



Highway Planning Ltd

Highways & Transportation Consultants

**58 FINCHAMPSTEAD ROAD,
WOKINGHAM,
RG40 2NS**

BLUEKING HOLDINGS LTD

TRANSPORT STATEMENT

MAY 2024

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Blueking Holdings Ltd to provide highway advice in respect of the redevelopment of 58 Finchampstead Road, Wokingham.
- 1.2 The proposals were submitted to the Council for pre-application review and advice. The comments received have been taken into account in the final scheme.
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the east side of Finchampstead Road and immediately to the south of the railway line. The site comprises No.58 Finchampstead Road. The site is served by a private drive that also provides access to Eyre Court.
- 2.2 Finchampstead Road is classified as the A321 and is an important distributor road that passes through Wokingham town centre. In the vicinity of the site access Finchampstead Road is subject to a 30mph speed limit. The hatched carriageway markings for a right turn lane for the Bridge Retail Park extend across the site access. Footways and



street lighting are present. There is a pedestrian island to the south of the retail park junction to assist pedestrian movements across the main carriageway.

2.3 The site is located close to local facilities. The town centre boundary is the railway line which is immediately to the north of the site access. Major retail units such as Tesco and Aldi are a short walk from the site. Wokingham railway station is an 860m walk distance from the site. In its pre-application response the Council confirmed that the principle of the redevelopment of the site was acceptable.

2.4 The proposed development comprises the replacement of the existing dwelling with 4 x 5 bedroomed houses. Each house will have a double garage and driveway parking. The private drive from Eyre Court will be improved.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues

3.2 These issues will be considered in detail below.

Access arrangements

3.3 The site is served from a private drive that joins Finchampstead Road via a wide vehicle crossover. The private drive serves 9 flats in Eyre Court and Nos 58 & 58A Finchampstead Road i.e. 11 dwellings. The layout of the access was approved and implemented as part of the redevelopment of Eyre Court in 2001. The approved construction-issue



drawing for the access layout is included at Appendix 1. The access was significantly improved from its former layout by providing a bellmouth with 7.5m radii and an initial carriageway width of 3.4m. This width was increased to 4.8m by the introduction of a passing bay. Thereafter, the private drive was provided at 4.8m with a minor pinch-point of 4.0m.

- 3.4 The private drive for 58 & 58A has a width of approximately 2.5m. The length of the drive between the access to Eyre Court and No.58A is approximately 55m.
- 3.5 The proposed development will improve the private drive eastwards from the access to Eyre Court by increasing the carriageway width to 4.1m. The carriageway will be bounded by soft verges on either side. Table A1 of the “*Living Streets: Highway Design Guide*” identifies that an access mews can have a carriageway width of 4.1m where it serves less than 10 dwellings and there is no frontage access. As such, the proposal for the improved private drive complies with the Council’s standards.
- 3.6 The driveway between the access to Eyre Court and Finchampstead Road will remain in its current form. The development proposals will result in an increase of 3 dwellings – therefore approximately 3 additional peak hour traffic movements. This minimal increase will not alter the safety or operation of the existing access arrangements which were considered suitable as part of previous development proposals and which provide opportunities for vehicles to pass. The visibility at the access to Finchampstead Road exceeds the minimum requirements for a 30mph speed limit.
- 3.7 Paragraph 115 of the NPPF requires that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative



impacts on the road network would be severe. Given the low level of additional traffic that the development will generate, it is unlikely that either of the criteria for a refusal would be met.

Site Specific Issues

- 3.8 The proposed site layout shows each dwelling having garaging and driveway parking. The 4 houses are 5-bedroomed properties and the parking requirements are set out in Table C3-3 in Appendix 2 of the Wokingham Borough MDD document. Table C3-3 shows that dwellings in the “urban” area with 8+ habitable rooms should be provided with 2 allocated spaces and 0.3 unallocated spaces. Garages are considered to provide 0.5 parking spaces so the proposed double garages will be counted as 1 space per dwelling.
- 3.9 From the above the total parking requirement for the development is 4 x 2.3 spaces i.e. 9.2 spaces. This includes unallocated, or visitor, spaces. As each dwelling has 3 “standard” spaces (2 on the driveway and 1 in the double garage), the total parking provision is 12 spaces and therefore exceeds the requirement. In any event, the distance of the development from the public highway means that the parking demand generated by the dwellings will not have any impact on the safety or operation of the highway (or the private drive to/from Eyre Court).
- 3.10 Included at **Appendix 2** is the Council’s parking calculator spreadsheet that identifies the postcode for the site as being “Town & Fringe”. Regardless, the calculated parking requirement is 9 spaces as identified above.
- 3.11 Each dwelling will include EV charging points and secure cycle parking can take place within the garages or in the rear gardens.



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- 3.12 The site layout has been designed to accommodate the turning requirements of a fire appliance and a typical (7.5 tonne) delivery vehicle. The swept paths are shown on drawing 20.104 – 001.
- 3.13 The refuse collection arrangements for the new dwellings will remain as existing. Currently, the Council's refuse vehicle is reversed along the private drive from Finchampstead Road. The vehicle continues as far as the entrance to 58 & 58A (marked by brick pillars). From that point the collection operatives take the bins from outside the 2 existing dwellings. This has been observed on-site and **Appendix 3** contains extracts from a video of how the collection process currently operates. The proposed site plan shows a bin collection point opposite 58A which is similar the frontage of 58. This will ensure that the collection operatives will not be required to pull wheelie bins any further than they do at present.

4.0 CONCLUSIONS

- 4.1 The site is in an accessible location and the principle of additional residential development on the site has been accepted by the Council in pre-application correspondence.
- 4.2 The development will utilise the existing access arrangements to Finchampstead Road that already serve 11 dwellings. The net increase of 3 dwellings will not result in an unacceptable impact on highway safety. The private drive from Eyre Court to the development will be improved in line with the requirements of the Highway Design Guide.
- 4.3 The proposed site layout complies with the Council's requirements for access road design, turning facilities and car parking provision.



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4.4 Overall, there are no highway related reasons why the development should not receive planning permission.



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DRAWING No. 20.104 - 001

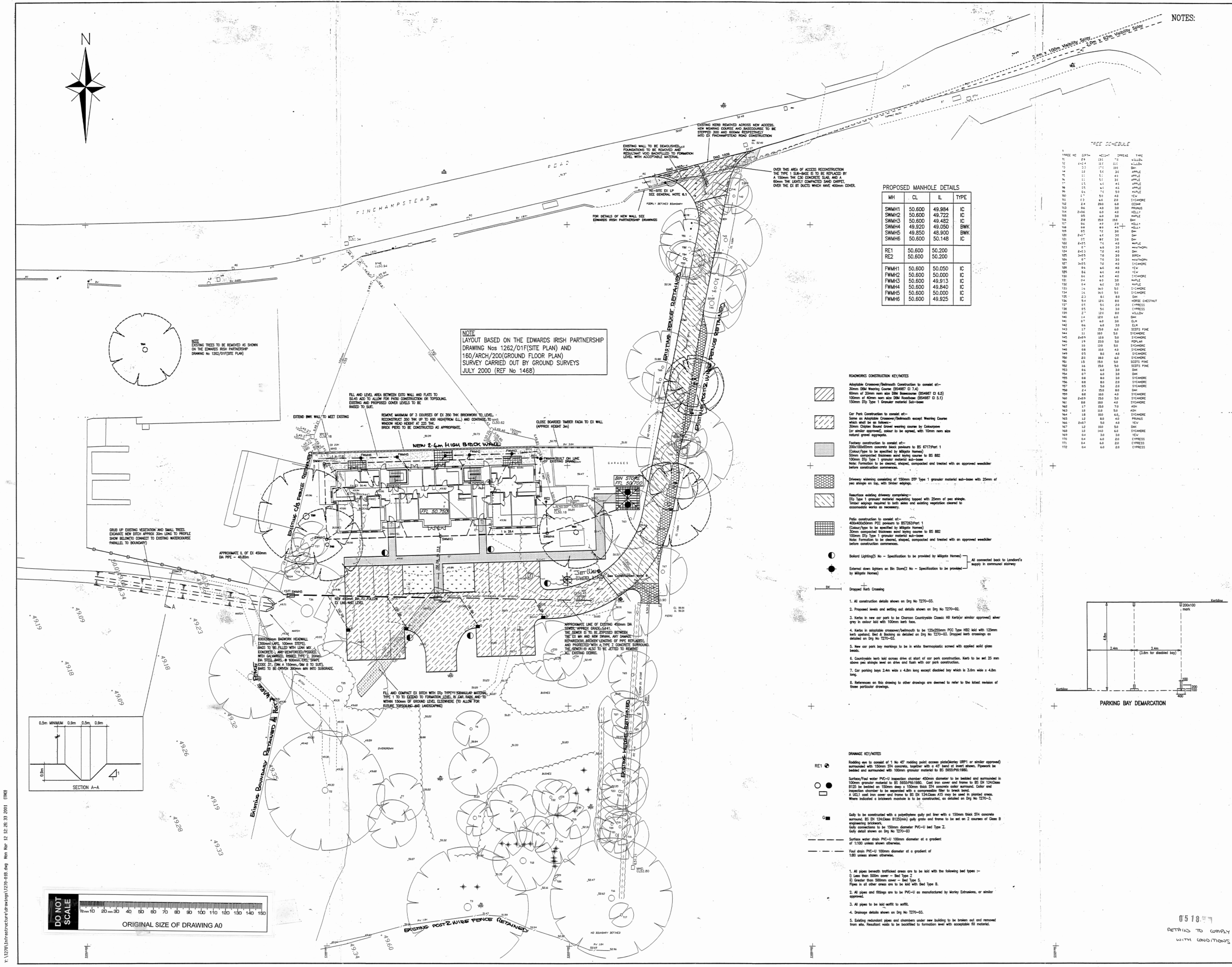


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APPENDIX 1



NOTES:

- GENERAL NOTES
- 1.0 GENERAL
- 1.1 DO NOT SCALE FROM THIS DRAWING
- 1.2 All dimensions are in metres
- 1.3 Footway and finished floor levels are critical in order to comply with Part 4 of the Building Regulations
- 2.0 HIGHWAYS
- 2.1 All highway works are to be constructed in accordance with the requirements of Wokingham District Council and the Highway Specification for Highway Works
- 2.2 Within any vision triangles shown for highway junctions there shall be no obstruction to visibility higher than 0.6m above adjacent carriageway level. Within adoptable vision triangles, all construction, including drives and paths, must be to adoptable visibility crossing or footway standard as appropriate
- 2.3 All road signs and markings are to be in accordance with The Traffic Signs Regulations & General Directions 1994
- 3.0 DRAINAGE GENERAL
- 3.1 Before commencing construction the contractor must check the sizes and invert levels of any existing drains, sewers or outfalls to which connections are to be made or which are to be re-connected or which might affect the proposed works
- 3.2 Cover levels are shown for guidance only. Final levels to be determined on site
- 3.3 Where affected by proposed works, existing covers are to be adjusted as necessary
- 3.4 Attention is drawn to the presence of live sewers crossing the site
- 3.5 It is imperative that all drain laying is started from the outfall
- 3.6 Existing Drainage
- 3.7 Existing drainage from the Millgate embankment crosses the site. Details are currently being sought and full advice on dealing with existing drains will be given in due course
- 3.8 It is imperative that all drain laying is started from the outfall
- 4.0 PRIVATE DRAINAGE
- 4.1 Private drainage, both foul and surface water, shall be constructed in accordance with BS 6301:1995 and Approved Document H of The Building Regulations
- 4.2 UPVC pipe-work is to comply with BS 4560 or if clay-work is used it shall comply with BS EN 295 or BS55
- 4.3 Drains passing beneath, through or over footings are to be bridged by pre-cast concrete slabs of adequate strength where necessary. Minimum clearance below intel or ground beam to be 50mm. Openings each side of footing to be closed with rigid sheet material. Pipes beneath floor slabs are to be surrounded with granular material which is to be taken up to the underside of the slab
- 4.4 All gullies are to be trapped and roddable
- 4.5 Rodding points are to be provided at the bottom of all manholes
- 4.6 Pipes are to be laid in trench beds as specified and Approved Document H para. A11 shall apply to pipes close to buildings. All pipes must be protected from the effects of construction traffic
- 5.0 TREES
- 5.1 Several trees are to be removed by the Contractor as shown on the Edwards Irish Partnership Drawing No 1262-01F. The Contractor shall take all reasonable measures to ensure that the trees remaining are not damaged as a result of the works
- 6.0 STREET LIGHTING
- 6.1 There is one existing column to be re-sited at the site entrance. The Contractor is to carry out this work and shall liaise with the highway authority/electricity company to relocate the column
- 7.0 THE ATTENTION OF THE CLIENT AND THE PRINCIPAL CONTRACTOR IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONNECTION WITH THE PROPOSED WORKS AS DESIGNED FOR THIS PROJECT:
- 7.1 The works will entail excavations for which appropriate support and safety measures must be provided
- 7.2 Works in the vicinity of live underground services including gas and electricity will be necessary and the advice of all statutory service companies must be sought before any work commences
- 7.3 In making connection to existing sewers and drainage installations, man entry to confined spaces will be required and all appropriate safety precautions must be followed including the use of gas detection apparatus. The same precautions must be followed with respect to future inspection and/or maintenance of any part of the completed drainage system
- 7.4 Works in the existing highway will involve conflict with traffic and all due precautions including traffic control and signing must be taken to ensure the safety of operatives and the general public
- 7.5 Soil conditions must be thoroughly investigated and all appropriate testing (including tests for contamination if appropriate) must be carried out so that all necessary precautions can be taken by operatives and any necessary remedial works or safety measures carried out
- 7.6 Hazardous materials, including cement and bituminous materials, are specified and the manufacturer's advice on safe handling procedures must be obtained and made clear to all operatives

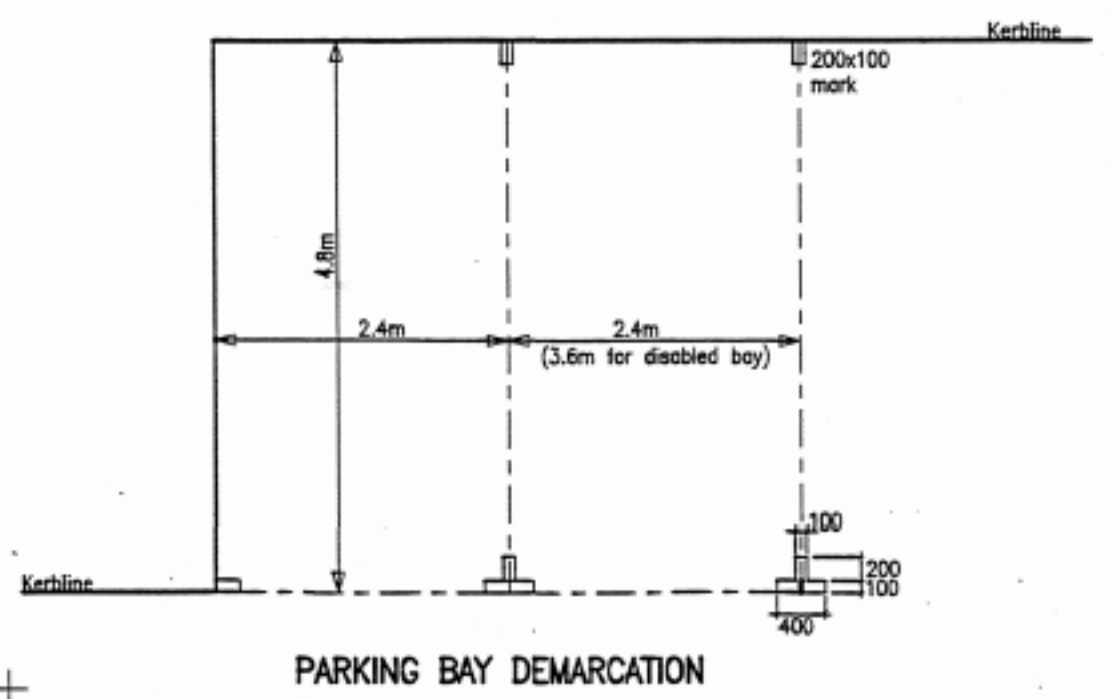
TREE SCHEDULE

NO	SP	HT	TR	TR
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5	10	10	10	10
6	10	10	10	10
7	10	10	10	10
8	10	10	10	10
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100	10	10	10	10

PROPOSED MANHOLE DETAILS

MH	CL	IL	TYPE
SWMH1	50.600	49.984	IC
SWMH2	50.600	49.722	IC
SWMH3	50.600	49.482	IC
SWMH4	49.920	49.050	BWK
SWMH5	49.850	48.900	BWK
SWMH6	50.600	50.148	IC
RE1	50.600	50.200	IC
RE2	50.600	50.200	IC
FWMH1	50.600	50.050	IC
FWMH2	50.600	50.000	IC
FWMH3	50.600	49.913	IC
FWMH4	50.600	49.840	IC
FWMH5	50.600	50.000	IC
FWMH6	50.600	49.925	IC

- WORKING CONSTRUCTION KEY/NOTES
- Adoptable Crossover/Balustrade to consist of:-
- 30mm BS4449 concrete to BS4449 (C 7.5)
 - 100mm of 20mm max size BS4449 (C 6.5)
 - 100mm of 40mm max size BS4449 (C 5.5)
 - 150mm DTP Type 1 granular material sub-base
- Car Park Construction to consist of:-
- Some as Adoptable Crossover/Balustrade except Working Course
 - 30mm BS4449 concrete to BS4449 (C 7.5)
 - 100mm of 20mm max size BS4449 (C 6.5)
 - 100mm of 40mm max size BS4449 (C 5.5)
 - 150mm DTP Type 1 granular material sub-base
- Footway construction to consist of:-
- 200/100/50mm concrete to BS4449 (C 7.5)
 - 100mm of 20mm max size BS4449 (C 6.5)
 - 100mm of 40mm max size BS4449 (C 5.5)
 - 150mm DTP Type 1 granular material sub-base
- Driveway construction to consist of:-
- 150mm DTP Type 1 granular material sub-base with 25mm of pea shingle on top, with timber edging
- Resurfacing existing driveway comprising:-
- DTP Type 1 granular material repaving topped with 25mm of pea shingle
 - Timber edging required to both sides and existing vegetation cleared to accommodate works as necessary
- Paving construction to consist of:-
- 400/200/100mm concrete to BS4449 (C 7.5)
 - 100mm of 20mm max size BS4449 (C 6.5)
 - 100mm of 40mm max size BS4449 (C 5.5)
 - 150mm DTP Type 1 granular material sub-base
- External Lighting (No - Specification to be provided by Millgate Homes)
- External down lights on Bin Store (No - Specification to be provided by Millgate Homes)
- Dropped Kerb Crossing



CONSTRUCTION ISSUE

BUCHANAN CONSULTING ENGINEERS

Newcombe House
49-45 Notting Hill Gate
London W11 3QD

Telephone 020 7509 8055 Fax 020 7509 8056

Job Title: EYRE COURT WOKINGHAM

Drawing Title: INFRASTRUCTURE WORKS TECHNICAL LAYOUT

Client: MILLGATE HOMES

Scale: 1:200 Date: DECEMBER 2000 Drawn: CAD

Job No: T270 Drawing No: T270-01



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APPENDIX 2



Reset Sheet

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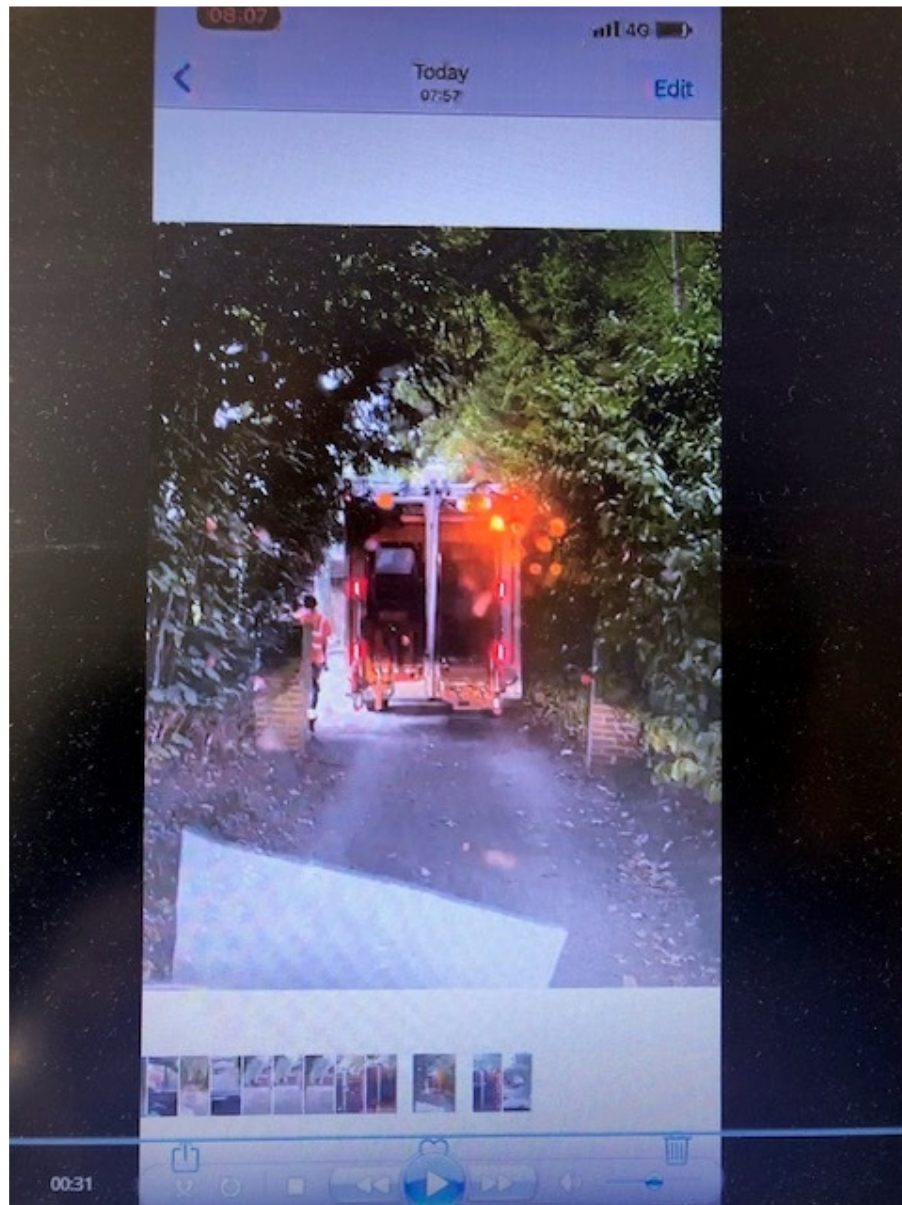


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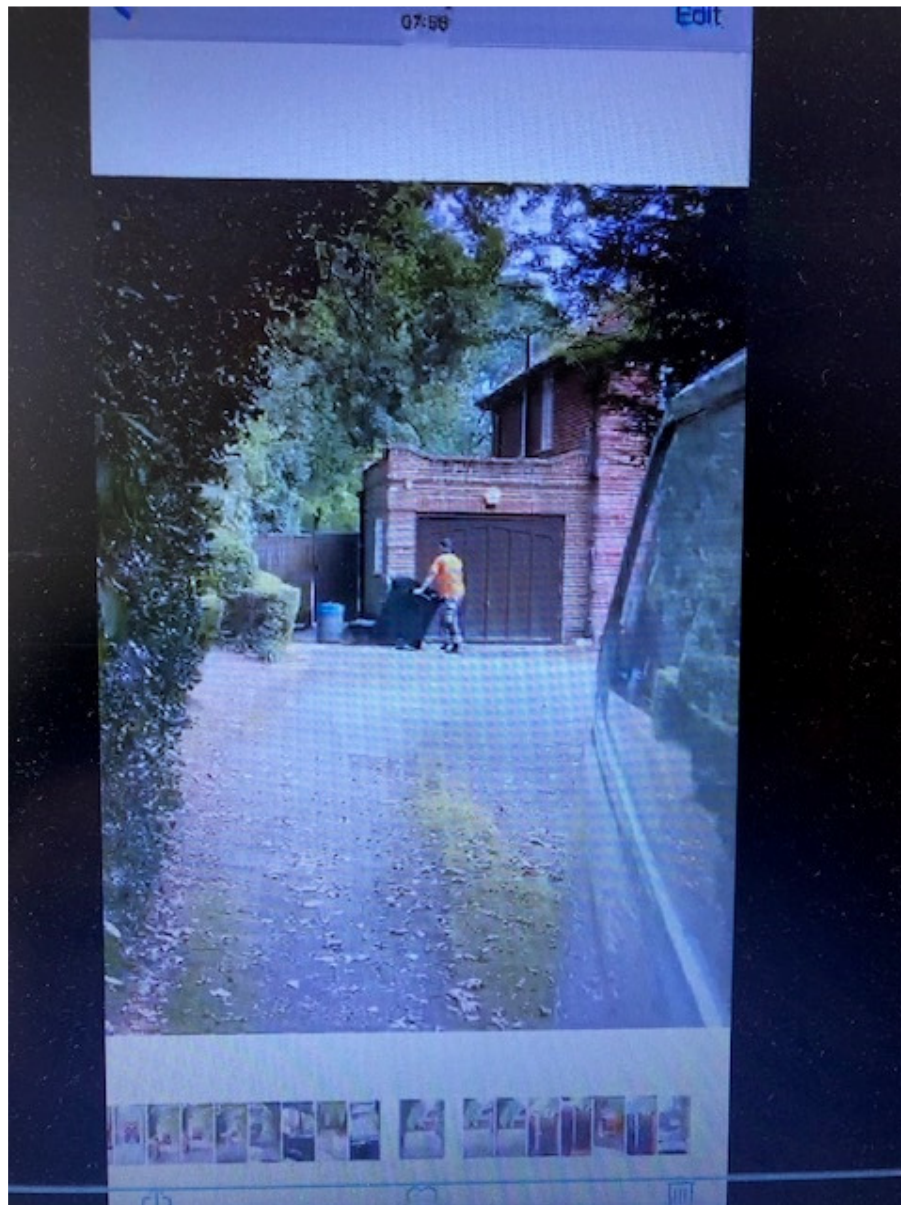
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APPENDIX 3



REFUSE VEHICLE REVERSED TO ENTRANCE TO 58/58A FINCHAMPSTEAD ROAD



REFUSE COLLECTION OPERATIVES RETRIEVING BINS FROM 58 FINCHAMPSTEAD ROAD