

A Planning Application by
**CROUDACE HOMES, VORTAL HOMES LIMITED AND
FALCON DEVELOPMENTS (SE) LIMITED**

In respect of
**Land North of School Road, Arborfield Cross
WOKINGHAM**

Technical Note

2305-083/TN/01 | May 2025



Document Management

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Contents	Page
1 Introduction	1
2 Response to Highways Comments	3

List of Tables

Table 2.1	Walking distances to amenities
Table 2.2	Bus Services

List of Figures

Figure 1.1	Site Location Plan – Regional Context
Figure 2.1	Location of Build Outs

List of Appendices

A	WBC Highways – Consultation Response
B	Proposed Illustrative Masterplan

1 Introduction

- 1.1 Transport Planning Associates (**TPA**) has been commissioned by Croudace Homes, Vortal Homes Limited And Falcon Developments (SE) Limited to provide transport planning consultancy services in relation to the proposed development of the land north of School Road, Arborfield Cross, RG2 9NX.

The Site

- 1.2 The location of the site is shown below in **Figure 1.1**, along with its context to the wider area.

Figure 1.1 Site Location Plan – Regional Context



Source: © OpenStreetMap contributors

Relevant Planning History

- 1.3 An outline planning application¹ was submitted on 25 March 2025 for:

¹ Wokingham Borough Council planning reference: 250735

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

- 1.4 The application included a Transport Assessment² (TA) and a Travel Plan³ (TP) which were submitted in support of the development.
- 1.5 Subsequent to the application submission, comments were received from Wokingham Borough Council (WBC) Highways. The full consultation response is presented in **Appendix A** while a summary of the relevant comments is set out below.
- The Highway Authority requested a plan highlighting the location of the proposed build outs along School Road, including information on the retained build out;
 - Information setting out distances to local services such as shops, schools, surgeries, employment and bus stops from a mid-point of the site;
 - Further information on updated bus service timetables for stops surrounding the site;
 - Clarification on the inclusion of a lighting strategy; and
 - Clarification on the inclusion of Car Clubs as part of an S106 agreement;
- 1.6 This Technical Note (TN) has been prepared to mainly address the points outlined above. Any remaining or perceived outstanding matters could be resolved or made acceptable through the use of planning conditions or obligations secured via a Section 106 agreement.

² 2305-083/TA/02B

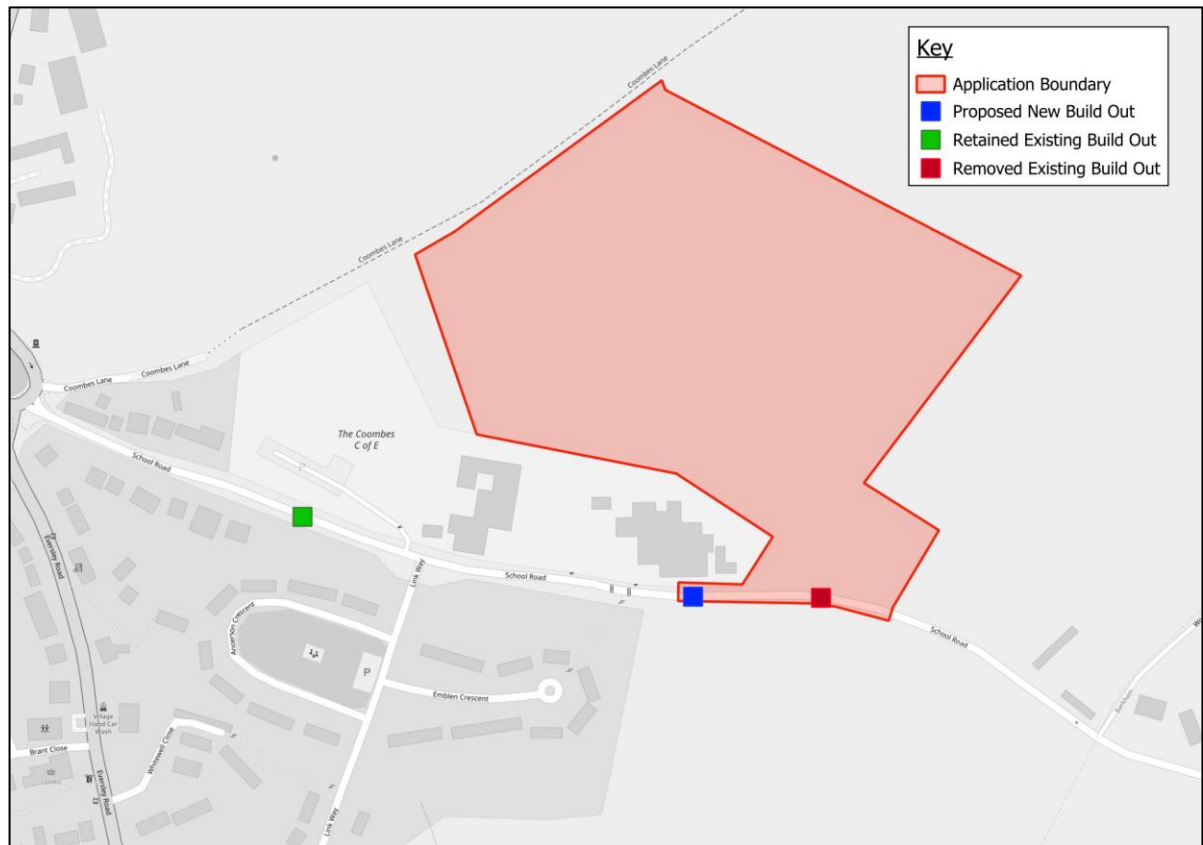
³ 2305-083/TP/02A

2 Response to Highways Comments

Build Outs

- 2.1 **Figure 2.1** below shows the location of proposed build out, circa 45m from the proposed priority junction, addressing WBC's comments, which requested clarification on the location of the build out.

Figure 2.1 Location of Proposed and Existing Build Outs



Source; OpenStreetMap Contributors

- 2.2 A new build out is proposed along the frontage of The Coombe Primary School, west of the proposed priority junction. As highlighted above, it is proposed that the existing build out circa 300m west of the site is retained while the one to the east of the site is removed. This is also reflected in the illustrative masterplan presented in **Appendix B**.
- 2.3 WBC highlighted that the build-out to the east of the site includes cycle infrastructure and requested clarification on cycle provision for the proposed build-out. At the time the existing feature was constructed, there were no bollards at the end of School Road restricting traffic, which resulted in significantly higher vehicle flows along School Road. Now that these restrictions are in place, cycle infrastructure is not considered appropriate for the proposed build-out. Instead, soft landscaped

build-outs are considered more suitable and aligns with WBC's green route policy as illustrated in the TA⁴.

Walking Distances

- 2.4 A list of the nearby services and amenities and their distances to a centre point of the site are presented in Table 2.1 below as requested. Whilst these are amenities it should be noted they are also prospective employers for new residents should the need arise.

Table 2.1 Walking distances to amenities

Name	Type of Amenity / Service	Distance
The Coombes Primary School	Primary School and Nursery	280m
The Swan (Southbound) Bus Stop	Bus Stop	490m
The Bull Inn	Public House	500m
Arborfield Village Montessori Nursery	Nursery	640m
Lockey Farm	Farm Shop and Butchers	650m
Sufa Café & Pizzeria	Restaurant	660m
Headline Hair	Hairdresser	660m
Arborfield Cross Village Hall	Village Hall / GP Service	660m
Londis	Convenience Store	665m
The Swan (Northbound) Bus Stop	Bus Stop	670m
Arborfield Royal British Legion Club	Community Centre	910m
Henry Garden Centre	Garden Centre	1000m
The Restaurant at Henry Street	Restaurant and Bakery	1000m
Arborfield Studios	Offices and Training	2000m

Note: Distances based on centre point to Cole Lane or School Road depending on shortest route

Bus Times

- 2.5 As previously noted, WBC has requested a revised bus timetable. It is understood that a timetable revision to bus service 3 Leopard will be / was implemented from the 19th May 2025. A summary of the revised bus service is set out in Table 2.2 below.

⁴ 2305-083/TA/02B Appendix D

Table 2.2 Bus Services

Bus No.	Route	Peak Frequency per hour		
		Mon-Fri	Sat	Sun
3 Leopard	The Swan – Arborfield Green , Harvest Path – Ratepayers Hall – Bearwood Road – Broad Street (Wokingham)	3	4	2
3 Leopard	The Swan – School Green – Thames Valley Science Park -Christchurch Green – University of Reading (London Road) – Central Reading	5	4	2

Source: Passenger Line⁵

Lighting Strategy

- 2.6 In relation to WBC's comments relating to the submission of a lighting strategy, we consider it is inappropriate for an outline application, wherein the public highway lighting will be dealt with through the technical approval process post permission. We note that the highway authority are "*content to secure this via a planning condition*", which is agreed.

Car Club

- 2.7 We acknowledge the highway authority's recommendation to address car club provision at this stage of the planning process. Recognising that planning obligations, such as contributions to car clubs, must be secured through the Section 106 agreement accompanying the outline planning permission, we are committed to incorporating appropriate provisions to support sustainable transport initiatives.

APPENDIX A

MEMORANDUM

From:	Gordon Adam Development Control		
Service	WBC Highways	App No:	250735
Address:	Land to the north of School Road, Arborfield Cross.		
Proposal:	Outline application for the proposed residential development of up to 70 dwellings together with associated access, landscaping, open space and associated works. (All matters reserved except for means of access.)		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
☐ No objection
☐ No objection subject to conditions (and reasons) **stated below**
☒ Request further information before determination as **stated below**
☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

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

Parking

4. Even though this is an outline planning application the Borough's Parking Calculator has been used based on an illustrative masterplan and housing mix. Unfortunately, no information has been provided to back up the proposed illustrative housing mix.
5. That being said, highways have assessed the parking calculator, and it is in line with Borough Standards.
6. Based on the illustrative masterplan and housing mix there would be 118 allocated spaces, 14 visitor spaces and 11 unallocated spaces.
7. If garages are proposed these would have to have a minimum internal dimension of 6m x 3m or 7m x 3m if cycle storage is included.

8. The minimum width of a driveway would need to be at least 3.1m. As part of any reserve matters, a scale drawing would need to be provided to show that with an average sized car parked a cycle and a wheelie bin can easily pass.
9. All parking spaces would need to be 5m x 2.5m and 6m x 2.5m if parallel spaces.
10. There would need to be at least 6m behind the parking spaces in parking courts.
11. Based on the submitted information, highways is content for parking to be a reserved matter.

Cycle Parking

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

Electric Vehicle Charging

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

Traffic Impact

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

Access

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

school as cycle provision include as shown below. What is proposed for the exiting build outs? Further comments will be provided once the location plans have been submitted.



Sustainability Assessment

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

Pedestrian and Cycling

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

Swept Paths

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

35. A swept path of a tractor and trailer has also been submitted for access and egress from the field which is welcome.

Visibility Splays

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

Site Roads

37. Information on whether or not the site roads would be offered for adoption or not would need to be supplied. Whatever the case the road would need to be built to highway standards.
38. If the site roads are to be adopted, these would need to be delivered through s38 agreement with the Borough. The Borough would also require agreement on inspection fees and commuted sums. The adoption plans, fees and commuted sums would need to be included in the s106 agreement.
39. If the site roads are to remain private, this would also need to be included in a s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond. Information on this can be found on the above website.
40. A 2m wide service margin would need to be provided off highway on both sides if dwellings are fronting the road.
41. 2m wide pavements would need to be provided on the site roads.
42. Forward visibility splays would need to be provided.

Road Safety Audit

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

Buses

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

Lighting

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

Framework Travel Plan

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

Framework Construction Method Statement

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

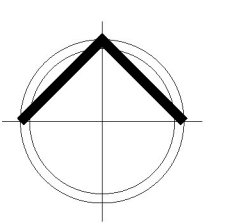
S106 Contributions

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

Conditions & Reasons (if required)

Date:	23 rd April 2025	Signed:	Gordon Adam
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APPENDIX B



Status **FINAL**

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Client: Croudace Homes

Project title: Land North of School Road, Arborfield Cross

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