaining slight injury accidents, one (W1240613) involved a vulnerable user. The accident occurred approximately 50 metres south of Hyde End Road and involved a northbound motorcycle striking the rear of a stationary car that was waiting to pass a parked car. The accident report noted that a possible cause may have been due to the inexperience of the motorcyclist, along with following too closely and failing to judge the other persons path or speed.
- 2.6.12. Of the two remaining accidents, one involved a car failing to judge the distance required to pass a parked vehicle (W1500612), with the remaining accident being a vehicle shunt, with a southbound car hitting the rear of a stationary vehicle (W0170314).
- 2.6.13. There were no accidents recorded in the immediate vicinity of the site entrance.

Post March 2017

- 2.6.14. As part of the Transport Assessment work completed in 2019/2020, on 15th July 2019, WBC confirmed to WSP that no further accidents had been recorded in the study area since 31 March 2017.

PIA Summary

- 2.6.15. It is considered that the PIA review detailed above demonstrates that there are no trends which may be exacerbated by traffic generated by the proposed development.

2.7 SUMMARY

- 2.7.1. This chapter has demonstrated how the site is well positioned to take advantage of non-motorised modes of transport.
- 2.7.2. The review of the existing conditions has identified the following salient points:
 - There is a variety of local facilities located in close proximity to the site;
 - The site is well located for people to use the local pedestrian network;
 - The site is accessible to local bus services which provide connection to Reading town centre, and to the railway station that provides connection to local and national destinations. The local bus service also provides access to other destinations including Swallowfield, Swallowfield and Thames Valley Science Park; and
 - A review of PIA data has shown there to be no apparent trends which would be exacerbated by the addition of traffic generated by the proposed development onto the local highway network.

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT PROPOSAL

3.1.1. The development proposal is for 63 dwellings. As the planning application is outline, the schedule of development is subject to change. However, the current schedule, which is not anticipated to change significantly, is as follows:

- 10 x 1 Bedroom Maisonette
- 11 x 2 Bedroom House
- 4 x 2 Bedroom Maisonette
- 23 x 3 Bedroom House
- 12 x 4 Bedroom House
- 3 x 5 Bedroom House

3.1.2. An indicative site masterplan is included at **Appendix A**.

3.2 SITE ACCESS ARRANGEMENT

3.2.1. As previously discussed, the site will be accessed through the first phase of development which is currently under construction and will be accessed from the Basingstoke Road via a priority-controlled junction.

3.2.2. The main access road through the site will have a width of 5.0m, the same standard as the access road through the phase 1 site.

3.2.3. The 2.0m wide footway from the first phase of the development is continued into the proposed development.

3.2.4. With reference to the WBC Highway Design Guide (Living Streets, A Highways Guide for Developers in Wokingham, 2019), the road is classified as a tertiary street that is suitable for providing access to 100 dwellings with a cul-de-sac arrangement.

3.2.5. From the site masterplan, it can be seen that where there is a loop road arrangement within the phase 1 site, just prior to entering the phase 2 site. Therefore, with this permeability, although only 63 dwellings are proposed, the access arrangement would be suitable for providing access to up to 100 dwellings within the phase 2 site.

Vehicle Tracking

- 3.2.6. A series of vehicle tracking has been completed, with these discussed below:
- 3.2.7. **Drawing Number 0040076.6004-SK-001:** Swept path analysis has been completed across the site for a large 11.347m long refuse vehicle, with this showing the inbound movement.
- 3.2.8. **Drawing Number 0040076.6004-SK-002:** Swept path analysis has been completed across the site for a large 11.347m long refuse vehicle, with this showing the outbound movement. The tracking completed for the inbound and outbound movements demonstrate how suitable access is provided for refuse collection.
- 3.2.1. **Drawing Number 0040076.6004-SK-003:** As requested by WBC, tracking for a fire tender has been completed.

3.3 CAR AND CYCLE PARKING

- 3.3.1. The same ratio of car and cycle parking provision as adopted for the first phase of the development is proposed, with this based on WBC's "Parking Standards Study Report" (October 2011), with a summary of the residential car parking rates provided in Table 3-1.
- 3.3.2. The site lies within the "village" catchment as defined in the Parking Standards Study Report. However, the boundary runs along Basingstoke Road, and the majority of the village lies within the "town and fringe" catchment, which is considered more appropriate in this instance, as car ownership levels are likely to be in line with those at properties within Spencers Wood, rather than the more rural area to the west. This approach was agreed and adopted for the assessment work completed for the first phase of the development and is therefore to be used for this assessment.

Table 3-1 – Recommended Wokingham Parking Standards

		Unallocated Demand								
Allocated		0	1	2	0	1	2	0	1	2
No of Habitable Rooms	No of 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	1.2	0.4	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	0.9	0.2	2	1	0.2	2	1	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

- 3.3.3. As way of explaining the above table, for dwellings with 4 habitable rooms located within 'Town and Fringe' areas:
- Dwellings provided with 0 Allocated spaces (red highlight) would require 1.2 unallocated spaces (blue highlight)
 - Dwellings provided with 1 Allocated space (red highlight) would require 0.4 unallocated spaces (blue highlight)
 - Dwellings provided with 2 Allocated spaces (red highlight) would require 0 unallocated spaces (blue highlight)

- 3.3.4. A parking calculation based on the current illustrative masterplan / housing schedule has been completed using the rates set out above. As agreed for the assessment work completed for the phase 1 site, this is based on 'Town & Fringe' locations.
- 3.3.5. As the exact schedule of development is not currently known (including the number of habitable rooms for each dwelling), the WBC Parking Demand Calculation Tool has not been used.
- 3.3.6. However, for the current masterplan layout (which is still subject to possible change), each of the one-bedroom maisonette units are provided with one allocated space, with all other units provided with at least two allocated spaces (all of the four bedroom houses also have a garage, with the five bedroom units having a double garage).
- 3.3.7. Therefore, with reference to the above table, there is a requirement for an additional 0.2 unallocated spaces per unit, which represents 13 spaces. From the plan attached within **Appendix E** it can be seen that 16 unallocated visitor spaces have been provided.
- 3.3.8. The level of parking that is proposed across the site is therefore considered to be in accordance with the WBC design standards.

3.4 ELECTRIC VEHICLE CHARGING

- 3.4.1. As detailed within their 2019 document, "Living Streets: A Highways Guide for Developers in Wokingham", WBC are adopting a phased approach to increase provision of Electric Vehicle (EV) charging over a period between 2019 and 2030 as detailed within the following table.

Table 3-2 – Minimum Electric Vehicle Charging Requirements

Year	Spaces On-Plot		Spaces Off-Plot	
	Passive	Active	Passive	Active
2019	35%	5%	25%	5%
2026	50%	20%	40%	10%
2030+	70%	30%	60%	20%

- 3.4.2. From the above table it can be seen that currently, there is a requirement for 5% of dwellings that have on-plot parking to have active charging points, with this to increase to 30% by 2030. The vast majority of houses proposed within the development are provided with on-plot parking and it is envisaged that each of these would be provided with an active charging point from the outset.
- 3.4.3. Based on the current indicative layout, all of the flats and a small proportion of the houses are provided with off-plot parking, with the majority of these provided within parking courtyards. By 2030 there is a requirement for 20% of off-plot parking provision to have an active EV charging point and it is again envisaged that at least this level of charging would be provided from the outset.

4 TRIP GENERATION

4.1 INTRODUCTION

- 4.1.1. This section outlines the trip rates and forecast trip generation of the proposed development and the methodology used to assign and distribute vehicular trips that are forecast to be generated by the proposed development.

4.2 PREVIOUS USE

- 4.2.1. As the site has only been used previously for agricultural purposes, it is assumed that any existing trips generated by the site are negligible in number, and for the purposes of the assessment it has been assumed that no trips are associated with the site.

4.3 PROPOSED DEVELOPMENT VEHICULAR TRIP GENERATION

- 4.3.1. The trip generation forecasts for the proposed development has adopted the same rates as used by WBC within their Strategic Transport Model, with the peak hour trip rates and associated generation levels set out in Table 4-1.
- 4.3.2. It should be noted that the actual morning and evening peak periods along the Basingstoke Road as recorded by the 2025 ATC survey are 08:15 to 09:15 and 16:45 to 17:45 respectively. As with the assessment work completed for the phase 1 application work, WSP consider the 0.58 and 0.51 two-way trip rates that has been used within the assessment work as excessively high for the site location. However, it is agreed that these rates be used for the assessment work as the strategic model only models the periods 08:00-09:00 and 17:00-18:00.
- 4.3.3. The following table includes the trip generation from the first phase of the development for general information. The trip generation from the phase 1 site are included within the baseline flows within the strategic modelling assessment work, as discussed in the following chapter.

Table 4-1 – Vehicular Trip Rates and Generation

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates (per dwelling)	0.17	0.41	0.58	0.36	0.15	0.51
Phase 1: Current Consent (57 dwellings)	10	23	33	21	9	30
Phase 2: Current Proposal (63 dwellings)	11	26	37	23	10	33

- 4.3.4. As shown in Table 4-1, the proposed development is forecast to generate 37 two-way vehicular trips during the AM peak hour (11 arrivals and 26 departures) and 33 two-way vehicular trips during the PM peak hour (23 arrivals and 10 departures).

4.4 DEVELOPMENT TRIP ASSIGNMENT

- 4.4.1. The Transport Assessment that was completed for the consented allocation assigned the development trips onto the local highway network based on Census journey to work data for residents of the Shinfield South ward, in which the site lies. This resulted in the following assignment:

- 59% via Basingstoke Road North
- 41% via Basingstoke Road South

- 4.4.2. Based on the above proportions, the assignment of the development generated trips during the AM and PM peak periods are illustrated on **Figure 4**.

4.5 SUMMARY

- 4.5.1. This section has reviewed the vehicular trip generation characteristics of the proposed development. It has been forecast that the development proposal will generate 37 two-way vehicle trips during the AM peak hour and 33 two-way vehicle trips during the PM peak hour.
- 4.5.2. The forecast trip generation of the proposed development represents approximately one additional vehicle trip on the local highway network every two minutes during the peak hours. It is therefore not considered that the proposed development will have a significant detrimental impact on the existing operation of the local highway network, with this explored in further detail in the following chapter.

5 DEVELOPMENT IMPACT

5.1 INTRODUCTION

- 5.1.1. As previously discussed, in 2020, WSP completed an assessment of the cumulative impact of the development of the phase 2 site (64 units) against the phase 1 consent.
- 5.1.2. As requested by WBC, for the 2020 assessment work, it was agreed that WBC's Strategic Highway Model be used to understand the impact of the development proposal.
- 5.1.3. As the results of the ATC completed in 2023 demonstrated that the flow volumes along Basingstoke Road were similar, indeed lower, than the baseline flows used for the 2020 assessment work, WBC confirmed that the results of the previous strategic modelling could be relied upon. The results of the 2025 ATC survey have shown how the flow volumes have reduced even further and it is therefore considered that the results of the strategic modelling can again be relied upon and these are detailed below.
- 5.1.4. The study area for the assessment was agreed as follows:
 - Basingstoke Road / Church Lane; and
 - Basingstoke Road / Hyde End Road.

5.2 ASSESSMENT SCENARIOS

- 5.2.1. It was agreed that the identified study area junctions be assessed during the AM and PM peak periods for the following scenarios:
 - Year 2026 Do-Minimum: This scenario includes the 57 units that already have consent;
 - Year 2026 Do-Something: This scenario includes the additional units that are proposed at the second phase of the Stanbury House development (this assumed 63 units).

5.3 FUTURE YEAR TRAFFIC FLOWS

- 5.3.1. A copy of the traffic flow data that was extracted from the strategic model for the two assessment scenarios and supplied to WSP by WBC is attached within **Appendix F** and illustrated on the following figures:
 - **Figures 5 & 6:** Basingstoke Road / Church Lane, 2026 Do-Minimum & Do-Something;
 - **Figures 7 & 8:** Basingstoke Road / Hyde End Road, 2026 Do-Minimum & Do-Something.

5.4 BASINGSTOKE ROAD / CHURCH LANE JUNCTION ASSESSMENT

- 5.4.1. The Basingstoke Road / Church Lane junction is currently a priority-controlled junction. However, as part of the MDA, it is proposed to upgrade the junction to signal control. As well as supplying the traffic flow data, WBC also provided Linsig files including the signal timing and layout detail for the proposed signalisation scheme (as attached within **Appendix G**) and this was used to produce a replica Linsig Model. WBC confirmed that this signalised junction arrangement is included within the strategic highway model for all scenarios.
- 5.4.2. The results of the year 2026 Do-Minimum and Do-Something assessments for the AM and PM peak periods are summarised in the following table, with the Linsig assessment result file attached within **Appendix H**. The optimum cycle time for the junction was identified as 90 seconds and has been used for all the scenario tests.

Table 5-1 – Basingstoke Road / Church Lane: Year 2026 Assessment Results

Arm	AM Peak				PM Peak			
	Do-Minimum		Do-Something		Do-Minimum		Do-Something	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Basingstoke Road (N)	105.6%	60	105.5%	60	113.8%	89	114.6%	92
Church Lane	103.9%	30	104.3%	31	113.1%	65	112.8%	64
Basingstoke Road (S)	84.2%	21	84.8%	31	41.5%	6	41.5%	6

- 5.4.3. From the results presented above it can be seen that the junction is forecast to be operating above capacity during both peak periods for both the Do-Minimum and Do-Something scenarios.
- 5.4.4. However, the results demonstrate the negligible impact of the development proposal and the additional 63 units, with very little change in the Degrees of Saturation (DoS) and Mean Maximum Queues (MMQ) between the two scenarios.
- 5.4.5. The strategic modelling data supplied by WBC also included link delay detail and this reinforces the negligible impact of the proposed development on the operation of the junction approach arms, with a maximum increase of just 2 seconds recorded across the two peak periods.

5.5 BASINGSTOKE ROAD / HYDE END ROAD JUNCTION ASSESSMENT

- 5.5.1. The Basingstoke Road / Hyde End Road junction is under signal control. Again, WBC provided Linsig files including the signal timing and layout detail for the junction (as attached within **Appendix I**) and this was used to produce a replica Linsig Model.
- 5.5.2. The results of the year 2026 Do-Minimum and Do-Something assessments for the AM and PM peak periods are summarised in the following table, with the assessment result file attached within **Appendix J**. The optimum cycle time for the junction has been identified as 90 seconds and has been used for all the scenario tests.

Table 5-2 – Basingstoke Road / Hyde End Road: Year 2026 Assessment Results

Arm	AM Peak				PM Peak			
	Do-Minimum		Do-Something		Do-Minimum		Do-Something	
	DoS	Queue	DoS	Queue	DoS	Queue	DoS	Queue
Basingstoke Road (N)	59.6%	8	63.1%	9	64.6%	10	64.6%	10
Hyde End Road	122.3%	77	122.3%	77	91.9%	13	93.1%	13
Basingstoke Road (S)	125.3%	131	128.8%	141	96.5%	20	96.2%	19

- 5.5.3. From the results presented above it can be seen that the junction is forecast to be operating above capacity during both peak periods for both the Do-Minimum and Do-Something scenarios.
- 5.5.4. However, as with the Church Lane junction, the results demonstrate the negligible impact of the development proposal and the additional 63 units, with very little change in the DoS and MMQ values between the two scenarios.
- 5.5.5. Again, the link delay information from the strategic model as supplied by WBC confirms the negligible impact of the proposed development on the operation of the junction approach arms, with a maximum increase of just 1 second recorded across the two peak periods.

5.6 BASINGSTOKE ROAD CORRIDOR IMPACT

- 5.6.1. Assuming the development trip assignment proportions as detailed in section 4.4, during the AM peak hour, the proposed 63 units result in a net increase of 22 additional development trips on the Basingstoke Road to the north of the site access and 15 additional two-way vehicular movements to the south.
- 5.6.2. During the PM peak hour, the proposed 63 units result in a net increase of 19 additional development trips along the Basingstoke Road to the north of the site access and 14 additional two-way vehicular movements to the south.
- 5.6.3. From the above it can be seen that the development proposal results in a maximum net two-way flow increase of 22 vehicles, i.e., on average, an extra vehicle movement every three minutes.
- 5.6.4. The following table provides a summary of the two-way flows on Basingstoke Road travelling past the site, with the Year 2026 Do-Something flows being the modelled flows travelling to and from the northern Basingstoke Road arm at the junction with Hyde End Road.

Table 5-3 – Basingstoke Road Link Flow Impact (Two-Way Flows)

Location	AM Peak			PM Peak		
	2026 DS	Development Trips	%	2026 DS	Development Trips	%
North of Site Access	925	22	2.4%	765	19	2.5%
South of Site Access	925	15	1.6%	765	14	1.8%

- 5.6.5. From the above table it can be seen that the development trips that are forecast to be generated by the proposed development will account for no more than 2.5% of the total trips that are forecast on the Basingstoke Road corridor in 2026 and it is therefore considered reasonable to assume that the impact of the development would not be discernible from general levels of daily traffic flow variations that would typically be expected throughout a typical week and will therefore represent a minimal impact on the operation of the local highway, as has been demonstrated through the results of the junction assessment modelling completed for the Church Lane and Hyde End Road junctions.

5.6.6. The negligible impact of the development is further demonstrated when comparing the impact that it would have on total junction flows. A summary of the proportion of the total junction trips that the development accounts for in the 2026 Do-Something scenarios is provided in the following table, with this showing the proportion to be less than 1% for both junctions and peak periods.

Table 5-4 – Impact of Development on Total Junction Flow (2026 DS)

Junction	AM Peak			PM Peak		
	2026 DS Total Junction Flow	Development Trips	%	2026 DS Total Junction Flow	Development Trips	%
Church Lane	2,507	22	0.9%	2,101	19	0.9%
Hyde End Road	1,978	15	0.8%	1,541	14	0.9%

6 RESIDENTIAL TRAVEL PLAN

- 6.1.1. Due to the scale of the overall development site, it is agreed that a Travel Plan will be in place on occupation.
- 6.1.2. It is proposed that the development of a Framework Travel Plan forms a condition of any future planning consent.
- 6.1.3. A summary of the proposed content of the Travel Plan is provided below:
- **Aims and Objectives:** The overarching aim of the Framework Travel Plan will be to provide a tool for the provision of appropriate measures to encourage residents of the proposed development to use healthier and lower carbon transport options. The objectives of the Travel Plan are therefore to:
 - Support the proposed development as a sustainable community;
 - Facilitate and encourage greater use of sustainable transport options, in preference to the use of the private car, and especially Single Occupancy Vehicle (SOV) trips;
 - Protect and enhance the environment in and around the site;
 - Provide the opportunity for residents to live a healthy and sustainable lifestyle; and
 - Promote the financial, health and environmental benefits associated with sustainable travel.
 - **Travel Plan Management Process:** Confirmation on how the Travel Plan will be managed and funded will be provided.
 - **Monitoring:** Detail will be provided on how a Travel Plan Coordinator (TPC) will be employed to oversee the running of the Travel Plan, with this to including the monitoring of travel patterns associated with the development.
 - **Travel Plan Promotion and Measures:** Detail will be provided on the range of measures which are suitable for incorporation and implementation into the full site Travel Plan. These measures may include:
 - Ongoing promotion and marketing in the form of a Travel Plan Information Board within the sales office and a community notice board which would raise awareness of sustainable travel options available at the development location (pedestrian and cycle routes, bus services).
 - Training given to residential sales staff so that they are familiar with the objectives of the Travel Plan, and can communicate this to potential residents;
 - A Sustainable Travel Information Website which would disseminate site-wide sustainable travel information to residents;
 - Promoting Car Sharing to residents, as this can help to reduce the overall number of car journeys being made and encourage a pattern of more efficient car use amongst residents;

- The TPC could actively promote walking and cycling events such as walk to work week, to further encourage sustainable travel;
 - One Month Bus Service Trial Tickets could be offered to residents to highlight the accessibility of local bus services and this will hopefully encourage continued use; and
 - Cycle Discounts may be offered at local stores, or each household could be provided with a £50 cycle voucher to redeem against cycle purchase or repair.
- **Modal Shift Targets:** The Travel Plan will set targets to increase the mode share of sustainable trips at the expense of single occupancy car trips.

7 POLICY CONTEXT

7.1 INTRODUCTION

- 7.1.1. This section sets out an overview of transport policy to provide context for the assessment of the transport impact of the development proposals. Relevant national and local policy and guidance has been examined and reviewed.

7.2 NATIONAL POLICY

National Planning Policy Framework, Ministry of Housing, Communities & Local Government, July 2021

Policy Context	Relevance to this Assessment
One of the key themes of the National Planning Policy Framework (NPPF) is achieving sustainable development and with regards to this, paragraph 7 of the NPPF states the following: <i>“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”</i> This is further emphasised by paragraph 10 of the document, with this stating the following: <i>“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”</i> Chapter 9 of the NPPF ‘promoting sustainable transport’ notes how transport issues should be considered at the earliest stages so that the potential impacts of development can be addressed and that opportunities to promote walking, cycling and public transport can be identified and pursued. Paragraph 111 of the NPPF notes how: <i>“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”</i>	The site is located within walking and cycling distance of numerous facilities in the village centre, as detailed within chapter 2. Opportunities to utilise sustainable modes to their fullest, such as public transport, walking and cycling should be actively taken and these considerations have been discussed in this TS. The proposed development’s proximity to local facilities ensures that sustainable modes can be considered a favourable option for local trips. The impact of the proposed development on the operation of the highway network is not considered to be severe, as detailed in chapter 5.

7.3 LOCAL POLICY

Wokingham Borough Council Local Transport Plan 2011-2026

Policy Context	Relevance to this Assessment
Wokingham Borough Council's third Local Transport Plan (LTP3) forms an integral part of the planning process and specifically aims to deliver value for money solutions to local transport problems whilst also addressing the role and potential of local transport in delivering better quality of life. The vision specified by LTP3 is: <i>"To provide a cost-effective, inclusive transport network that enhances the economic, social and environmental prospects of the Borough whilst promoting the safety, health and well-being of those that use it."</i> To achieve this vision, LTP3 specifies five goals which will be used over the period the policy remains in force to develop future policies and schemes. These five goals are: ■ To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough and promotes sustainable travel; ■ To work with partners to promote walking and cycling as a health-enhancing physical activity for all residents through providing: ● Connected, convenient, safe and signed pedestrian networks across the borough to enhance existing networks; ● New cycleways integrated with the existing cycle network; and ● Improve cycle parking at stations, businesses and schools. ■ To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel; ■ To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options; and ■ To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion.	The site is located in close proximity to a range of services, facilities and amenities within Spencers Wood that will be within a comfortable walking and cycling distance for most future residents. Regular bus services run along Basingstoke Road and Hyde End Road, with stops in either direction located within 200m of the Basingstoke Road site access. A safe, appropriate and established site access will provide access to the site from the Basingstoke Road, via the phase 1 development site. This will include provision for pedestrians to access the wider footway network.

**Wokingham Local Development Framework: Core Strategy
Development Plan Document**

Policy Context	Relevance to this Assessment
The Wokingham Borough Core Strategy Development Plan Document was formally adopted on 29th January 2010. The plan sets out the vision for how the Borough will develop in the period to 2026 and how the Council aims to protect and enhance the good quality of life enjoyed in the borough. In recognition of the need for development to occur in sustainable locations Core Strategy Policy 6: Managing Travel Demand states that planning permission will be granted for schemes that: ■ Provide for sustainable forms of transport to allow choice; ■ Are located where there are, or will be at the time of development, choices in the mode of transport available and which minimise the distance people need to travel; ■ Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users; ■ Provide appropriate vehicular parking, having regard to car ownership; ■ Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed; ■ Enhance road safety; and ■ Do not cause highway problems or lead to traffic related environmental problems. The policy document states that development should occur in locations with the necessary locational attributes to not unduly impact the existing community.	The site is well located, being near a range of services, facilities and amenities within Spencers Wood that will be within a comfortable walking and cycling distance for most future residents. Regular bus services run along Basingstoke Road, with stops in either direction located within 200m of the Basingstoke Road site access. Vehicular parking will be provided in accordance with Wokingham Borough Council's design standards.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

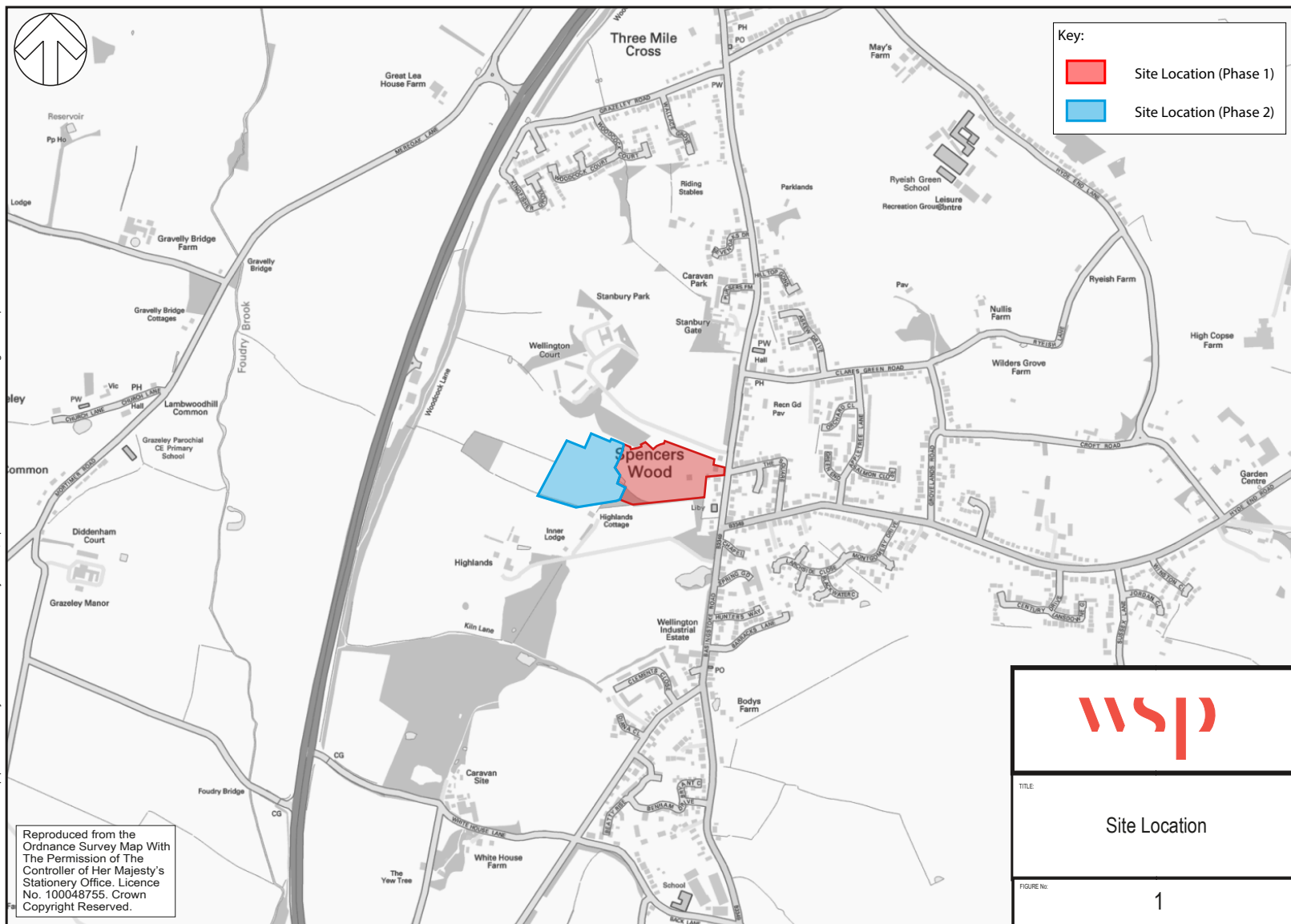
- 8.1.1. WSP has been commissioned by Cooper Estates Strategic Land Limited to provide transportation and highways advice in respect to the proposed residential development of land at Stanbury House, Spencers Wood. This planning application is for 63 units, forming the second phase of the development. The first phase of the development, which is currently under construction, will provide 57 dwellings. The site will therefore deliver a total of 120 dwellings.
- 8.1.2. WSP prepared a Transport Statement in 2020 to assess the cumulative impact of an additional 63 dwellings for the second phase of the development. The scope of work completed in 2020 was agreed with Wokingham Borough Council (WBC), with this including the use of the WBC's strategic highway model. As part of previous work completed in 2023, it was agreed with WBC that the strategic modelling completed in 2020 could still be relied upon for this application. This is still considered valid for this application and therefore this assessment work has included the same scope of work as previously agreed and adopted in 2020/2023 and as used for assessment work completed for the first phase of the development.
- 8.1.3. The site is accessible to a wide range of local facilities within a short walking distance of the site, including a post office, library, local shop, public house and village hall. Crossing points from the Basingstoke Road site access, as approved for the current consent, will be provided to connect to the existing footway running along the eastern side of Basingstoke Road, which provides a good quality link to the facilities within the village.
- 8.1.4. Bus stops are located on either side of both Basingstoke Road and Hyde End Road to the south of the site, with both sets of stops being within 200m of the Basingstoke Road site access. The bus routes provide regular services to destinations including Reading, Swallowfield, Riseley and Thames Valley Science Park.
- 8.1.5. It is therefore considered that the site is sustainably located, reducing the reliance on car trips for residents of the site to access local services and amenities.
- 8.1.6. A review of Personal Injury Accident data has determined that there are no existing vehicular accident trends which the traffic generated by the proposed development will exacerbate.
- 8.1.7. As requested by WBC, the WBC Strategic Highway Model has been used to understand the impact of the 63 units that are proposed in addition to the 57 that are already consented. The study area for the assessment included the Church Lane and Hyde End Road junctions with Basingstoke Road, with the strategic model output and the results of additional Linsig modelling demonstrating the negligible impact of the proposed development.
- 8.1.8. Following analysis of surveyed traffic flow data on Basingstoke Road it has also been concluded that traffic from the proposed development is of a level which can be considered to be within typical

levels of daily variation and will represent a negligible impact on the operation of the surrounding highway network.

- 8.1.9. The delivery of a Travel Plan will form a condition of any future planning application. This will support and encourage sustainable travel to and from the site.

8.2 CONCLUSION

- 8.2.1. This Transport Assessment has demonstrated that the site is well placed in terms of sustainability, with it being accessible to a range of local facilities and to the public transport network.
- 8.2.2. It has also been demonstrated that the proposed development will have a minimal impact on the existing operation of the highway network.
- 8.2.3. It is therefore considered that there are no highways or transportation reasons why WBC cannot support this planning application.



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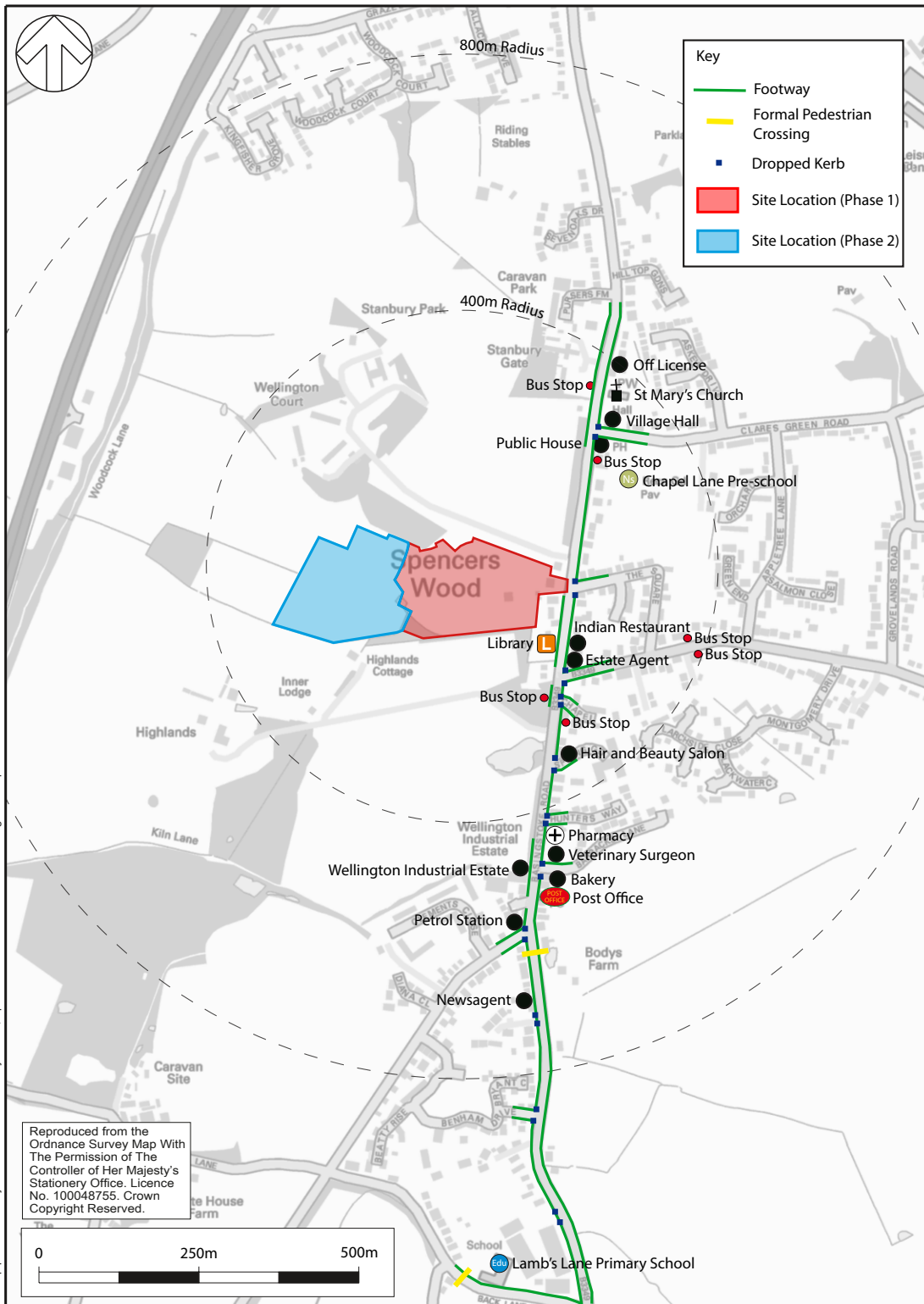
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TITLE

Site Location

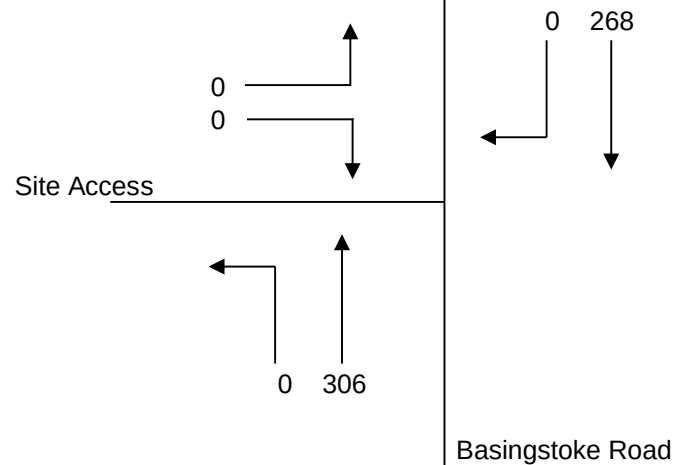
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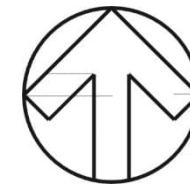
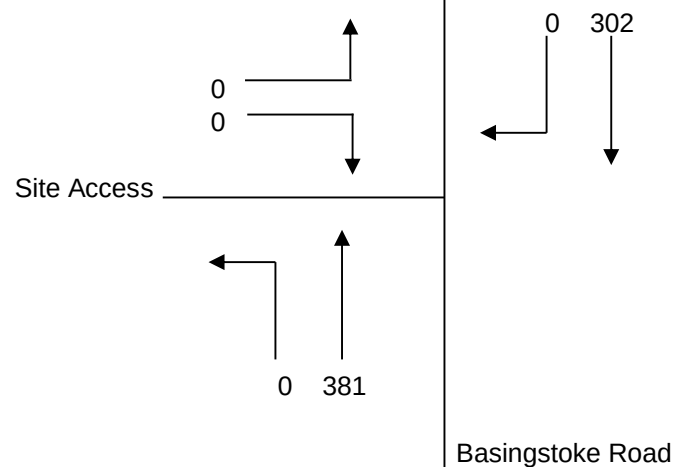


Key
123 Total Vehicles

AM Peak 0815-0915



PM Peak 1645-1745



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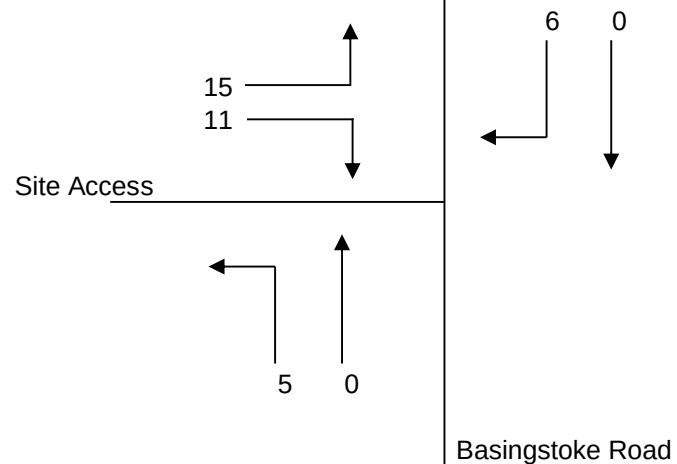
2025 Observed Flows

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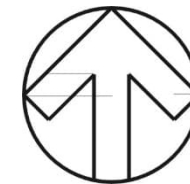
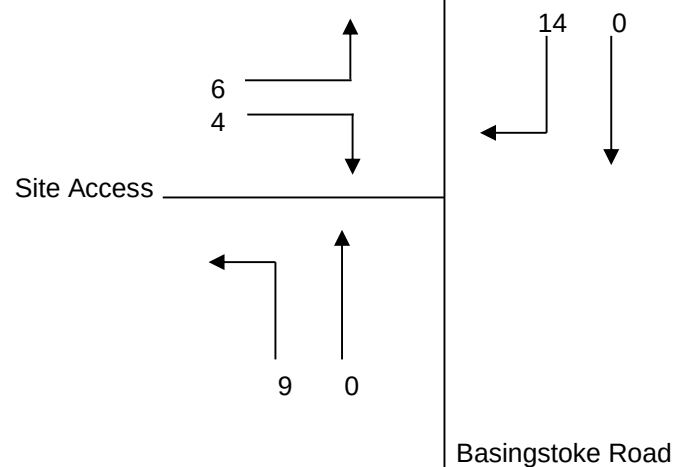
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Key
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AM Peak



PM Peak



wsp

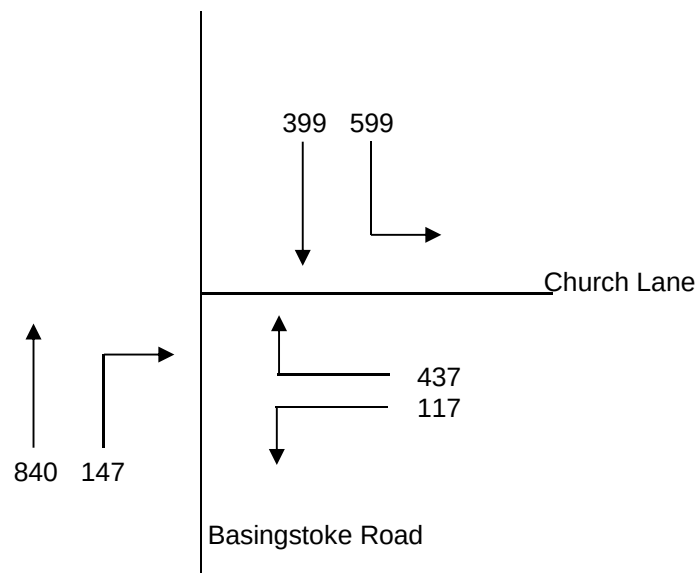
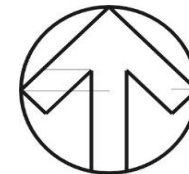
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Development Flows

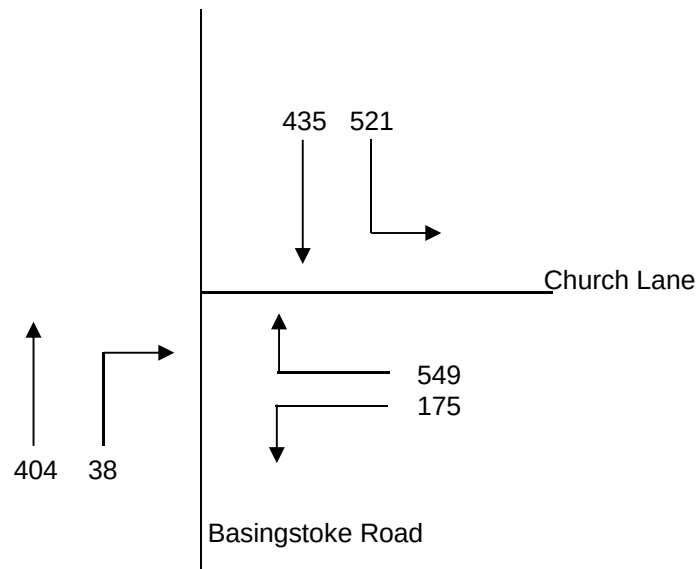
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AM Peak 0800-0900



PM Peak 1700-1800

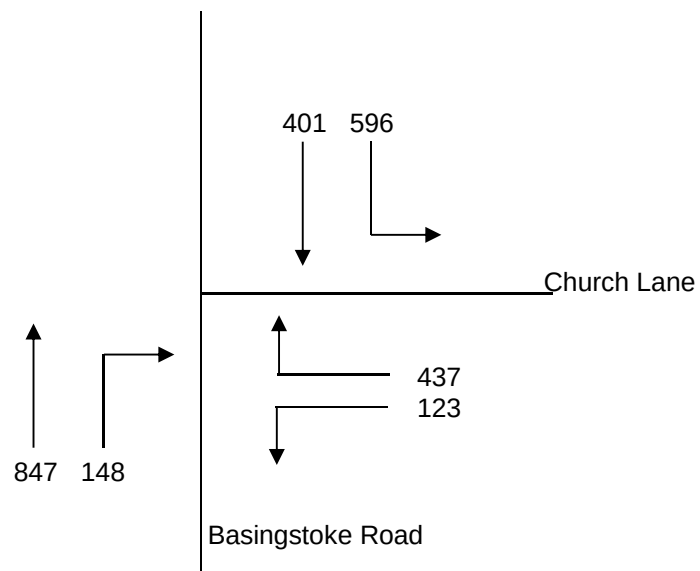
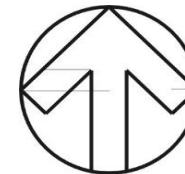


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(PCUs)

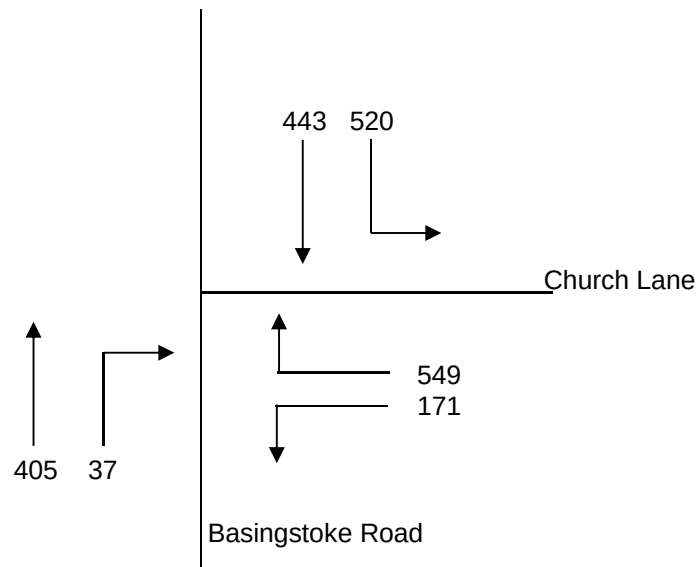
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AM Peak 0800-0900



PM Peak 1700-1800

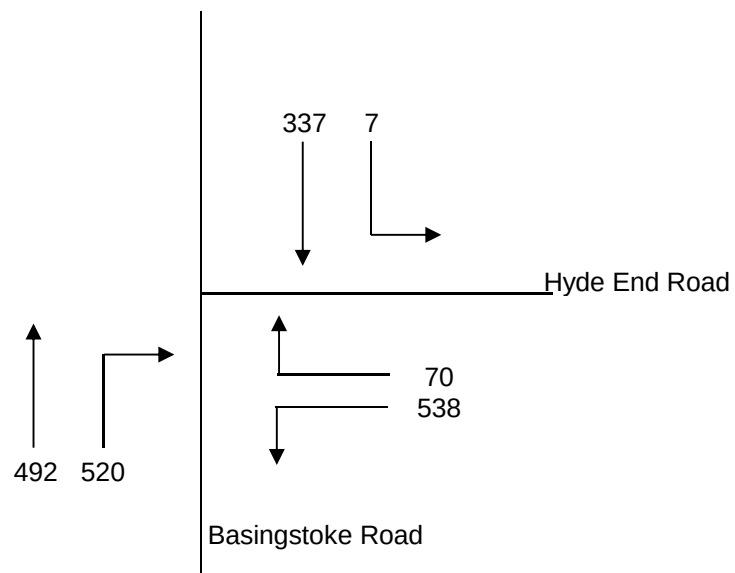
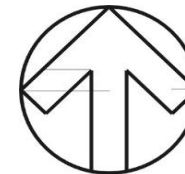


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2026 Do-Something Flows
(PCUs)

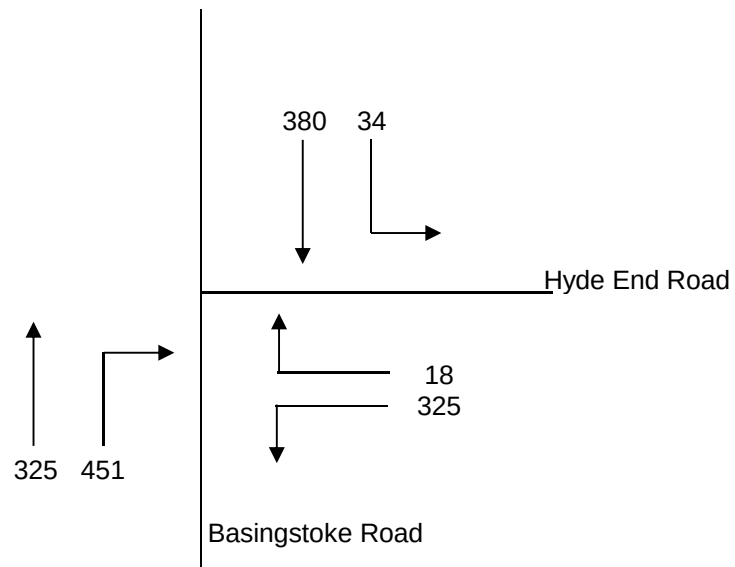
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AM Peak 0800-0900



PM Peak 1700-1800

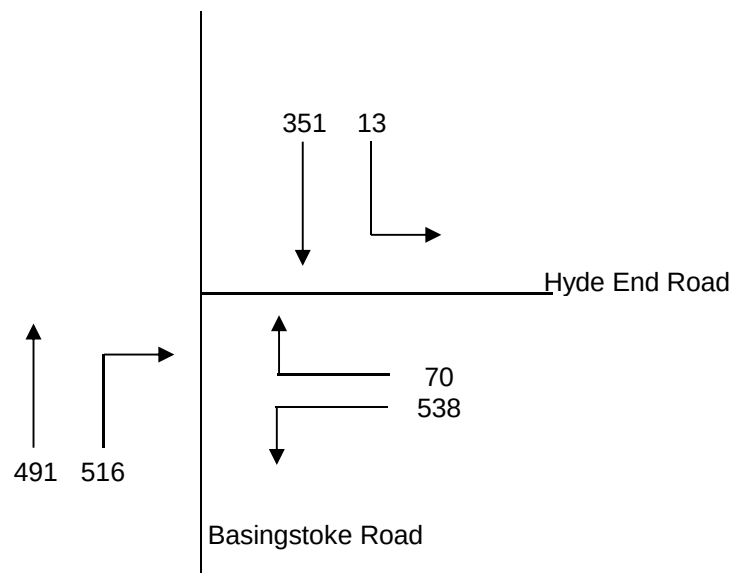
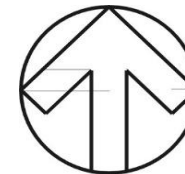


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Basingstoke Road / Hyde End Road
2026 Do-Minimum Flows
(PCUs)

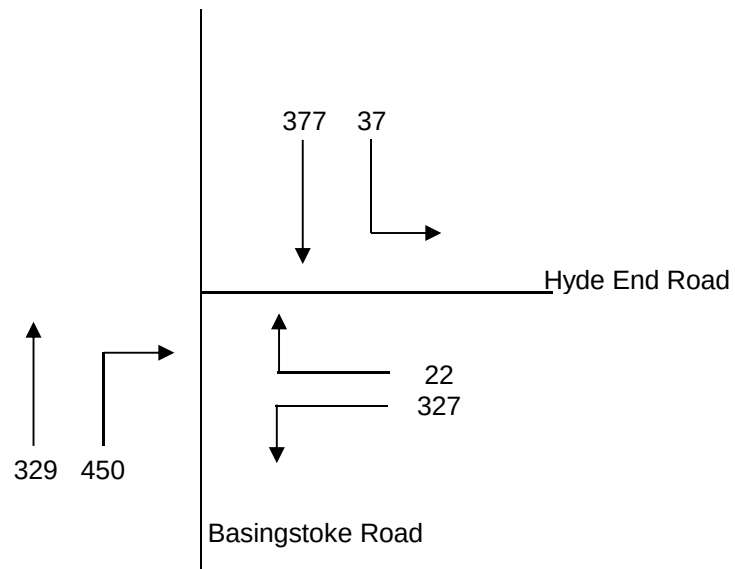
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AM Peak 0800-0900



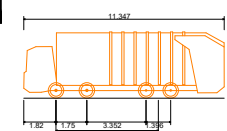
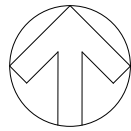
PM Peak 1700-1800



TITLE:
Basingstoke Road / Hyde End Road
2026 Do-Something Flows
(PCUs)

FIGURE No:

8



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



DO NOT SCALE

Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.572m
1.768m
1.486m
0.246m
1.713m
4.00s
5.100m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

C	21/02/2025	CW	REVISED LAYOUT	AC	AB
B	31/01/2025	CW	REVISED LAYOUT	AC	AB
A	23/01/2025	CW	FIRST ISSUE	AC	AB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S2 - FOR INFORMATION
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CLIENT:

ARCHITECT:

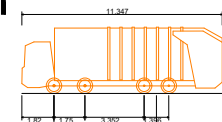
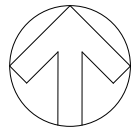
PROJECT:
STANBURY HOUSE, SPENCERS WOOD

TITLE:
SWEPT PATH ANALYSIS
(INBOUND)
REFUSE VEHICLE AND CAR

SCALE @ A2: 1:500	CHECKED: AC	APPROVED: AB
PROJECT No: UK0040076.6004	DESIGNED: CW	DRAWN: CW
DATE: February 25		REV:

DRAWING No: 0040076.6004-SK-001	REV: C
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Large Refuse Vehicle (4 axle)
Overall Length
Overall Width
Overall Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius



DO NOT SCALE

Skoda Octavia
Overall Length
Overall Width
Overall Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

C	21/02/2025	CW	REVISED LAYOUT	AC	AB
B	31/01/2025	CW	REVISED LAYOUT	AC	AB
A	23/01/2025	CW	FIRST ISSUE	AC	AB
REV	DATE	BY	DESCRIPTION	CHK	APP

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ARCHITECT:

PROJECT:

STANBURY HOUSE, SPENCERS WOOD

TITLE:

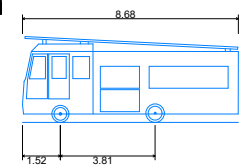
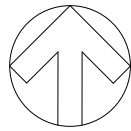
SWEPT PATH ANALYSIS
(OUTBOUND)
REFUSE VEHICLE AND CAR

SCALE @ A2: 1:500	CHECKED: AC	APPROVED: AB
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PROJECT No: UK0040076.6004	DESIGNED: CW	DRAWN: CW	DATE: February 25
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DRAWING No: 0040076.6004-SK-002	REV: C
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DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.05s
Kerb to Kerb Turning Radius 7.910m

DO NOT SCALE

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C	21/02/2025	CW	REVISED LAYOUT	AC	AB
B	31/01/2025	CW	REVISED LAYOUT	AC	AB
A	23/01/2025	CW	FIRST ISSUE	AC	AB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S2 - FOR INFORMATION
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CLIENT:

ARCHITECT:

PROJECT:

STANBURY HOUSE, SPENCERS WOOD

TITLE:

SWEPT PATH ANALYSIS
FIRE TENDER

SCALE @ A2: 1:500	CHECKED: AC	APPROVED: AB
PROJECT No: UK0040076.6004	DESIGNED: CW	DRAWN: CW
DATE: February 25		REV:

DRAWING No: 0040076.6004-SK-003	REV: C
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Appendix A

INDICATIVE MASTERPLAN



COMPLETED PHASE I SCHEME

TEL: 01722 340140 ENQUIRIES@INDIGOLANDSCAPE.CO.UK WWW.INDIGOLANDSCAPE.CO.UK
INDIGO LANDSCAPE ARCHITECTS LIMITED

0 10m 20m 30m 40m 50m
Scale 1:500

NORTH

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