

Project Title: South Wokingham Strategic Development,
Location Phase 2B

Project No/ Document Reference: A389/FN002

Date: 08 January 2025

TRANSPORT RESPONSE TO WBC CONDITION 4 AND CONDITION 45 SUBMISSION FEEDBACK

CONDITION 45: Pedestrian and Cycle Strategy			
ALP Ref	WBC Comment	ALP Response	WBC response January 2025 / ALP Response in red
5	Differentiate the section of Easthampstead Road between the SWDR and Heathlands Road – condition 52 b) works	The separate S278 works have been highlighted on the Pedestrian and Cycle Movement Plan.	These have been identified now, but it would also make sense to identify the works between the SWDR and Star Lane Cottage (just north of the railway), required by 52 a). Currently the existing road has a footway on one side only so the plan suggests a lower level of provision than is actually proposed. Updated in ALP Technical Note TN005 rev E
7	Show the connectivity through 2a to Waterloo Road and beyond	The Pedestrian and Cycle Movement Plan has been extended to show the full link of the R10-R14 Link Road, including annotation associated to onward connections to the east.	This is good as far as it goes but doesn't show any connections between the two parcels other than the road. Accepting that it is a strategy and the precise location may need adjustment at the RM stage, the strategy needs to identify foot/cycle connections between R10 & R14, in particular access to the 2a play area and the bus stops on the Link Road.

			Locations to be informed by the quality of hedgerows. Links added from R10 to R14. The second link between from the north is likely to be the connection to the 2a play area based on the initial draft R14 layout. Connections to the bus stops on the Link Road via the tertiary streets, private drives and informal footpaths are shown on the plan. The Block 6 apartments (north of the eastbound bus stop) also have direct access to the Link Road for the building entrance, which is picked up in the R10 RM.
10	Is this the Britton's Farm access/in accordance with what has been constructed? Are changes to it proposed to integrate it into the park?	The access does appear to be in accordance with what has been constructed. There are no proposed changes to integrate it into the park. This route will contain the occasional farm vehicle with signage to be confirmed at detailed design to warn (farm vehicle) drivers and pedestrians alike 	This is sufficient for the strategy. However, we will be expecting the landscaping for the central parkland/PAG3 to include surfacing of WWFP5, to integrate it into the more formal setting of the park and make it fit for its future purpose. Noted.



15	Why informal, if it is an all season/weather route? What is the proposed surfacing to be?	'Informal' is in reference to the more natural nature of these routes throughout the masterplan. These routes will be surfaced for use throughout the year and will be constructed with a Hoggin material.	Noted, although in some situations hoggin will not be adequate and there will need to be something an all-weather surface; flexipave or similar. This can be dealt with through RM/conditions. Noted
General Comment	As per pre-app, more thought needs to be given to pedestrian connectivity between shared drives - see London road frontage of Montague Park – and the SWDR/estate Roads. This applies throughout the locations identified are not exhaustive. People need direct, convenient routes from their front door into the network	Additional pedestrian connections have been added throughout the Pedestrian and Cycle Movement Plan linking the private drives to the SWDR and estate roads.	This has been addressed well in some areas but not in R4 & R5 (or to some extent R13 on the Heathlands Link frontage). These areas need to be reconsidered. Private drives have been highlighted on the plan to illustrate that the P&C strategy illustrates good connectivity between these and the adjoining secondary/ tertiary streets. Additional connections have also been added. Also need to connections onto FP10 from 4 & R5 (with consideration of the impact on trees and levels). R4 and R5 connections to FP10 are already shown via the informal footpaths for each respective Parcel. Condition 47 requires reserved matters for any phase that is adjacent to a PRow to include direct connections between residential parcels and the adjacent PRow. Noted. Connections are shown throughout the plan. Addition connections to Byway 30 are needed, especially near the basin/POS, again subject to hedges/ trees/



			levels. We have also raised this in relation to the R11 pre-app. Following WBC pre-app advice, an information footpath was removed to the rear of the R11 drainage basin to create more open space. Adding additional connections to byway 30 is not considered necessary and would offer limited additional connectivity beyond the two identified locations and would also be at the expense of removing existing hedge/ vegetation. However, the northern connection has been moved to be closer to the R11 western drainage basin to provide a more direct north-south pedestrian route through R11. Similarly additional connections into the SANG from near the basin in R5 and at the eastern end of the parcel. Additional eastern connection added. As discussed at pre-app meetings there all routes need to connect up to ensure permeability within and outside parcels. Following the addition of the drives to the plan, this now highlights how the pedestrian routes are joined up
New 1			Where drives are going to form part of the network, these need to be identified separately on the key to confirm that the strategy will deliver a connected network. Otherwise there appear to be gaps. Highlight on the plan and added to the key



New 2			Since the local plan has progressed, the connection from the Heathlands link into the SDL extension should be shown indicatively.  Additional potential connections to SDL added to the plan.
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