Planning Applications Committee

09 September 2026

Title	**PLANNING APPLICATION REPORT**
Ward	Adjacent Authority Consultations – Wokingham Borough
Planning Application Reference:	PL/25/1570/ADJ & PL/25/1651/ADJ
Site Address:	PL/25/1570/ADJ – Hall Farm, Church Lane, Arborfield, RG2 9HX PL/25/1651/ADJ - Land North of Mole Road and Church Lane, Newlands Farm, RG2 9JD
Proposed Development	PL/25/1570/ADJ - Proposal: Hybrid planning application 252498 (part in full, part in outline) comprising outline application for: up to 2,800 residential units to include up to 100 custom and self-build plots; 2 primary schools (up to 3 forms of entry) to include early years provision and 1 secondary school (up to 12 forms of entry); one District Centre, to incorporate up to 11,000m2 of Class E (Commercial, Business and Service, to include a food store of around 2,500m2), and Class F (Local Community and Learning); one Local Centre, to incorporate up to 2,400m2 of Class E; a Sports Hub to include sports pitches and pavilion space; up to 4,250m2 of further Class E, Class F, and sui generis development to include commercial, health care and public house; associated green infrastructure, landscaping, public open space, play areas, and ecological enhancement measures; 20 gypsy and traveller pitches; drainage and flood alleviation measures to include Sustainable Urban Drainage Systems (SUDS) and engineering measures within Loddon Valley for the River Loddon; associated highway / transport / supporting infrastructure including spine road, pedestrian and cycle connections; associated utilities, infrastructure, and engineering works, including the undergrounding of overhead lines and an electricity substation; up to 0.5ha of land adjoining St Bartholomew's Church for use as cemetery. All matters reserved other than access, incorporating: access to highways, incorporating: a new pedestrian, cycle and vehicular access to Lower Earley Way via a new 4th arm to the Meldreth Way roundabout; a new pedestrian, cycle and vehicular bridge over the M4; a new pedestrian, cycle and vehicular bridge over the River Loddon; a new vehicular access to the A327 Reading Road, via a new arm to the Observer Way roundabout; a new pedestrian, cycle and vehicular access to Thames Valley Science Park; Phase 1 of internal roads including pedestrian / cycle routes, associated infrastructure, drainage and landscaping. PL/25/1651/ADJ - Outline planning application with all matters reserved other than principal access from Mole Road, for up to 430 dwellings, associated infrastructure to include a connection through to the proposed Spine Road, ref. 252498, new pedestrian cycle link connecting Byway ARB03 Carter's Hill Lane and Byway ARB08 Ellis's Hill, associated landscaping to include formal and informal public open

	space, biodiversity enhancements and associated utilities, infrastructure, and engineering works.
Applicant	PL/25/1570/ADJ – University of Reading PL/25/1651/ADJ - Gleeson Land Limited
Report author	Alison Amoah/Matthew Burns
Deadline:	13/01/2026
Recommendations	That this report is sent to Wokingham Borough Council (WBC) and that WBC be informed that Reading Borough Council raises an OBJECTION to both planning applications for the following reason: **1.** Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed (this includes insufficient information relating air quality (AQMA) impacts upon Reading from additional traffic resulting from the development and arboricultural and noise impacts from off-site highway mitigation works proposed to take place within Reading). From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy CP6 of the Adopted Wokingham Core Strategy and Policies TR4 and TR6 of the National Planning Policy Framework 2026. That Wokingham Borough Council be informed that Reading Borough Council requests for both applications that: **2.** There should be appropriate provision within the proposal, or through suitable off-site mitigation measures, to address the demands of new residents in terms of education, health and leisure facilities, in order to ensure that the proposal does not negatively impact on the infrastructure within RBC and that there should be appropriate liaison with RBC and other relevant organisations in the delivery of appropriate infrastructure provision to support the proposal. Such provision should be appropriately phased to support the level of development coming forward. If it cannot be demonstrated to RBC's satisfaction that suitable mitigation would be provided and secured by WBC as part of the proposals, then RBC may require contributions towards similar facilities within the south of the Borough that could be impacted by the additional housing proposed so close to Reading. **3.** In the event that WBC is minded to approve, RBC would need to be party to any s106 agreement(s) that secures mitigation measures within Reading Borough.

1. Executive summary

1.1 The Hall Farm and Newlands Farm proposals form the majority of the proposed Loddon Valley Garden Village allocated strategic development site within Wokingham Borough and together would deliver around 3,230 new homes, together with schools, community

facilities, employment space, open space and supporting infrastructure on land immediately south of Reading.

1.2 In terms of impact upon Reading, the primary concern identified by officers with both applications relate to the transport impacts on Reading's highway network**.** The Council's Highway Authority considers that insufficient information has been submitted to fully assess the effects of the proposals on traffic generation, junction capacity, public transport, active travel and the effectiveness of proposed mitigation measures. Based on the evidence currently available, it has not been demonstrated that the developments would avoid unacceptable impacts on highway safety and congestion within Reading, and it is recommended that RBC object to both applications for this reason.

1.3 In terms of other relevant matters relating to social infrastructure impacts, officers recommend that Wokingham Borough Council (WBC) be advised that ongoing liaison takes place with RBC regarding education, leisure and health infrastructure delivery to ensure the developments either provide their own appropriate facilities or provide improvements to existing facilities within WBC to mitigate for the impacts of the proposals such that there are no adverse impacts placed upon RBC in this respect. If it cannot be demonstrated that suitable mitigation would be provided and secured by WBC as part of the proposals, then RBC may require contributions towards similar facilities within the south of the Borough that could be impact by the additional housing proposed so close to Reading.

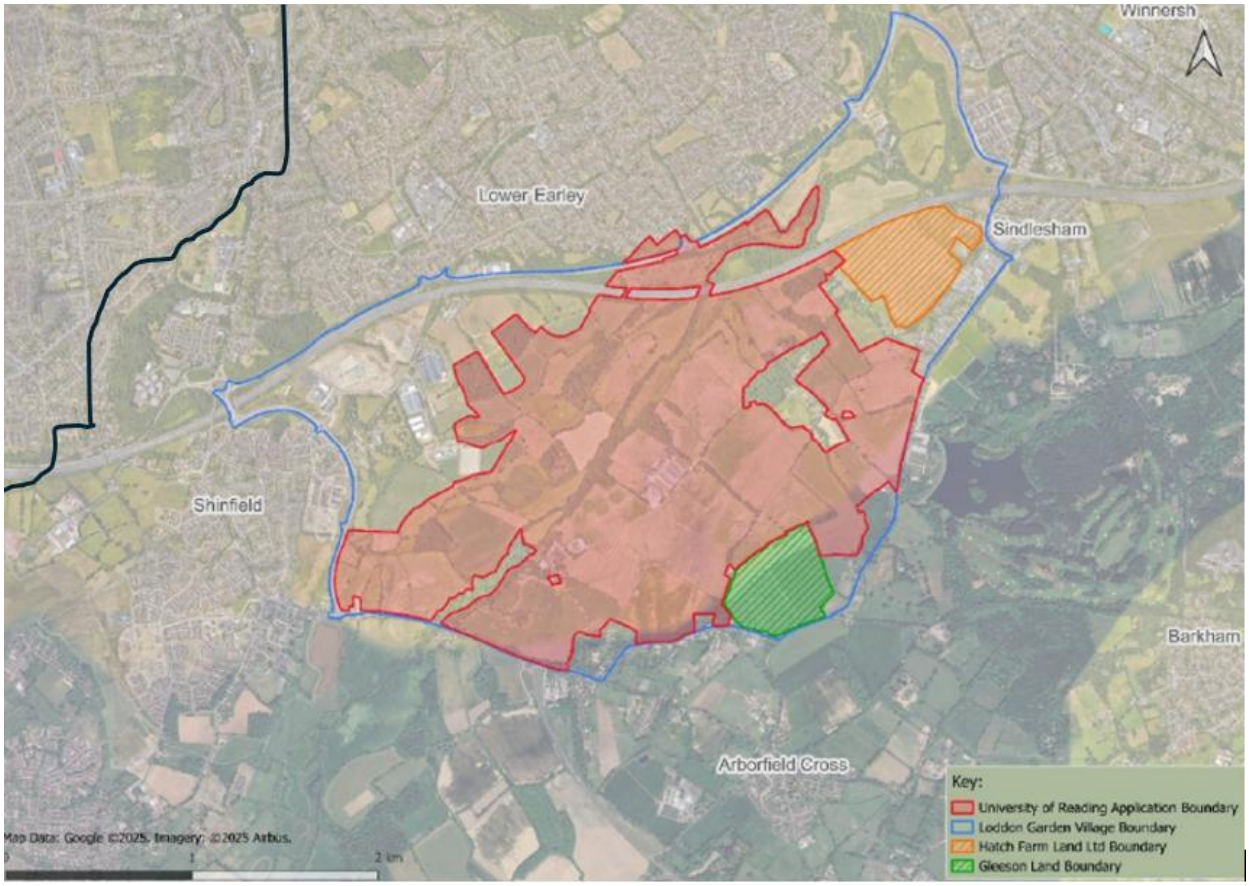
1.4 It is therefore recommended that Reading Borough Council objects to both planning applications on highways and transportation grounds and requests further assessment, supporting information and mitigation before the impacts on Reading can be satisfactorily understood and addressed.

2. Introduction and site description

2.1 The Council has been consulted on two planning applications within the adjacent authority area of WBC. The consultations relate to outline planning application ref. 252498 (WBC reference) for up to 2,800 homes, including provision of schools, shops, community facilities, sports provision, healthcare uses, extensive open space, and major new transport infrastructure at Hall Farm on Church Lane in Arborfield and outline planning application 252769 (WBC reference) on adjoining land to the south for up to 430 dwellings on land north of Mole Road and Church Lane forming part of Newlands Farm, Arborfield.

2.2 The applications, together form part of the proposed Loddon Valley Garden Village (LVGV), a strategic development allocation identified within Policy SS13 of the emerging Wokingham Borough Local Plan Update for 3,930 new homes, 100,000 m² of research and development/employment floorspace, two x 3-form entry primary schools and one x 8-form entry secondary school, creation of district centre and 2 x local centres, with healthcare, leisure, community and retail facilities and a multi-functional country park. The proposed LVGV allocation area is located north of Arborfield, west of Wokingham and east of Shinfield in Wokingham Borough and around 7km south of Reading Town Centre. The allocation area lies immediately south of the M4 motorway and includes land around Hall Farm, the Centre for Dairy Research (CEDAR) and parts of the Loddon Valley. The Thames Valley Science Park (TVSP) is situated to the north-west of the site.

2.3 The larger development proposal at Halls Farm covers the significant majority of the LVGV allocation area with the smaller Newlands Farm proposals located at the southern edge of the allocation area. The plan below shows the LVGV allocation area outlined in blue, the proposed Hall Farm application area outlined in red and the proposed Newlands Farm application area outlined in green. Separate land also forming part of the LVGV to the east at Hatch Farm is outlined in yellow, but this land does not farm part of the two planning applications being considered by this report.



Location Plan (Borough boundary shown in black)

2.4 Both application sites are predominantly rural in character primarily consisting of agricultural fields. The surrounding landscape is characterised by a mixture of agricultural land, woodland, scattered rural properties and more recent housing developments within Wokingham Borough, including Arborfield Green to the south. Both sites and the LVGV allocation area are located with nearby access to the M4 and other strategic routes including the A327 Reading Road, Mole Road, Shinfield Eastern Relief Road, Arborfield Relief Road and Winnersh Relief Road.

2.5 It should be noted that comments were provided by the Planning Policy Manager on behalf of RBC to the Wokingham Borough Local Plan Update 2023 – 2040: Proposed Submission Plan (dated 13th November 2024) with respect to the Garden Village at Loddon Valley under allocation ref: SS13. Such comments centred around transport matters and that it was not agreed that active travel and public transport had been adequately addressed within the Proposed Submission Plan.

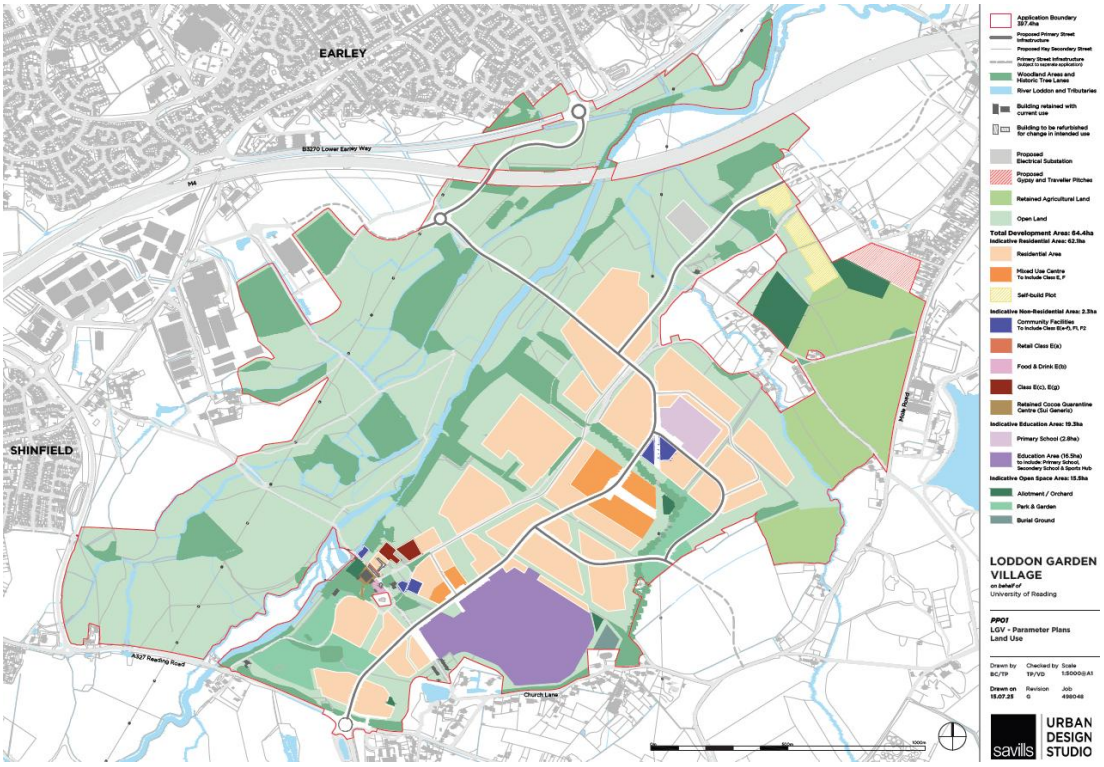
3. The Proposal

3.1 The Hall Farm proposals (RBC ref. PL/25/1570/ADJ) consist of a hybrid planning application seeking part outline and part full planning permission for a development of up to 2,800 homes supported by schools, shops, employment space, community and sports facilities and new transport and green infrastructure.

3.2 More specifically the proposals include:

- Up to 2,800 homes in a mix of 1 bed, 2 bed, 3 bed and 4 bed dwellings
- 40% provision of affordable housing (around 1,120 homes).
- Up to 100 self-build/custom-build plots.
- 20 Gypsy and Traveller pitches.
- Two primary schools with early years provision.
- One secondary school.
- A district centre with shops, services, community uses and a food store.
- A smaller local centre for neighbourhood services.

- Sports hub, allotments, community facilities and cemetery provision.
- Up to 4,250m² of employment/business space.
- Creation of the EcoValley, covering more than 195 hectares along the River Loddon.
- New habitats and a biodiversity net gain of over 20%.
- New spine road and internal road network.
- New pedestrian, cycle and vehicular connections, including bridges across the M4 and River Loddon.
- Accesses to Lower Earley Way, the A327 and Thames Valley Science Park.
- Walking, cycling and public transport links.
- Sustainable drainage systems (SuDS) and flood management measures.
- Utility upgrades, including a new electricity substation.
- Associated engineering and groundworks



Proposed Halls Farm Illustrative Masterplan

3.3 The Newlands Farm proposals (RBC ref. PL25/1651/ADJ) consist of an application for outline planning permission with all matters reserved apart from access (from Mole Road), for up to 430 dwellings. The proposals include provision of associated infrastructure including a connection through to the proposed Spine Road for the Hall Farm proposals, new pedestrian cycle link connecting Carter's Hill Lane and Ellis's Hill byways, associated landscaping to include formal and informal public open space, biodiversity enhancements, utilities and other infrastructure provision and associated engineering works.

3.4 More specifically the proposals include:

- Up to 430 dwellings in a mix of 1 bed, 2 bed, 3 bed and 4 bed dwellings;
- 40% provision of affordable housing;
- Formulation of an access road that integrates with the existing village infrastructure;
- Provision of children's play facilities for all age groups;
- New tree planting;
- New formal cycle and footpath links;
- A circular recreational route around the site's landscaped edge;
- Community allotments;
- Sustainable urban drainage systems;
- Wild-flower planting;
- A network of green corridors across the Site

Proposed Newlands Farm Illustrative Masterplan

4. Planning History

4.1 This is an out of Borough site so there is no relevant Reading Borough Council planning history.

5. Consultations

5.1 As determining authority, Wokingham Borough Council has carried out its own consultations on the applications. The Reading Borough Council consultation responses on the application are summarised below. Given the applications are intrinsically linked, forming the significant majority of the wider LVGV strategic development, comments on both applications from an RBC perspective raise very similar/the same issues. The Newlands Farm proposal, and any other residential led development forthcoming within the LVGV allocation area, would be reliant upon the Hall Farm proposals for social, green and transport infrastructure which is proposed to be provided as part of that much larger proposed development.

5.2 RBC Transport – Object to both applications and recommend that both are refused because insufficient information has been submitted with the applications to enable the highways, traffic and transportation implications of the proposed developments, both individually and cumulatively, to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposals would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy CP6 of the Adopted Wokingham Core Strategy and Policies TR4 and TR6 of the National Planning Policy Framework 2026

5.3 RBC Natural Environment – WBC should secure appropriately detailed Arboricultural Method Statement (AMS) either now, at reserved matters stage or by way of condition for both applications to ensure appropriate tree retention and protection. WBC should secure appropriate landscaping principles at this outline stage and then full details of all landscaping, including management and maintenance of the on-site ancient woodlands and veteran trees by way of conditions.

5.4 RBC Leisure – No objection subject to WBC securing appropriate provision for sport and formal recreation to meet the demand for such facilities that would be generated by new residents of the proposed developments. Failure to do so could impact upon leisure facilities in the South of Reading.

5.5 RBC Education – There could be some impact on schools in the South of Reading as a result of the proposals and, therefore, WBC should ensure there is sufficiency in educational provision to accommodate the needs of the developments.

5.6 RBC Environmental Protection and Nuisance – It is recommended that an Air Quality Assessment is prepared, which includes the impacts that the development operation would have on Reading's Air Quality Management Area.

5.7 RBC Conservation – No objection is raised given the concept/nature of the application and the distance of the site from heritage assets within Reading. The closest heritage assets within Reading which might potentially be impacted would be Grade II Listed Little Lea Cottage and St Pauls Church Hall however impacts would be indirect and negligible.

6. Legal context

6.1 This is not an application for determination by RBC and WBC will assess the application against their own planning policies, but in considering the impact of the proposed development upon Reading Borough consideration has been given to the following:

6.2 NPPF (August 2026)
Section 4 – Achieving Sustainable Development
Section 5 – Meeting the Challenge of Climate Change
Section 6 – Delivering a Sufficient Supply of Homes
Section 7 – Building a Strong, Effective Economy
Section 10 – Securing Clean Energy and Water
Section 12 – Making Effective Use of Land
Section 14 – Achieving Well Designed Spaces
Section 15 – Promoting Sustainable Transport
Section 16 – Promoting Healthy Communities
Section 17 – Pollution, Public Protection and Security
Section 19 – Conserving and Enhancing the Natural Environment

6.3 Reading Borough Local Plan (2019)
CC1: Presumption in Favour of Sustainable Development
CC2: Sustainable Design and Construction
CC3: Adaptation to Climate Change
CC6: Accessibility and the Intensity of Development
CC7: Design and the Public Realm
CC8: Safeguarding Amenity
CC9: Securing Infrastructure
EN10: Access to Open Space
EN12: Biodiversity and the Green Network
EN13: Major Landscape Features and Areas of Outstanding Natural Beauty
EN14: Trees, Hedges and Woodland
EN15: Air Quality
EN16: Pollution and Water Resources

TR1: Achieving the Transport Strategy
TR2: Major Transport Projects
TR3: Access, Traffic and Highway-Related Matters
TR4: Cycle Routes and Facilities

6.4 Other relevant documents taken into consideration:
Reading Tree Strategy (2021)
Reading Biodiversity Action Plan (2021)
Reading Local Transport Plan (2024)

7. Appraisal

7.1 The main issues resulting from both application of potential significance to RBC are in terms of:
I) Traffic generation/highway safety;
II) Impact on the natural environment; and
III) Impact upon social infrastructure within the Borough.

I) Transport and Highway Impacts

7.2 Full detailed comments from the RBC Transport Development Control Manager on behalf of the Local Highway Authority for each of the applications are attached at the end of this report. The comments for each application are summarised as below.

7.3 Both planning applications are accompanied by Transport Assessments (TA's) and whilst these documents do consider the impacts that would result from both proposed developments this is done so in the context of the wider implications of the LVGV as a whole given that the proposals are part of a wider Masterplan for the area.

Trip Generation / Capacity

7.4 Trip rates for both developments have been generated within the applicants TA using the Trip Rate Information Computer System (TRICS) whilst National Travel Survey data has been used to establish the purpose of journeys. RBC Transport Officers have reviewed the trip generation figures for the development and the various different uses proposed and have identified what they consider to be a number of deficiencies and inaccuracies in how the trip generation of the development has been calculated which are likely to have significantly underestimated the impacts the development would have on the road network surrounding the development including routes within Reading Borough. Comments to be passed to WBC will therefore advise that the applicant for both applications must reassess the implications of the of the proposed development on the transport network in full addressing all the deficiencies and inaccuracies that RBC have identified. Failure to do so would mean that the proposals fail to adequately demonstrate that they would not have an unacceptable adverse impact upon the transport network within Reading Borough.

Junction/Network Assessment

7.5 To assess the impact of the developments upon the existing road network the applicants have utilised Wokingham's Transport Model. No information is provided with the TA to establish the distribution and number of vehicle movements that would travel to or through Reading from the proposed developments. WBC will therefore be advised that further information is required to allow RBC to fully understand the impact of both proposals upon the road network within the Borough.

7.6 Notwithstanding the above and that insufficient information has been provided to allow final conclusions as to the impact of the proposals upon the road network in Reading to be reached the Hall Farm application proposes some highway mitigation measures. Notably the application includes a proposal to widen the B3270 arm of the M4 junction 11

roundabout for both eastbound and westbound traffic to facilitate increased traffic flows. However, an assessment of this junction (located within Reading Borough) is not submitted with the application and is required to be provided (as well as agreed with Highways England). RBC Transport Officers also note that the widening of this carriageway is likely to be detrimental to trees either side of the existing carriageway such that WBC should be advised that an arboricultural method statement of the proposed junction works is required to be provided to RBC to understand what the impact upon these existing trees would be as well as a visual impact assessment of the necessary tree removal. Furthermore, the widening of the carriageway would also necessitate provision of a noise impact assessment as a result of increased traffic flows and proximity of nearby residential dwellings in Whitley. It is also identified that signage around the junction 11 roundabout would need to be revised to accommodate the proposed changes but no information regarding this has been provided. WBC will therefore be advised that this is not acceptable given this is works that would need to be secured as being provided by the applicant as part of any future planning permission and associated s106 legal agreement (s278 highway works agreements with RBC would also be required).

7.7 Of the likely increased traffic flows to the B3270 resulting from the development RBC Transport Officers identify that a significant proportion of those trips are likely to also utilise the A33. WBC are advised that the applicant is required to provide details of vehicle trip impact upon the A33 given this rote is either at or exceeding capacity currently. RBC Transport Officers also identify that an assessment of impacts upon the B3270 and Whitley Wood Lane junction is required given increased traffic flows to the B3270 and as this junction is known for accidents (3 in the last 5 years) and difficulty exiting Whitley Wood Lane onto the B3270. A scheme of mitigation measures to reduce potential further safety issues is required to be provided by the applicant.

7.8 The TA also identifies significant increases to delays as a result of the Hall Farm proposals upon various roads and junctions within Reading Borough including the eastbound off slip road of the M4, the Little Lea junction, north bound travel along the A33, Shinfield Road approach to the junction with Whitley Wood Road, northbound flows along Shinfield Road to the junction with Redlands Road and Northcourt Avenue. WBC is to be advised that detailed assessment of the impacts upon these roads and junction is required to be provided, and insufficient details is contained as part the current submission for these impacts to be fully understood.

7.9 In respect of the Newlands Farm proposals RBC Transport Officer note the modelling assessment of the impacts of that development upon the surrounding road network are done as part of the wider LVGV whereas an assessment is also required to detail the impacts of this application alone, given it is its own standalone planning application.

7.10 Given the above requirement for further clarification and assessments the RBC Highway Authority advise that WBC should be informed that there is current insufficient information and details with the applications to fully assess the impacts of either proposed development upon the transport network within Reading Borough. RBC Environmental Protection Officers also advise that an assessment of the impact of additional traffic generated by the development upon the Reading Air Quality Management Area (AQMA) is required in order to understand the impacts upon the Borough in this respect.

<u>Public Transport</u>

7.11 Public transport proposals for the both the Halls Farm and Newlands Farms proposals are considered within the TA's as part of wider phased strategic strategy for the LVGV as a whole which complicates matters from an RBC perspective in terms of how various mitigation measures proposed as well as those not currently proposed and considered necessary would be secured in relation to the two current planning applications. Notably the submitted TA's consider the phased development of the wider LVGV and do not detail proposals in relation to the current individual planning applications.

Phase 1

7.12 For phase 1 of the proposals (1075 dwellings), which it is anticipated would include provision of all the Newlands Farm proposals, it is proposed to utilise existing Reading Buses Route 3 for dwellings located in the southern part of the development which has a 15-minute frequency with journey between the site (Church Lane) and Reading Town Centre being around 45 minutes with this route also providing less frequent journeys to Wokingham. However, no details of the bus capacity of this route have been provided to ensure that there is sufficient capacity and opportunities for bus journeys as an alternative to private cars. This information is required to be provided.

7.13 For the proposed dwellings within the northern and eastern parts of Phase 1 which would account for 62.8% of the total number of dwellings to be provided within this Phase a new bus service is proposed from the site to Wokingham, also serving Winnersh Railway Station. Therefore, journeys from this part of the development to Reading would likely be undertaken by car with only 37.2% of dwellings in Phase 1 having access to bus provision to and from Reading. RBC Transport Officers advise that the proposed development phasing or extent of road network to be brought forward within Phase 1 of the development should be reviewed to ensure all parts of the development are provided within sufficient public transport provision to and from both Wokingham and Reading.

7.14 For the dwellings within the southern part of Phase 1 of the Halls Farm development access to bus stops for travel to Reading would be via new bus stops proposed on the A327 Reading Road. However, RBC Transport Officers identify that only approximately half the units within this part of the development would be located within the recommended maximum 400m walking distance of a bus stop and that a controlled crossing point is not proposed to be provided to access the new bus stop for buses travelling north to Reading. It is also noted that should Route 3 penetrate Phase 1 of the development then this would further increase journey times on this route for both new and existing users. It is critical that the application incudes a Public Transport Strategy which seeks ways to make journey times quicker and more efficient, is served by more frequent bus routes and by bus stops that are no more than 400m from any residential dwelling to ensure the modal shift to public transport.

Phase 2

7.15 Proposed Phase 2 of the LVGV (2780 dwellings) is estimated to commence 6 years after construction has started on Phase 1 and would include extension of the new bus service proposed for the north and eastern parts of Phase 1 so that it would connect to Reading as well as Wokingham. This extended service would have a 30-minute frequency with a journey time of 60 minutes between Reading and Wokingham. However, to aid journey times and service reliability RBC Transport Officers identify that bus service priority at either end of the B3270 is necessary to be provided (at the junctions with the M4 junction 11 and Blackboy roundabout) to improve journey times and encourage shift to buses away from private cars. On the same basis it is also considered the service proposals should be further reviewed to ensure a more frequent service than every 30 minutes, including access for Route 500 to the Phase 2 via Kings Lane/Mole Road. Measures to secure this should be provided as part of the transport mitigation measures for Phase 2.

7.16 Once phase 2 has been provided RBC Transport Officers advise that this would mean that most of the internal road infrastructure for the development as a whole would have been provided and that, subject to the mitigation measures descried above being secured, this would mean that the vast majority of the development would have access to bus services to Reading.

Phase 3

7.17 Proposed Phase 3 of the LVGV proposals (1150 dwellings) is projected to commence 12 years from the start of Phase 1. Phase 3 would include provision of a new road bridge

connection from the north of the LVGV over the M4 connecting to Lower Earley Way. This would allow for the opportunity for the extension of bus services along the A3290 between Reading and Winnersh Triangle Park and Ride (Route 500) aiding non car travel into Reading. The TA's state that at this Phase of the LVGV Reading Buses Route 3 could also be re-routed so that it penetrates the site more directly serving a greater proportion of the LVGV. Whilst this would be welcomed the applicant must provide clarity as to what level of service this would equate to and what the implications this would have on services travelling through Shinfield.

7.18 No information is provided with the TA's as to proposals to extend services currently serving Lower Earley (Routes 19B and 21) but it is stated that this is a possibility. The Assessments also state that a £5m Infrastructure Delivery Plan has been allocated as part of the LVGV proposals to subsidise new and altered bus services, including those for services north into Reading. No information is provided as to what such potential measures are and therefore detail on this is requested from the WBC and the applicant.

7.19 The Hall Farm proposals do not detail at what stage of the development the proposed new schools or community facilities would be provided with this to be agreed as part of later detailed s106 phasing and infrastructure delivery plans. The TA indicates that it is not proposed to increase bus services further to accommodate for school trips. RBC Transport Officers advise that this is not accepted, and that much more detailed information is required if RBC were to accept this position.

7.20 As discussed above Reading Borough Highway Authority has concerns about numerous locations on the network into and within Reading in terms of trip generation and network capacity. The development will have a negative impact on bus journeys to and from Reading with the delays at junctions within Reading increasing bus journey times as well as reduce reliability on bus services making model shift to bus travel far more difficult and therefore resulting in increased car usage. WBC will therefore be informed that Reading Borough Highway Authority will not be able to support proposals that result in detrimental impacts and that mitigation measures and further assessments as detailed above and in the full comments at the end of this report will be required.

Active Travel

7.21 Both applications include proposed Active Travel measures to provide direct access to and from the site. These include provision of pedestrian refuges along the A327 Shinfield Road to assist with crossing, for cycle travel into Reading a route along Meldreth Way is proposed combing existing and new infrastructure, north of Wilderness Road the University of Reading is amendable to creating permissive routes through the Whiteknights Campus to provide traffic free active travel routes towards Reading Town Centre with a new crossing on Wilderness Road to assist with connecting from Beech Lane to Whiteknights. However, RBC Transport Officers note that Appendix E of the TA which details the off-site travel connectivity does not include these active travel measures which is inconsistent with the main body of the TA and requires clarification from the WBC and the applicant.

7.22 Appendix B of the TA also audits existing and proposed non-vehicle routes around the LVGV and identifies significant deficiencies in terms of width and directness of routes but then goes on to propose only very basic improvements (landscape clearance, removal of debris and provision of tactile paving at crossings) rather than measures to overcome the identified deficiencies. Therefore, RBC Transport Officer identify that WBC should be advised that the applicant must undertake further assessment and provide mitigation proposals for these routes as part of which it is recommended that improvements to Pepper Lane are assessed.

7.23 As identified above the proposals would have a negative impact on the road network within Reading and therefore cycle improvement to and within Reading Borough must be

provided. At this stage and based upon the currently available information RBC Transport Officers advise that the following would be required to be secured as part of the proposals:

- Dedicated cycle lanes through Lower Earley between the application site and the Borough boundary with Reading.
- A minimum contribution of £300,000 towards cycle improvements along the A327 Shinfield Road corridor.
- Cycle links through the University Campus that link to the cycle network with Reading, details of which must be provided.
- Cycle lane provided along Pepper Lane between Elm Road and A327 Shinfield Road.

7.24 The above mitigation measures are based upon consideration of the wider LVGV masterplan site as a whole and would not necessarily be required to be brought forward as part of the current two individual planning applications. However, the mechanisms for securing mitigation schemes is not known by RBC at this stage and therefore a full list of measures has been set out for the wider LVGV. Further information and discussion with WBC would be required to agree appropriate stages for delivery of the various mitigation measures. It is also pertinent to note that, as discussed above, RBC Transport Officers have identified various areas where further assessments of the impact of the proposals are required, and further mitigation measures may be required as a result of these assessments which cannot be determined at this stage.

Cycle Hire

7.25 Neither application provides any information with regards cycle hire schemes that could be located not only within the development but at strategic locations within Wokingham and Reading in order to promote alternative modes of travel. This would aid not only residents of the developments but those travelling into the development to see friends, shop, work etc. This would be beneficial in reducing car borne trips to and from the development. Therefore, it is considered that WBC be advised that both applicants must be required to put forward details of a cycle hire scheme that includes a list of strategic locations so that Highway officers of both Reading and Wokingham can review.

Car Club

7.26 Neither application includes specific details of a car club on the site only suggesting that one could be provided. An onsite car club would be beneficial for those journeys that may be required as part of work trips at the science park for example but would allow for commuter trips to be undertaken by alternative modes. This will help reduce potential vehicle movements within the Peak travel periods. Therefore, WBC should be advised that an assessment of car club numbers and locations across the site is required to be provided for both applications for review.

S106

7.27 Given that the applications have been assessed including parcels of land within Reading Borough to provide mitigation for the developments that are located outside of the redline application area and outside of Wokingham Borough it is unclear how the proposed mitigation measures will be secured and brought forward and this is not detailed within either application submissions. It is considered that WBC should be informed that RBC would require to be party to any section 106 legal agreements to secure mitigation measures located within the Borough (and subsequent submission of any highway works agreements such as s278 agreements).

Overall

7.26 In overall terms the RBC Highway Authority recommends that WBC are advised that insufficient information has been submitted with both planning applications to enable the

highways, traffic and transportation implications of the proposed development upon Reading Borough to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading and that this is contrary to Policy CP6 of the Adopted Wokingham Core Strategy and Policies TR4 and TR6 of the National Planning Policy Framework.

II) <u>Impact on Natural Environment</u>

7.27 There are multiple TPO trees, veteran trees and areas of ancient woodland on and around both application sites within Wokingham Borough. Layout and Landscaping details of both proposed developments are not known at this stage with these being reserved matters for consideration at a later date. It will be WBC's responsibility to ensure suitable tree retention and that trees are protected during construction and future use of both developments via appropriate arboricultural method statements. Similarly, it will be WBC's responsibility to ensure to ensure appropriate landscaping within the developments and future management and maintenance of this via approval of detailed proposals at reserved matters stage.

7.28 As discussed in the transport section of this report above it has been identified that the proposed widening of the B3270 arm of the M4 junction 11 roundabut proposed as part of the off-site highway mitigation works for the proposals could impact upon trees within this part of Reading. Therefore, it is recommended that WBC be advised that an arboricultrual assessment of the impact of this works should form part of the additional information requried by RBC to fully assess the impact of the proposed development upon the Borough.

III) <u>Impact Upon Social Infrastructure</u>

7.29 Within the planning application submission documents there is a recognition that for such a large-scale proposal that there would need to be a wide range of infrastructure to support the proposal. The Planning Statement states (Section 11.3) "*engagement has taken place with WBC through the pre-application stage, culminating in an IDP [Infrastructure Delivery Plan] published by WBC in August 2025 and provided to the LPU [Local Plan Update] Examination Inspectors on 2 September 2025 (reference: WBC28).*" A summary of the infrastructure provision is included in Table 11.1, which sets out the following with respect to education, leisure and health:

Education	
Provision of land for schools	Provision of land for 2 x 3 Form entry Primary Schools and 12 Form Entry Secondary School
Financial contributions	Financial contributions to Primary, Secondary and SEND provision
Governance	Providing for the creation of a steering group between the Applicant, Local Planning Authority and Local Education Authority to oversee delivery of the education facilities.
Delivery programme	Mechanism to devise and agree a delivery programme in conjunction with the Local Education Authority, to include a timetable for design, procurement, construction and opening of schools

Public open space	
Definitions	Mechanism to formally require delivery of the various forms of public open space formally applied for in the development, with a means by which each typology is defined / approved.
Delivery and timing	Obligation to devise a programme to provide a suitable quantum of open space typologies, in suitable locations, as the development of site progresses. The focus of this being, to ensure that a sufficient and appropriate amount of public open space is available to residents at each phase.
Management and maintenance	Financial contributions towards management and maintenance, alongside a schedule of who is responsible for these works, their frequency and duration
Sports hub	
Overarching	Establishment of protocols around how the Sports Hub will be carried forward into the Reserved Matters process (including the timing thereof, and roles/ responsibilities) and its future management and maintenance
Future use	Obligation to devise a 'Community Use Agreement' in conjunction with WBC and in liaison with community and sports stakeholders. This agreement will establish how pitches and other facilities will be used by the wider public as well as by the schools within Loddon Garden Village.

Public and community facilities	
District Centre	Obligations which relate to the formal definition of each element within the proposed development and how they will be brought forward, implemented and managed in a timely way consistent with the overall Vision for the LGV. Consideration required of which organisations (in addition to WBC) would be involved in the evolution of each obligation, such as the NHS / CCB design guidance in relation to health provision.
Local Centre	
Community centres	
Health facilities, inc. GP	
Community Manager	

7.30 It is considered important that the type and level of appropriate infrastructure provision is developed in coordination with relevant parties including RBC and it is recommended that WBC is requested to ensure that such liaison takes place to ensure that there would be no negative effects on the existing infrastructure within RBC area. This should include the timing of infrastructure provision to align with relevant phases of the development. If it cannot be demonstrated that suitable mitigation would be provided and secured by WBC as part of the proposals, then RBC may require contributions towards similar facilities within the south of the Borough that could be impacted by the additional housing proposed so close to Reading. This would likely necessitate RBC being party to s106 agreements linked to both developments.

8. Equality implications

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The key equalities protected characteristics include age, disability, sex, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. It is considered that there is no indication or evidence that the protected groups have or will have different needs, experiences, issues, and priorities in relation to this particular application.

9. Conclusion

9.1 The Hall Farm and Newlands Farm proposals represent the substantial majority of the proposed Wokingham Borough Council Loddon Valley Garden Village strategic allocation and would deliver a significant number of new homes, employment opportunities, community facilities, schools, open space and supporting infrastructure close to the southern edge Reading. The principle of providing new housing and associated infrastructure in a sustainable location is recognised. However, in considering the potential effects of the proposals on Reading Borough, a number of concerns have been identified.

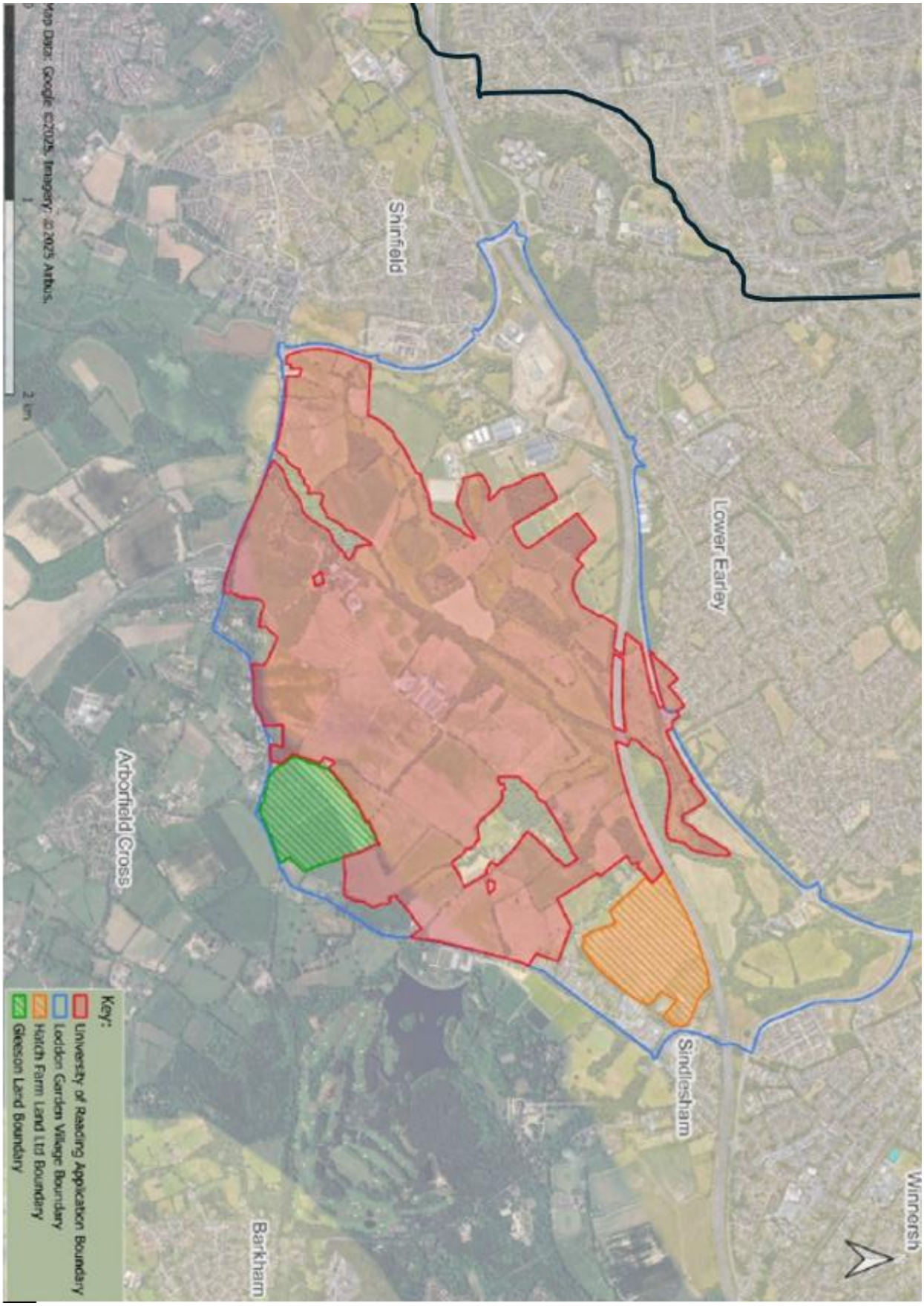
9.2 The most significant concern relates to the likely transport and highway impacts arising from the developments. Reading Borough Council's Highway Authority has concluded that insufficient information has been submitted to robustly assess the full extent of the impacts on the road network within Reading. In particular, concerns remain regarding trip generation, traffic distribution, junction capacity, public transport provision, active travel infrastructure and the effectiveness and deliverability of proposed mitigation measures. On the basis of the information currently available, it has not been demonstrated that the developments would not result in unacceptable impacts on the safety and operation of the highway network within Reading.

9.3 The proposals have the potential to provide significant social infrastructure; however, it is essential that the delivery and phasing of education, health, leisure and community facilities are coordinated with relevant stakeholders, including Reading Borough Council, to ensure that existing infrastructure within Reading is not adversely affected.

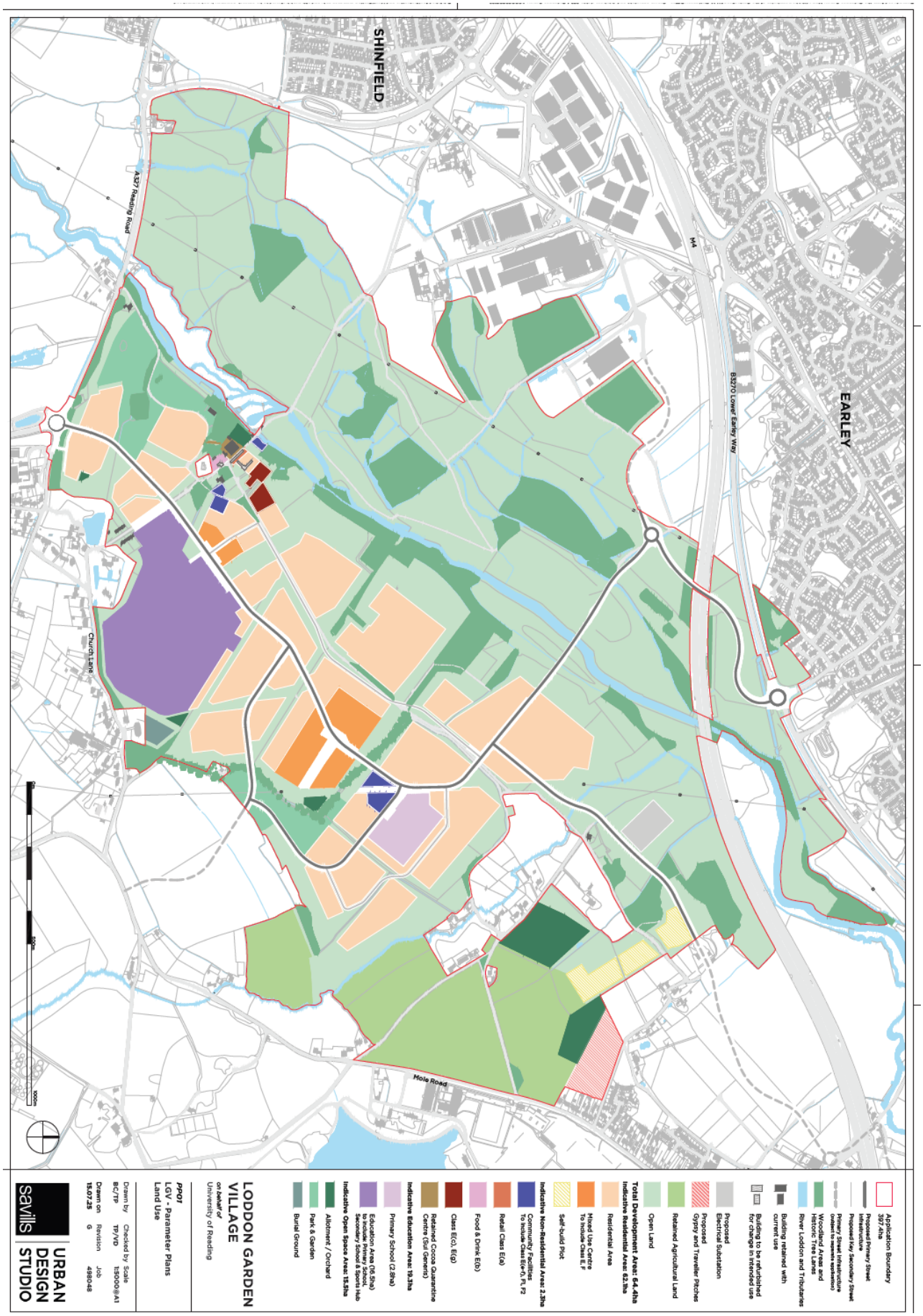
9.4 Having regard to the submitted information, it is recommended that Reading Borough Council raises an objection to both planning applications on highways and transportation grounds. It is further recommended that Wokingham Borough Council be advised that additional assessment work, supporting information and appropriate mitigation measures are required before the impacts of the developments on Reading Borough can be satisfactorily understood and addressed. Wokingham Borough Council should also be requested to ensure ongoing liaison with Reading Borough Council in relation to the delivery of infrastructure necessary to support the wider Loddon Valley Garden Village proposals.

Selection of Proposed Plans

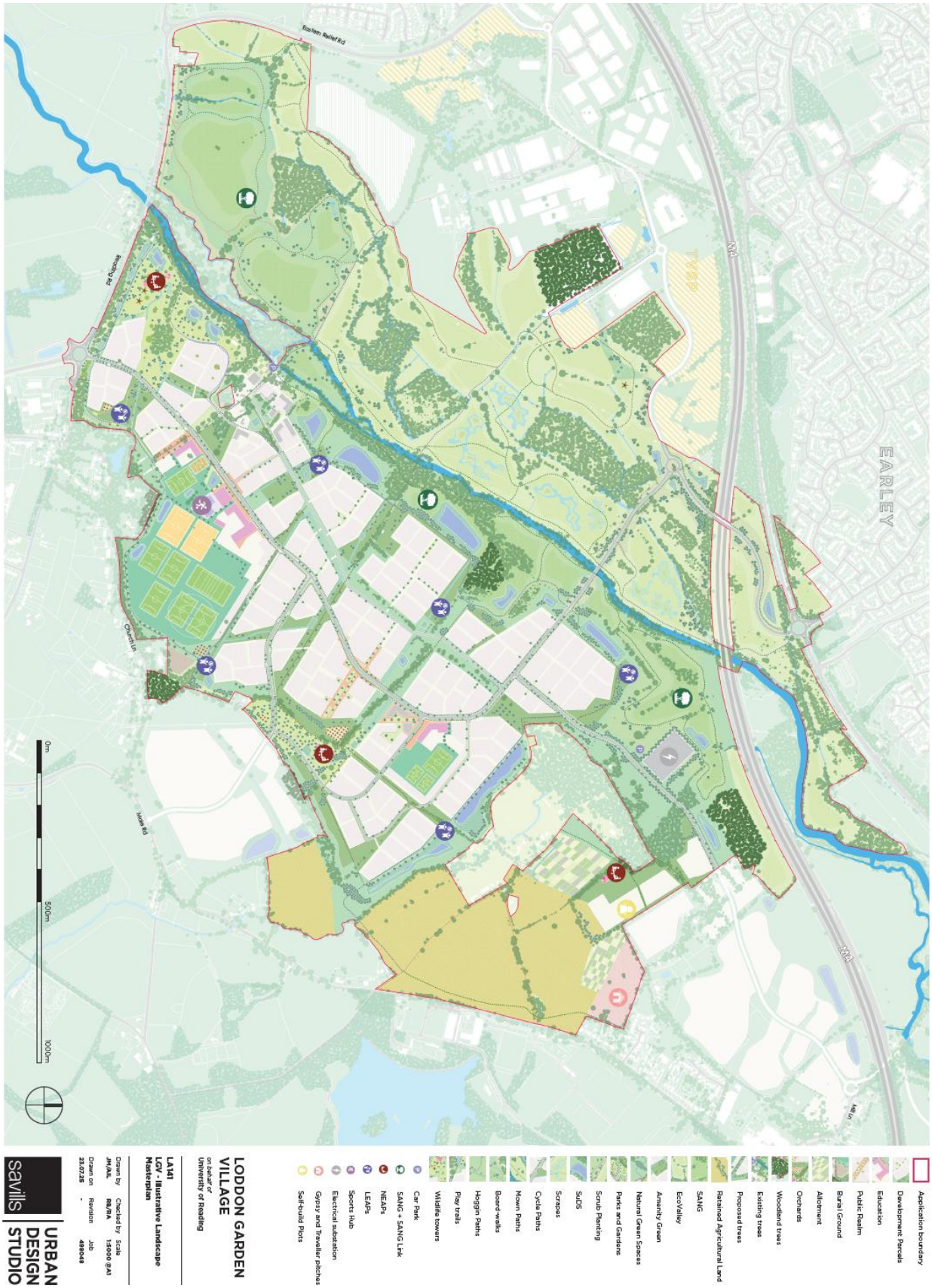
PL/25/1570/ADJ – Hall Farm, Church Lane



Location Plan – Borough boundary shown in black



Proposed Parameter Plan



Proposed Landscape Masterplan

PL/25/1651/ADJ - Land North of Mole Road and Church Lane

Proposed Parameter Plan

Proposed Masterplan

Appendices

<u>RBC Transport Full Comments</u>

a) PL/25/1570/ADJ – Hall Farm, Church Lane

1. Introduction

1.1 The proposed development consists of a Hybrid planning application comprising up to 2,800 residential units to include up to 100 custom and self build plots; 2 primary schools (up to 3 forms of entry) to include early years provision and 1 secondary school (up to 12 forms of entry); one District Centre, to incorporate up to 11,000m2 of Class E (Commercial, Business and Service, to include a food store of around 2,500m2), and Class F (Local Community and Learning); one Local Centre, to incorporate up to 2,400m2 of Class E; a Sports Hub to include sports pitches and pavilion space; up to 4,250m2 of further Class E, Class F, and sui generis development to include commercial, health care and public house; associated green infrastructure, landscaping, public open space, play areas, and ecological enhancement measures; 20 gypsy and traveller pitches; drainage and flood alleviation measures to include Sustainable Urban Drainage Systems (SUDS) and engineering measures within Loddon Valley for the River Loddon; associated highway / transport / supporting infrastructure including spine road, pedestrian and cycle connections; associated utilities, infrastructure, and engineering works, including the undergrounding of overhead lines and an electricity substation; up to 0.5ha of land adjoining St Bartholomew's Church for use as cemetery.

1.2 The proposal is therefore a significant development on the edge of the wider Reading area.

1.3 The planning application has been accompanied with a Transport Assessment and it is firstly important to note that the document does not only assess the impacts of this planning application but it assesses the wider implications of the Loddon Garden Village development given that this is part of the wider Masterplan. The additional residential dwellings and commercial uses will come forward as part of subsequent planning applications.

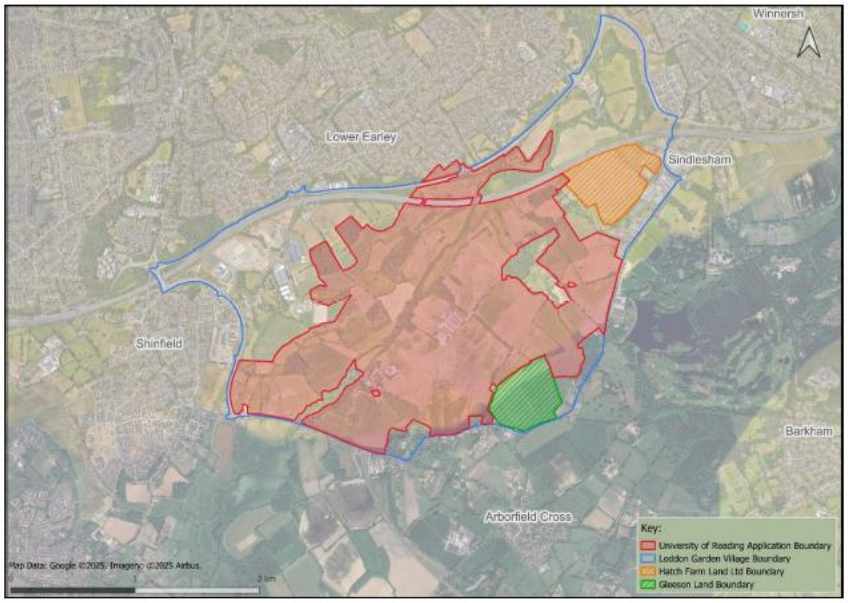
1.4 The Highway Authority has reviewed the submitted Transport Assessment and comment as follows.

2. Site Location

2.1 As shown in the image below, the Loddon Garden Village site is located in Wokingham Borough, immediately south of the Reading urban area. The northern boundary is defined by the B3270 Lower Earley Way. To the north-east the boundary follows Mill Lane, and to the east it follows Mole Road.

2.2 The southern boundary of the site is formed by the A327, while to the west it adjoins the Shinfield Eastern Relief Road and Thames Valley Science Park.

2.3 The M4 motorway runs through the site on a west-to-east alignment and the River Loddon broadly on a north-to-south alignment.



3. Active Travel

3.1 It is noted that the application includes a series of Active Travel measures located within the development boundary including providing direct access to and from the development site.

3.2 Paragraphs 7.7.10 and 7.7.13 - 7.7.15 of the TA identify a series of potential Active Travel measures as outlined below:

7.7.10. North of the Shinfield Gyratory, pedestrian refuges will be provided within the central hatching areas along the A327 Shinfield Road corridor to assist within crossing connectivity and to reduce severance.

7.7.13. To aid those who wish to use active travel modes to travel to Reading, particularly cyclists, a route from Meldreth Way could be used, which combines existing infrastructure with new provision and comprehensive wayfinding. This would include routing along Carshalton Way and then a crossing of Rushey Way into a quiet section of Beech Lane which heads west for c.250m.

7.7.14. From here, a direct route would continue along Beech Lane, but for cyclists preferring a quieter route, the dedicated pedestrian/cycle paths and quiet roads to the west could provide an alternative route until rejoining Beech Lane just north of Redhatch Drive.

7.7.15. North of Wilderness Road, the University of Reading is amenable to creating permissive routes through the Whiteknights Campus, providing traffic free active travel routes towards Reading town centre. A new crossing on Wilderness Road will assist in connecting from Beech Lane to Whiteknights.

3.3 However, Appendix E of the TA 'Off Site Active Travel Connectivity' which provides details of pedestrian and cycle improvements includes no reference to either the proposed crossing or route through the University Campus, no dedicated cycle facility along Carshalton Way, Rushey Way or Beech Lane no improvements along Chalfont Way / Elm Lane continuing onto Elm Road and no pedestrian refuges along Shinfield Road.

3.4 At Appendix B *Non-Motorised User Audit Report* there are significant deficiencies identified along these routes in terms of width and directness which could be overcome if not for the full length but for significant parts of it. However, the only mitigation identified includes very basic improvements that entail landscape clearance, removal of loose debris and tactile paving at crossings.

3.5 These proposed mitigations would not aid the promotion of cycling as an alternative mode of travel for those travelling to/through Lower Earley, the University Campus and beyond into Reading. The applicant must therefore undertake a further assessment of the routes through lower Earley and along Shinfield Road to establish what improvements could be achieved.

3.6 Having reviewed the access into the University Campus opposite Beech Lane it is noted that any crossing point would need to be within close proximity to the Wilderness Road / Beech Lane roundabout to ensure it is located on the desire line for users and that this access point is already restricted thereby making it inaccessible for cycles and anyone with mobility issues. The initial part of the route is currently also a track through the woods and therefore to make this a compliant footway / cycle link quite considerable improvements would be required necessitating tree and shrub removal.

3.7 It is therefore surprising that the applicant has not reviewed Pepper Lane as a potential improvement link into Reading especially given the existing verge and that the route would be directly adjacent to the University Campus. This could also link into the University Campus via the access opposite Leighton Park School and / or continue so that it connects with the A327 Shinfield Road. This route must therefore also be reviewed to understand what improvements can be achieved.

3.8 The above assessment would establish what significant improvements can be made to these key routes to and from Reading in order to reduce the number of vehicles travelling within Reading creating and adding to high levels of existing congestion within the Borough of Reading.

3.9 The proposal will also result in a negative impact on the road network within Reading and therefore cycle improvements to and within Reading must be provided. Having reviewed the routes that would be taken to travel to and from Reading it is noted that the following improvements would be required:

- Dedicated cycle lanes through Lower Earley between the application site and the Borough boundary with Reading.
- A minimum contribution of £300,000 towards cycle improvements along the A327 Shinfield Road corridor
- Cycle links through the University Campus that link to the cycle network with Reading, details of which must be provided.
- Cycle lane provided along Pepper Lane between Elm Road and A327 Shinfield Road.

3.10 Please note that following the assessment required as detailed above and subject to further assessments that relate to trip rates and junction assessments, to be detailed later in this response, further improvements maybe required but that cannot be determined at this stage.

4. Cycle Hire

4.1 The applicant has provided no information with regards cycle hire schemes that could be located not only within the development but at strategic locations within Wokingham and Reading in order to promote alternative modes of travel. This would aid not only residents of the development but those travelling into the development to see friends, shop, work etc. This would be beneficial in reducing car borne trips to and from the development.

4.2 The applicant must therefore put forward details of a cycle hire scheme that includes a list of strategic locations so that Highway officers of both Reading and Wokingham can review.

5. Public Transport

<u>Phase 1</u>

5.1 Within Phase 1 the applicant suggests the proposal of utilising Route 3 for dwellings located within the southern part of the site which currently has a 15-minute frequency with journeys times between the site (Church Lane) and Reading Town Centre being 44 to 45 minutes approximately in the peak periods. Route 3 would also provide services to Wokingham however these would be at a reduced frequency of 35 minutes and would take approximately 42 minutes to travel between the site and Wokingham Town Centre. However, no bus capacity information has been provided alongside the application to ensure that Route 3 has sufficient capacity along this route. This must be provided to ensure that the opportunities for bus journeys to be undertaken as an alternative to the private car can be achieved.

5.2 The northern and eastern parts of the site are to be served by a new bus service that would have a 30-minute frequency between the site and Wokingham which will also serve Winnersh Railway Station. However, although these would provide access to Winnersh Railway Station it is likely that any journeys north towards Reading from this section of the site would be undertaken by way of the private car and therefore this would be harder to deliver a modal shift to public transport once improved services are delivered six years after commencement of the development.

5.3 Phase 1 includes the provision of 1,075 dwellings which breaks down as 400 located in the Southern Area (Arborfield Rd), 350 in the North Eastern Area (Mill Lane) and 325 in the Eastern Area (Mole Road). This equates to 37.2% of residents within phase 1 only having access to bus provision to and from Reading. To ensure that the all parts of the development are provided with sufficient public transport provision to and from both Reading and Wokingham the phasing of the development or the extent of the road network brought forward within Phase 1 must be reviewed.

5.4 Access to bus stops to Reading for the Southern Area is accessed via new bus stops connecting onto the A327 Reading Road. It is noted that these are within 400m of the dwellings located within this Southern Area based on the schematic illustrated (A392-1011 P4) and assumed as a straight line. This assessment does not take into account the proposed off site Highway Works drawing A392-OPA-0101 D which has the bus stops staggered in location, that the bus stop to Reading is 100m from the site entrance and that residents will not be walking in a straight line and will be required to navigate the internal network which will result in far greater distances. Based on drawing IM001 LGV – illustrative Masterplan Rev D it is suggested that approximately half the units within the Southern Area would in fact be located within 400m of a bus stop.

5.5 It is also noted that residents would not be provided with any controlled crossing facility in order to cross the A327 Reading Road to gain access to the buses travelling to Reading. It is however noted that a signalised controlled crossing is proposed to the south of the Observer Way junction, further justification must be provided as to why this could not be provided to the north of the junction to facilitate both access and to and from the bus stop and pedestrians and cyclists accessing the pedestrian and cycle facilities on Observer Way. From very basic calculations the distance for travel utilising the layout as illustrated on drawing A392-OPA-0101 D is not too dissimilar than if a route were provided around the roundabout.

5.6 Journey times as specified above between Reading and the development would be in the region of 44 minutes and should Route 3 penetrate the site this would add more time onto the journey not only for residents of the development but for those that reside beyond the application site. It is therefore critical that the applicant seeks ways to make journeys time quicker and more efficient to ensure that modal shift to public Transport is achieved.

5.7 Reading Borough Highway Authority are also concerned that the bus strategy is reliant on other applications within the wider masterplan area coming forward in order to provide key infrastructure to enable this application to be served in isolation. This application must also include a Public Transport Strategy that ensures that it will be served by

frequent bus routes and by bus stops that are no greater than 400m from the residential dwellings.

Phase 2

5.8 Within Phase 2 (commencing Year 6) post occupation of 1075 units the proposal includes the extension of the new bus service so that it connects with Reading, this would provide a 30-minute frequency but it is stated at Table 9.3 of the TA that this would result in a journey time of approximately 60 minutes between Wokingham and Reading, see table below. This route would utilise bus lanes along the A33 and then along the B3270 before entering Loddon Valley Garden Village via the Thames Valley Science Park off the Shinfield Eastern Relief Road.

Table 9.3 : Travel Times for Phase 2 Bus Service (includes routings within LVGV)

Route	AM Peak Hour	Off Peak	PM Peak Hour
To Reading	62 mins	57 mins	65 mins
From Reading	54 mins	49 mins	55 mins

5.9 The development includes mitigation proposals at the Thames Valley Science Park junction, these have been assessed and it is confirmed that the junction would be well within capacity with very little queuing.

5.10 However, to aid journey times and reliability to bus services bus priority at either end of the B3270 must be included i.e. at the junctions with M4 Junction 11 and Blackboy Roundabout. It is appreciated that mitigation schemes have been put forward to alleviate the wider traffic impacts, but these do not include bus priority to promote modal shift towards bus services. Any bus will therefore just be sat at the back of the queue.

5.11 Irrespective of this it is noted that the bus service proposed is only a 30-minute frequency and as such proposals must be reviewed to ensure an increased frequency. This should include the potential for Route 500 to access and egress the site via Kings Street Lane / Mole Road as per the Reading to Wokingham service. This could be provided as a temporary service subject to route changes as the development progresses.

5.12 Reading Borough Highway Authority would suggest that this offers a fast route to and from Central Reading and should form part of the proposed mitigation measures for this phase to ensure an increased provision of bus services for the site and a variety of services depending on the end destination.

5.13 The southern part of the site would continue to utilise Route 3 however, with increased occupation of the development it is likely that Shinfield Road will be subject to increased traffic flows and congestion thereby increasing journey times further.

5.14 Phase 2 includes the provision of 2,780 dwellings which breaks down as 1600 located in the Southern Area (Arborfield Rd), 750 in the North Eastern Area (Mill Lane) and 430 in the Eastern Area (Mole Road). However, given that the assumption most of the internal road infrastructure will be provided this now facilitates the vast majority of the development having access to bus services to Reading via either one or the other services described above.

5.15 Notwithstanding this, it is evident that a proportion of the site brought forward as part of this Phase would not be within 400m of a bus stop and there is still the question as highlighted above whether the internal network for dwellings located in the Southern Area would also be within 400m.

Phase 3

5.16 Within Phase 3 (commencing Year 12) the services proposed as part Phase 2 are continued with Route 3 potentially improving as a result of increased occupancy of Thames Valley Science Park.

5.17 Additionally at this point the link over the M4 will be available which the applicant has stated will provide the opportunity for the extension of bus services along the A3290 corridor between Reading and Winnersh Triangle Park and Ride in particular route 500. This will aid trips to Reading either by way of a bus link direct to Reading or to Winnersh Triangle Station allowing onward connections. As stated above in relation to Phase 2 Reading Borough Highway Authority would suggest that route 500 being extended to penetrate the site offers a fast route to and from Central Reading and should form part of the proposed mitigation measures for Phase 2. At Phase 3 this service could be rerouted utilising the new road network as it progresses within this Phase ensuring an increased provision of bus services for the site and a variety of services depending on the end destination.

5.18 It should also be added that this proposed route would also serve a proportion of the existing housing located to the north/east of Hatch Farm Way.

5.19 It has also been stated that Route 3 could also be rerouted so that it penetrates the site and serves a greater proportion of the development. This would ensure that increased residents of the development have a choice of bus travel routes depending on their end destination however the applicant must provide clarity as to what level of service this would equate to and what implications penetrating the application site will have on services travelling through Shinfield.

5.20 No information has been put forward as part of this application to extend services currently serving Lower Earley, routes 19b and 21 in particular, but it has been stated that this is a possibility with discussion to be held with Wokingham Borough Council and Reading Buses.

5.21 The applicant has stated at 9.7.20 and 9.7.21 that a £5m Infrastructure Delivery Plan has been allowed for to subsidise new and altered bus services which includes for public transport priority measures to the north into Reading however these have not been specified within the Transport Assessment and therefore should be clarified.

5.22 It has been stated that travel to school trips that would be external from the site have been based on National Travel Survey data and represents 40%. However, the National Travel Survey results for travel between 2 to 5 miles is 11% for 5- to 10-year-olds and 35% for 11 to 16 year olds. The applicant must therefore provide further evidence / justification as to why this higher rate of bus use is being proposed especially as bus services are being phased and will not link directly into adjacent residential areas like Lower Earley that would attract pupil numbers.

5.23 The applicant has stated that the levels of public transport use reflect both dedicated school services and scheduled commercial bus services however this would be the case for the majority of schools that would form part of the National Travel Survey and therefore there would be no reason to arbitrarily increase the public transport mode share.

5.24 Taking the above into account Reading Borough Highway Authority does not agree with the proposed bus patronage for the schools located within the development.

5.25 Until the above has been clarified Reading Borough Highway Authority cannot agree that the proposed public transport measures are sufficient to aid the reduction in vehicle movements to and from the development.

5.26 It should also be noted that the Reading Borough Highway Authority has concerns about numerous locations on the network into and within Reading, which will be addressed within the Trip Generation / Capacity section of this response. The development will have

a negative impact on bus journeys to and from Reading with the delays at junctions within Reading increasing bus journey times as well as reduce reliability on bus services making model shift to bus travel far more difficult and therefore resulting in increased car usage. Reading Borough Highway Authority will not be able to support proposals that result in detrimental impacts and therefore mitigation measures will be required.

Car Club

6.1 The application includes no specific details of a car club on the site only suggesting that one could be provided. An onsite car club would be beneficial for those journeys that may be required as part of work trips at the science park for example but would allow for commuter trips to be undertaken by alternative modes. This will help reduce potential vehicle movements within the Peak travel periods.

6.2 The applicant is required to provide a thorough assessment of car club numbers and locations across the site for review.

Trip Generation / Capacity

Trip Rates

7.1. The trip rates have been agreed with Wokingham and have been generated utilising the Trip Rate Information Computer System (TRICS) and therefore Reading Borough are happy to accept them.

7.2 The applicant has also utilised National Travel Survey data to establish the purpose of journeys within the peak periods. The details are presented in the Table below which have been reviewed and accepted.

Table 6.2: Peak Hour Person Trip Purpose

NTS Trip Purpose	Aggregated Purpose	Proportion	
		AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)
Commuting	Commuting	34%	55%
Business			
Other Work			
Education + Education Escort	Education (Primary)	42%	4%
	Education (Secondary)	15%	2%
Shopping	Shopping, Leisure & Community	9%	39%
Visiting friends, entertainment & sport			
	Total	**100%**	**100%**

Source: Consultant calculated from NTS data

7.3 Based on the assessment undertaken the applicant has identified that a fully completed development would generate 3,096 two-way vehicle movements in the AM Peak and 3,022 two-way vehicle movements in the PM Peak that are external to the Loddon Garden Village development. This is identified within Tables 6.1 and 6.2 of Appendix C of the TA which also describes how the trips are broken down per destination (work, education, shopping etc). The applicant's submission claims that the number of trips and their purpose would be made up as per Table 1 below.

Table 1

Purpose	Car Use %	AM Peak Hour 8am-9am			PM Peak Hour 5pm-6pm		
		Arriva	Departures	Two-Way	Arriva	Departures	Two-Way
Residential commuting	70%	197	714	911	798	396	1194
Residential (Primary)	70%	41	146	187	10	5	15

Residential (Secondary)	70%	15	53	68	4	2	6
Residential (Shopping, leisure & community)	70%	33	120	153	382	189	571
Total Residential Trips		286	1033	1319	1194	592	1786
Class E	61.9%	956	129	1085	41	690	731
Primary School (from off site)	26%	89	26	115	1	5	6
Secondary School (from off site)	26%	232	33	265	11	9	20
Shopping, Leisure & Community	61.9%	170	142	312	308	171	479
Overall Non-Residential Totals		1447	330	1777	361	875	1236
Overall Totals		1733	1363	3096	1555	1467	3022

7.4 The Reading Borough Highway Authority has reviewed the calculations made to calculate these figures and comments on each use are below:

7.5 To achieve the above figures the applicant has taken the total person trips rates at Table 4.3 of Appendix C which stipulates that the residential development in the AM Peak would generate 1303 person trips associated with commuting, 267 associated with primary education, 95 associated with secondary education and 219 associated with shopping, leisure etc. While in the PM Peak the development would generate 1706 person trips associated with commuting, 22 associated with primary education, 8 associated with secondary education and 816 associated with shopping, leisure etc.

7.6 To ascertain the number of vehicles trips generated by the development the applicant has applied a blanket 70% ratio against the total person trips to determine the number of car trips attributed to all proposed uses on the site. In relation to the commuting trips to outside the development, Reading Borough Highway Authority has deemed this approach acceptable given that this is in keeping with the ratios included within the 2011 census travel to work data. This approach has therefore been utilised in Table 2 below which identifies the Reading Borough Highway Authorities trip rate assessment.

7.7 The applicant has provided a series of percentages per land use to ascertain the internalisation of trips that would be generated by the development. However, no evidence base has been provided as part of the planning application to substantiate these figures. The applicant is therefore required to provide further evidence to ensure that these internalisation factors are an accurate reflection of what can be expected to be achieved as part of the application proposals.

7.8 The Reading Borough Highway Authority does not agree with the proposed travel mode distribution for the educational use, as has been explained previously. This seeks to arbitrarily increase bus usage above national averages thereby reducing the percentage

of car usage. However, the National Travel Survey advises within Table NTS0614a that for children between the ages of 2 and 5 the average use by car is 84% and for children 11 to 16 it is 50%. Reading Borough Highway Authority insist these ratios must be utilised as part of the assessment to determine the vehicle trip levels by pupils residing in the development and travelling to schools externally and those residing outside of the development and travelling to the schools within the development. These two scenarios are identified separately within Tables 1 and 2.

7.9 Based on the percentage of pupils travelling to schools outside the site as outlined in Paragraphs 6.4.18 and 6.4.21 of the TA the development would generate 154 vehicle trips (189 children x 84% car usage) to an external primary school and 41 vehicle trips (82 children x 50% car usage) to an external secondary school, totalling 195 vehicle trips to schools not within the development. This is comparable to the applicants 199 trips as outlined above in Table 1.

7.10 Further to this for the pupils attending the new on-site schools from outside the development would equate to 189 (225 children x 84% car usage) arrivals by car for primary school children and 486 (972 children x 50% car usage) arrivals by car for secondary school children, totalling 675 vehicle trips to the proposed school. This is a significant increase above the 321 stated by the applicant and presented in Table 1 above.

7.11 For the school trips within the PM Peak hour the Reading Borough Highway Authority has utilised the TRICS data to establish a percentage amount of trips when compared to the AM Peak. This identified only 12% of vehicle trips were undertaken in the PM Peak when compared with the AM Peak for primary schools and 14% of vehicle trips were undertaken in the PM Peak when compared to the AM Peak for secondary schools.

7.12 It is also noted that the TRICS outputs for Primary and Secondary schools included within Appendix C of the TA highlight that a far greater level of departure trips in the AM Peak would occur than has been presented by the applicant. The TRICS outputs suggest that 86% of arrivals at the school depart within the same AM peak hour which would make sense otherwise this would imply parents wait around all day before they collect their child in the afternoon. For clarity the hour following the AM Peak hour does not result in a spike in trips either. Instead of a combined 115 return / onward trips from the school as identified at Table 1 above this should be 748 return / onward journeys which is a significant increase in trips on the network that has not been accounted for by the applicant.

7.13 The amounts the Reading Borough Highway Authority has attributed to these trips can be found at Table 2 below.

7.14 Whilst reviewing the TRICS outputs for the residential use it is also noted that although there is a natural spike in departures within the AM peak period there is no spike on arrivals. This therefore suggest that a vast majority of trips associated with school trips are linked trips and include onwards journeys potentially as part of a commute. The Highway Authority has reviewed the questionnaire utilised for the National Travel Survey and follow up questions were asked about whether the journey was part of a series of calls / destinations. However, the National Travel Survey results do not present any data that clarifies whether post that initial journey any trips did continue onwards and what the purpose of that journey was. As stated above should the journeys be solely related to school trips the TRICS data would indicate a spike in Residential arrivals in either the AM Peak or the proceeding hour which they do not.

7.15 What is evident from the TRICS outputs is that there is a very minimal spike in residential departures between the hour of 2pm and 3pm and a clear spike in arrivals at the school in the hours of 3pm and 4pm as well as 4pm and 5pm way above that within the hour of 2pm and 3pm for the residential departures. This implies parents are returning from that onward journey and collecting their child from school on the way.

7.16 It should be clarified that within Table 2 below any return / onward trips as part of a school drop off / pick has been assigned to heading back to the development i.e. home. However, as stated above it is noted that the residential trips rates do not indicate a spike in arrivals in the AM Peak or that of the subsequent hour and as such the school drop off is likely to be as part of an onward journey. The applicant must therefore undertake an assessment to establish the purpose of that onward journey and then identify the distribution of travel.

7.17 For the purposes of the shopping, community and leisure trips it is noted that Table 3.1 of Appendix C calculates through TRICS that the residential element of the development would generate 4225 total person trips in the AM Peak and 3451 in the PM Peak. An assessment of the National Travel Survey data establishes that around 9% of trips in the AM Peak are for shopping, community and leisure purposes equating to 380 person trips. In the PM Peak the percentage increases to 39% resulting in 1346 person trips. The Reading Borough Highway Authority has reviewed the National Travel Survey data and agrees with these ratios.

7.18 The applicant has assumed that 40% of these trips would be undertaken using the facilities that form part of this application, these are identified as internal trips and therefore only 60% would leave the application site associated with these uses. Notwithstanding the comments made above regarding further information being required regarding the internalisation factors this would reduce the number of trips leaving the application site to undertake these journeys to 228 person trips in the AM (49 arrivals and 179 departures) Peak and 808 person trips in the PM Peak (540 arrivals and 268 departures).

7.19 The applicant has assumed a 70% car use in the AM Peak and 61.9% car use in the PM Peak for these uses which has been assessed and deemed a robust and acceptable assessment. This would equate to the following vehicle trips 160 person trips in the AM Peak (34 arrivals and 126 departures) and 566 person trips in the PM Peak (378 arrivals and 188 departures). It is noted from Table 1 that the applicant has not presented these accurately within their tables, but the difference is minimal and would not have any impact on the assessment of the application. These have however been updated within the Reading Borough Highway Authority assessment undertaken within Table 2.

7.20 For the proposed Class E use on the site the applicant has undertaken an assessment of TRICS which is deemed acceptable. Given that the residential element of the scheme includes residential trips to the onsite Class E use these trips have been deducted to ensure that double counting does not occur. This equates to 1753 person trips in the AM peak (1544 arrivals and 209 departures) and 1181 person trips in the PM Peak (66 arrivals and 1114 departures).

7.21 The applicant has assumed a 61.9% car share however when the Census data was interrogated it was noted that this equates to 71%. The proposal would generate an increased number of vehicle movements when compared to the applicant's assessment by 159 vehicle trips in the AM Peak and 170 vehicle trips in the PM Peak.

7.22 The assessment undertaken by the Reading Borough Highway Authority to establish the trips generated by the development is therefore below at Table 2.

Table 2

Purpose	Car Use %	AM Peak Hour 8am-9am			PM Peak Hour 5pm-6pm		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way

Residential commuting	70%	197*	714	911	799	396	1195
Residential (Primary) ***	84%	132**	154	286	12	6	18
Residential (Secondary) ***	50%	35**	41	76	4	2	6
Residential (Shopping, leisure & community)	70%	34	126	160	378	188	566
Total Residential Trip		398	1035	1433	1193	592	1785
Class E	71%	1096	148	1244	47	791	838
Primary School (from off site)****	84%	189	163**	352	19	19	38
Secondary School (from off site)****	50%	486	418**	904	71	71	142
Shopping, Leisure & Community	61.9%	170	142	312	308	171	479
Overall Non-Residential Totals		1941	871	2812	445	1052	1497
Overall Totals		2339	1906	4245	1638	1644	3282

*Reading Borough Highway Authority does not agree with the

**This amount should be used until the applicant can identify the location of any onward journey other than back to the residential property.

***This assessment is based on the number of children residing within the development and attending schools external to the site.

****This assessment is based on the number of children residing outside of the development and attending schools within the site.

7.1.23 To highlight the differences between the number of trips that travel to and from the development site these have been presented in Table 3 below.

Table 3

	AM Peak Hour 8am-9am			PM Peak Hour 5pm-6pm		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Applicants Proposed Total Vehicle Trips	1733	1363	3096	1555	1467	3022
RBC Highways Total Vehicle Trips	2339	1906	4245	1638	1644	3282
Difference	+606	+543	+1149	+83	+177	+260

7.24 This identifies especially in relation to the AM Peak that the applicant has significantly underestimated the impacts of the development which will have a detrimental impact on the road network surrounding the development including routes within Reading Borough. The applicant must therefore reassess the implication of the development on the transport network, utilising the trip rates provided within Table 2 above.

Junction/Network Assessment

8.1 To assess the impacts of the development the applicant has utilised Wokingham's Transport Model to which there are no objections in principle.

8.2 Given that Wokingham's model has been utilised no information has been presented within the planning application to establish the distribution and number of vehicle movements that would be travelling to Reading or through Reading onto further destinations. This must be provided for review and broken down into the assumptions / calculations made for each use.

8.3 Irrespective of the above and the comments presented above in relation to the Trip Rates, Appendix O of the Transport Assessment indicates that the Wokingham Transport Model for future year 2040 identifies in the main very marginal differences in the traffic flows on Readings transport network. For the Reading Borough Highway Authority to fully assess the impacts of the development please can the applicant provide the missing flows from the Model Outputs associated with the Wokingham Road (West of the Three Tuns junction) – Baseline and with development northbound flows in the AM and PM Peaks

8.4 The Reading Borough Highway Authority would advise that based on the Junction flows provided at Appendix O the proposal would appear to be reducing trips in a northbound direction in the AM Peak along the A33 (south of Junction 11) equalling 72 trips, Shinfield Road (south of Whitley Wood Rd junction) equalling 19 trips, Whiteknights Road equalling 2 trips, Shinfield Road north of Elm Road equalling 35 trips and the A3290 equalling 4 trips. The only routes identifying any increases in flow are along Whitley Wood Lane (46 trips), the B3270 (214 trips) and Pepper Lane (36 trips) and therefore this identifies that the development only results in an overall maximum increase of 163 trips into Reading in

the AM Peak period. It should be noted that this will not be the final figure given that some of the movements headed west along the B3270 may in fact be heading for the M4 Motorway and not heading into Reading and therefore this must be clarified. In addition, and as stated above information has not been provided for flows along Wokingham Road and again this must be provided.

8.5 For southbound trips in the PM Peak period the development would result in an increase of 305 vehicle movements which would nearly double what is currently calculated as travelling north in the AM Peak. The applicant must therefore provide detailed evidence as to why this increase occurs.

8.6 For southbound trips in the AM Peak period the development would result in an increase of 154 vehicle trips on the network the majority of which is assumed to be associated with the provision of up to 100,000 m2 of employment space (use classes E(g), B2 and B8). This use will come forward as an extension to the Thames Valley Science Park which will be assessed further as part of a later planning application but is included within the wider assessment of the site. This would however need to be clarified, and the calculations and assumptions made detailed within a further submission.

8.7 For northbound trips in the PM peak there are reductions in flows along the A33 (south of Junction 11) equalling 14 trips, Shinfield Road (south of Whitley Wood Rd junction) equalling 22 trips and the A3290 equalling 1 trip. Increases in flow occur on the B3270 (318 trips), Whiteknights Road (5 trips), Pepper Lane (11 trips), Whitley Wood Lane (34 trips) and Shinfield Road north of Elm Road (33 trips). Overall, this equates to an increase of 364 trips into Reading with the Wokingham Road trips still to be advised. This level of trip generation would be in excess of double the number of movements travelling south in the AM Peak and therefore a breakdown of how these trips are made up should be provided.

8.8 A breakdown of all the trips into and out of Reading can seen in the Table below:

Table 4

Location	Baseline Flows		With Development Flows		Difference	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A33 (South of M4)						
Northbound	2998	2313	2926	2299	-72	-14
Southbound	2115	2521	2042	2552	-73	+31
Shinfield Road (South of Whitley Wood Rd Junction)						
Northbound	523	558	504	536	-19	-22
Southbound	441	660	658	720	+217	+60
B3270 (east of junction 11)						
Westbound	1647	1369	1860	1687	+213	+318
Eastbound	1068	1618	1172	1621	+104	+3
A3290						
Westbound	130	56	126	55	-4	-1
Eastbound	1450	1335	1441	1396	-9	+61
Wokingham Road (West of Three Tuns Junction)						
Northbound	TBC	TBC	TBC	TBC	TBC	TBC
Southbound	486	423	319	515	-167	+92
Whiteknights Road (West of the Junction with Wilderness Road)						

Northbound	678	445	676	450	-2	+5
Southbound	524	619	535	620	+11	+1
Pepper Lane						
Northbound	418	363	454	374	+36	+11
Southbound	74	302	78	306	+4	+4
Whitley Wood Lane (north of junction with B3270)						
Northbound	570	640	616	674	+46	+34
Southbound	292	499	277	529	-15	+30
Shinfield Road (North of Elm Road Junction)						
Northbound	554	506	519	539	-35	+33
Southbound	411	687	493	710	+82	+23
Total Flow Differences Towards Reading					+163*	+364*
Total Flow Differences Away from Reading					+154	+305

**These figures are not final given that details are still required as to the northbound flows along Wokingham Road and a breakdown of westbound flows along the B3270 to distinguish between vehicles travelling into Reading and those linking to the M4. This assessment is also based on the trip rates proposed by the applicant which are not accepted by the Reading Borough Highway Authority as they underestimate the impact of the development as detailed above.*

8.9 Notwithstanding the above the applicant has put forward a mitigation proposal for the B3270 arm of Junction 11 for both eastbound and westbound traffic to facilitate increased traffic flows. It is assumed that the junction assessment is or has been reviewed by Highways England however as this is located within Reading Borough this should also be issued to Reading Borough Highway Authority to be reviewed, given that this is not included within the application submission. In the meantime it is noted that the mitigation scheme includes carriageway widening on the northern and southern sides of the B3270 and as such this is likely to have detrimental impacts on the trees either side of the carriageway, the applicant must therefore submit an Arb Impact Assessment, a noise impact assessment and visual impact assessment to establish the likely impact of this proposed mitigation scheme given that it is likely to require extensive tree removal especially along the southern side of the carriageway.

8.10 Along with the carriageway works alterations to the signage at Junction 11 which would include the three gantries identified below will need to be undertaken. These works must be illustrated on the proposed mitigation plan so that this can also be secured should an application be permitted.

Earley B3270
University
of Reading
London M4
Basingstoke A33
London M4
Basingstoke A33
SOUTH WALES M4
SOUTH WALES M4
MJD GROUP

Earley B3270
University
of Reading
London M4
Basingstoke A33
London M4
Basingstoke A33
SOUTH WALES M4

8.11 It should also be advised that as the proposed mitigation scheme is located within Reading Borough a S278 Highway Agreement to facilitate the mitigation scheme would therefore be required with the Reading Borough Highways Department.

8.12 The proposal identifies increased flows along the B3270 into and out of Reading during the peak travel periods and it is assumed that a significant proportion of those trips will have utilised the A33. The applicant must provide details of what number of vehicle trips would utilise this route given that any significant increase will necessitate a detailed assessment of the A33 corridor given that the route is either at or exceeding capacity currently.

8.13 It is surprising that no mitigation has been proposed at the B3270 / Whitley Wood Lane given the development results in an increase of 453 movements travelling through the junction in the AM Peak and 490 in the PM Peak. This would result in a 13.5% and 13.8% increase through the junction which is already known for accidents with 3 occurring in the last five years one of which was serious with there likely to be more unrecorded rear end shunts. The main issue at this junction relates to vehicles exiting Whitley Wood Lane given that a platoon of vehicles passes the junction from Junction 11 which then overlaps with a platoon of vehicles passing the junction in the opposite direction from the Blackboy roundabout therefore creating no break in the traffic flow for vehicles to turn right in particular. The increased traffic flows in both directions along the B3270 in the AM and PM peak periods will make it more difficult for vehicles exiting Whitley Wood Lane creating a greater queue along this arm of the junction or the potential for an increased number of accidents as vehicles exit onto the B3270. The Reading Borough Highway Authority therefore requires this junction to be fully assessed to ensure that there are no implications on the Reading transport network and would suggest mitigation measures be provided at the junction to reduce potential safety issues due to the increase traffic in this location.

8.14 The schematic at the end of Appendix O identifies the travel time difference post development at certain junctions within the area assessed. In the AM peak this states that following development Wokingham Road north of the Three Tuns junction results in a reduction in delay of 359 seconds for traffic travelling southwest and a reduction of 164 seconds for vehicles coming out of Belle Avenue onto the Wokingham Road. There is also a reduction in traffic of 54 seconds on Shinfield Road heading north south of the Queens Drive entrance to the University Campus and a reduction of 56 seconds within

the University Campus itself. However, there appears to be no clarification provided to explain why these reductions occur given that the application is increasing traffic flow on the network, this must therefore be provided.

8.15 It is noted that the only significant increases to delay would be at the eastbound off slip to Junction 11 of the M4 equating to 103 seconds delay and Reading International Business Park (RIBP) with the proposal resulting in a 59 second delay. The former would be for Highways England to assess however a detailed junction assessment of the Little Lea junction would be required as the exit at RIBP is for the bus services that not only serves the RIBP site but is the Mereoak Park and Ride service. The development also results in increased delay along the A33 heading north prior to the main access for RIBP and although the time delay has not been specified this identifies a wider delay in this location.

8.16 In the PM Peak it is noted that the Shinfield Road approach to the junction with Whitley Wood Road results in an increased delay of 31 seconds, the applicant has assessed the junction and it is stated as being within capacity. However, Reading Borough Highway Authority requires that the junction is reassessed so that the Shinfield Road / Whitley Wood Road junction is assessed alongside the Shinfield Road / Elm Road junction. One junction will have direct impact on the capacity of traffic running through the other and visa versa and therefore they must be assessed as one.

8.17 In addition to this it is noted that the northbound flows along the Shinfield Road towards the junction with Redlands Road and Northcourt Avenue results in an increase of 43 seconds delay. Given that this is a main route into Reading that accommodates heavy flows this junction must also be fully assessed by the applicant.

8.18 Given the above requirement for further clarification and assessments of the Highway impact in Reading the Reading Borough Highway Authority do not have sufficient information to fully assess the impact of the development.

<u>S106</u>

9.1 Given that the application has been assessed including parcels outside the redline Reading Borough is unclear how the proposed mitigation measures will be secured and brought forward. This should be clarified.

9.2 Reading Borough Highway Authority will require a series of mitigation measures to be undertaken but until the assessment has been updated in line with the requirements set out above, only those identified within the main consultation response can be identified.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy CP6 of the Adopted Wokingham Core Strategy and Policies TR4 and TR6 of the National Planning Policy Framework.

b) PL/25/1651/ADJ - Land North of Mole Road and Church Lane

1. Introduction

1.1 The proposed development consists of an Outline planning application with all matters reserved other than principal access from Mole Road, for up to 430 dwellings, associated infrastructure which includes a connection through to the proposed Spine Road of planning application site Hall Farm, Church Lane (Wokingham planning application reference 252498).

1.2 The proposal is therefore a significant development on the edge of the wider Reading area.

1.3 The planning application has been accompanied with a Transport Assessment and it is firstly important to note that although the document does assess the impacts of this planning application in the main it also assesses the wider implications of the Loddon Garden Village development and relies on the assessment of data relating to the wider Masterplan included withing planning application 252498.

1.4 The Highway Authority has reviewed the submitted Transport Assessment and comment as follows.

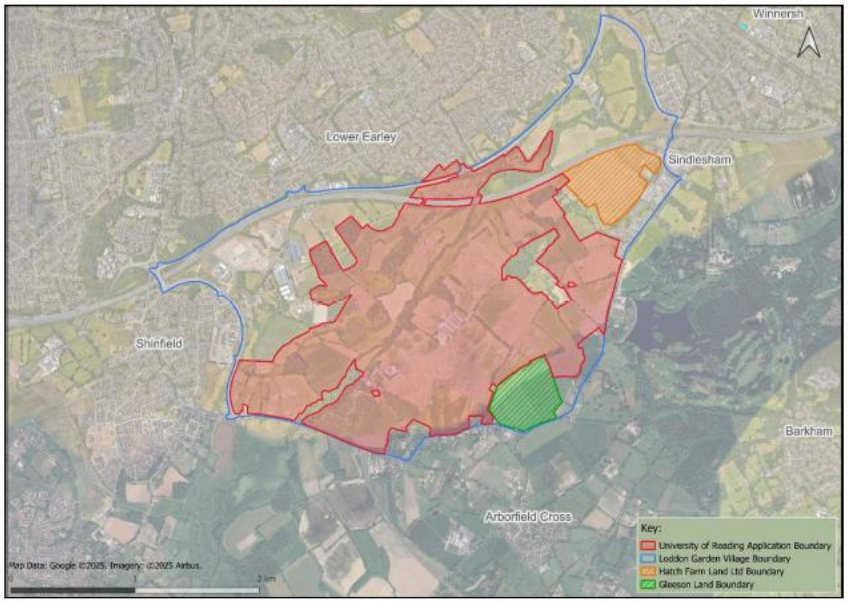
Site Location

2.1 As shown in the image below, the wider Loddon Garden Village site is located in Wokingham Borough, immediately south of the Reading urban area. The northern boundary is defined by the B3270 Lower Earley Way. To the north-east the boundary follows Mill Lane, and to the east it follows Mole Road.

2.2 The southern boundary of the site is formed by the A327, while to the west it adjoins the Shinfield Eastern Relief Road and Thames Valley Science Park.

2.3 The M4 motorway runs through the site on a west-to-east alignment and the River Loddon broadly on a north-to-south alignment.

2.4 The parcel of land that makes up this planning application is located in the south east corner of the wider Loddon Garden Village Masterplan and is adjacent to Mole Road. It is identified in green within the below image.



Active Travel

3.1 It is noted that the application includes a series of Active Travel measures located within the development boundary including providing direct access to and from the development site. This application refers to Appendix E of this Transport Assessment which is a section taken from the Transport Assessment associated with the adjacent planning application Reading ref PL/25/1570 and Wokingham Ref 252498. Within this text it refers to its own Appendix E however this has not been provided as part of this application. Reading Borough Highway Authority has however reviewed this from the adjacent planning application documents.

3.2 It is noted that paragraphs 7.7.10 and 7.7.13 - 7.7.15 of Appendix E for this planning applications Transport Assessment identifies a series of potential Active Travel measures as outlined below:

7.7.10. North of the Shinfield Gyratory, pedestrian refuges will be provided within the central hatching areas along the A327 Shinfield Road corridor to assist within crossing connectivity and to reduce severance.

7.7.13. To aid those who wish to use active travel modes to travel to Reading, particularly cyclists, a route from Meldreth Way could be used, which combines existing infrastructure with new provision and comprehensive wayfinding. This would include routing along Carshalton Way and then a crossing of Rushey Way into a quiet section of Beech Lane which heads west for c.250m.

7.7.14. From here, a direct route would continue along Beech Lane, but for cyclists preferring a quieter route, the dedicated pedestrian/cycle paths and quiet roads to the west could provide an alternative route until rejoining Beech Lane just north of Redhatch Drive.

7.7.15. North of Wilderness Road, the University of Reading is amenable to creating permissive routes through the Whiteknights Campus, providing traffic free active travel routes towards Reading town centre. A new crossing on Wilderness Road will assist in connecting from Beech Lane to Whiteknights.

3.3 However, as indicated above Appendix E of the adjacent planning application has not been provided as part of this planning application but as the document has been provided as part of the adjacent planning application '*Appendix E Off Site Active Travel Connectivity*' has been reviewed by officers. It is noted that this document provides for no proposed crossing or route through the University Campus, no dedicated cycle facility along Carshalton Way, Rushey Way or Beech Lane, no improvements along Chalfont Way / Elm Lane continuing onto Elm Road and no pedestrian refuges along Shinfield Road.

3.4 Given that these two planning applications are intrinsically linked the Reading Borough Highway Authority would reference '*Appendix B Non-Motorised User Audit Report'* of the Transport Assessment for the adjacent planning application which identifies significant deficiencies along these routes in terms of width and directness which could be overcome if not for the full length but for significant parts of it. However, the only mitigation identified includes very basic improvements that entail landscape clearance, removal of loose debris and tactile paving at crossings.

3.5 These proposed mitigations would not aid the promotion of cycling as an alternative mode of travel for those travelling to/through Lower Earley, the University Campus and beyond into Reading. The applicant must therefore undertake a further assessment of the routes through lower Earley and along Shinfield Road to establish what improvements could be achieved.

3.6 Having reviewed the access into the University Campus opposite Beech Lane it is noted that any crossing point would need to be within close proximity to the Wilderness Road / Beech Lane roundabout to ensure it is located on the desire line for users and that this access point is already restricted thereby making it inaccessible for cycles and anyone with mobility issues. The initial part of the route is currently also a track through the woods and therefore to make this a compliant footway / cycle link quite considerable improvements would be required necessitating tree and shrub removal.

3.7 It is therefore surprising that the applicant has not reviewed Pepper Lane as a potential improvement link into Reading especially given the existing verge and that the route would be directly adjacent to the University Campus. This could also link into the University Campus via the access opposite Leighton Park School and / or continue so

that it connects with the A327 Shinfield Road. This route must therefore also be reviewed by the applicant to understand what improvements can be achieved.

3.8 The above assessment would establish what significant improvements can be made to these key routes to and from Reading in order to reduce the number of vehicles travelling within Reading creating and adding to high levels of existing congestion within the Borough of Reading.

3.9 The proposal will also result in a negative impact on the road network within Reading and therefore cycle improvements to and within Reading must be provided. Having reviewed the routes that would be taken to travel to and from Reading it is noted that the following improvements would be required:

- Dedicated cycle lanes through Lower Earley between the application site and the Borough boundary with Reading.
- A minimum contribution of £300,000 towards cycle improvements along the A327 Shinfield Road corridor.
- Cycle links through the University Campus that link to the cycle network with Reading, details of which must be provided.
- Cycle lane provided along Pepper Lane between Elm Road and A327 Shinfield Road.

3.10 The above mitigation measures are based on the assessment of the wider Masterplan site and would not all need to be brought forward on the back of this individual planning application. However, the mechanism for agreement mitigation schemes is unclear at this time and until the mechanism has been clarified a full list of mitigation schemes has been provided.

3.11 Please note that following the assessment required as detailed above and subject to further assessments that relate to trip rates and junction assessments, to be detailed later in this response, further improvements maybe required but that cannot be determined at this stage.

Cycle Hire

4.1 The applicant has provided no information with regards cycle hire schemes that could be located not only within the development but at strategic locations within Wokingham and Reading in order to promote alternative modes of travel. This would aid not only residents of the development but those travelling into the development to see friends, shop, work etc. This would be beneficial in reducing car borne trips to and from the development.

4.2 The applicant must therefore put forward details of a cycle hire scheme that includes a list of strategic locations so that Highway officers of both Reading and Wokingham can review.

Public Transport

5.1 The Public Transport section of the Transport Assessment refers to Appendix F for details which again is a section taken from the Transport Assessment associated with the adjacent planning application Reading ref PL/25/1570 and Wokingham Ref 252498. Within this text it refers to its own Appendix F however again this has not been provided as part of this application. Reading Borough Highway Authority has however reviewed this from the adjacent planning application documents.

<u>Phase 1</u>

5.2 The application site is to be served by a new bus service that would have a 30 minute frequency between the site and Wokingham which will also serve Winnersh Railway Station. However, although these would provide access to Winnersh Railway Station it is likely that any journeys north towards Reading from this application site would be

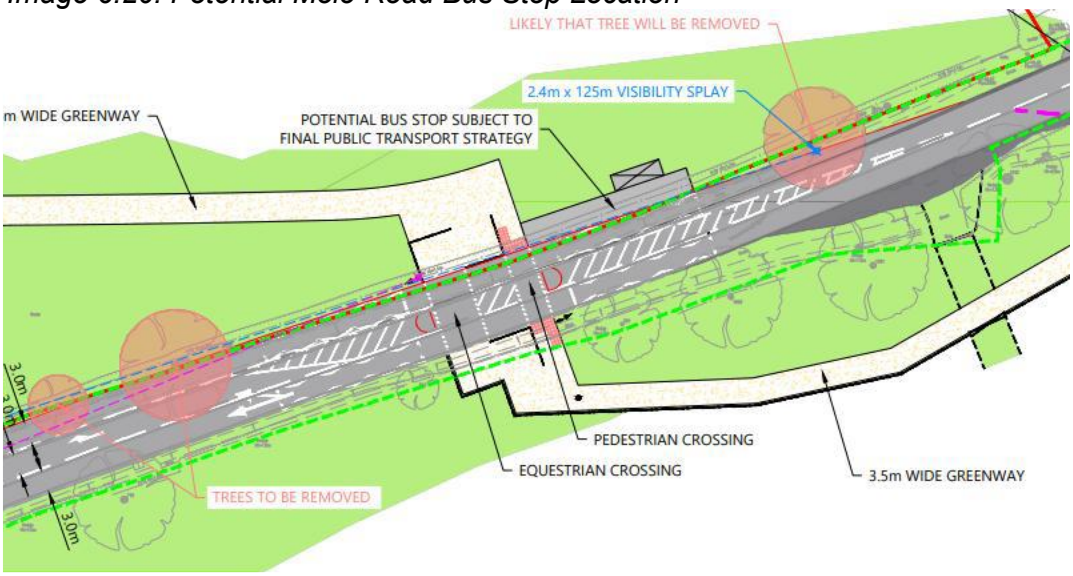
undertaken by way of the private car and therefore this would be harder to deliver a modal shift to public transport once improved services are delivered six years after commencement of the development.

5.3 It is noted that Paragraphs 6.6.23 and 6.6.24 of the Transport Assessment state the following:

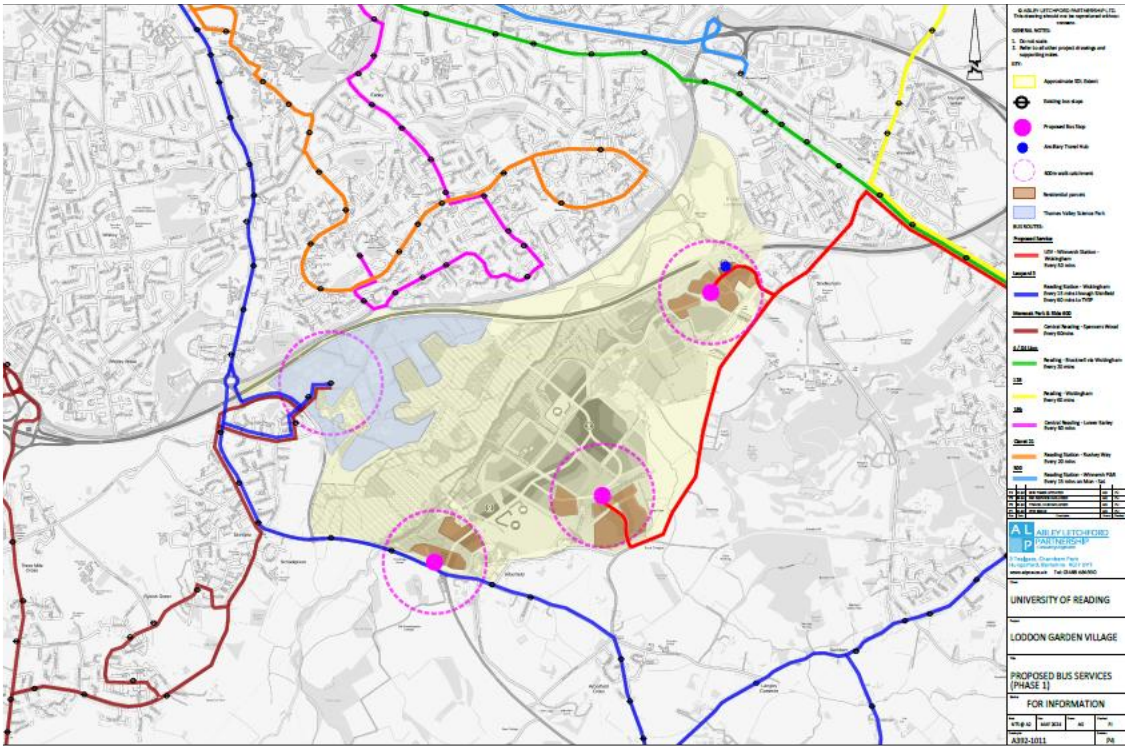
6.6.23 A new bus service will be delivered from the outset. The proposal for Phase 1 includes a new 30-minute frequency service which would route between the Site and the Hatch development parcels via Mole Road, turning at Arborfield Cross roundabout. The bus will provide a connection to Winnersh for access to the Railway Station. The onwards routing from Winnersh at Phase 1 is subject to ongoing discussion with WBC and Reading Buses and will either connect to Wokingham or Reading. This ensures access to local facilities and services by public transport for dwellings delivered in the first phase of the development.

6.6.24 A temporary bus stop will be provided on Mole Road for the duration of the interim phase, with buses turning at the Arborfield Cross roundabout (stop required in the westbound direction only). The detail of the bus stop will be developed as the public transport strategy is agreed. Image 6.20 shows a potential location for the bus stop.

Image 6.20: Potential Mole Road Bus Stop Location



5.4 However, Appendix F of the adjacent planning application states that the bus service would penetrate the application site as indicated below. There is therefore a disparity around how the application site would be served by way of public transport.



5.5 In addition to this it is noted that Paragraph 6.6.24 states that a bus stop is required in the westbound direction only however at Image 6.20 above the bus stop is provided in an eastbound direction. This would require passengers to stay on the bus for a further 1.8km (1.12miles) just for a bus to turn round. This will lead to passenger frustration especially as they will also need to deviate off the route to serve the Northeastern Area of the site (Mill Lane). This will add to journey times and result in a reduced use of public transport and greater reliance on the private car.

5.6 The applicant has also stated at Paragraph 3.2.2 of the Transport Assessment when identifying existing bus services in particular the Leopard 3 service that 'The nearest bus stops to the Site served by this route are the Church Lane stops located on Reading Road, which are just over 1.0km (a 17-minute walk) away'. However, the walking route to this bus stop would be along Church Lane which is unlit and provides no pedestrian facilities. Having measured the distance, the 1km stated by the applicant is taken from the southwestern boundary of the site and does not take account of the additional 500m (approx.) required to access the proposed dwellings at the far side of the application site. Reading Borough Highway Authority therefore does not believe that this bus service would be utilised by residents of this development given that it would be a non-desirable route and would be well in excess of the 400m recommended distance to a bus stop.

5.7 Phase 1 of the wider Masterplan includes the provision of 1,075 dwellings which breaks down as 400 located in the Southern Area (Arborfield Rd), 350 in the Northeastern Area (Mill Lane) and 325 in the Eastern Area (Mole Road). This equates to 37.2% of residents within phase 1 only having access to bus provision to and from Reading which includes 0% associated with this planning application. To ensure that all parts of the development are provided with sufficient public transport provision to and from both Reading and Wokingham the phasing of the development, extent of the road network brought forward within Phase 1 or the public transport provision must be reviewed.

5.8 Reading Borough Highway Authority are also concerned that the bus strategy is reliant on other applications within the wider masterplan area coming forward in order to provide key infrastructure to enable this application to be served in isolation. This application must also include a Public Transport Strategy that ensures that it will be served by frequent bus routes and by bus stops that are no greater than 400m from all the residential dwellings.

Phase 2

5.9 Within Phase 2 (commencing Year 6) post occupation of 1075 units of the wider Masterplan site and completion of all the units within this application bus access from Mole Road is no longer required. The proposal includes the extension of the new bus service so that it runs through the wider Masterplan site continuing onto the adjacent Hall Farm application site ultimately connecting the application site with Reading. This would provide a 30 minute frequency but it is stated at Table 9.3 of Appendix F that this would result in a journey time of approximately 60 minutes between Wokingham and Reading, see table below. This route would utilise bus lanes along the A33 and then along the B3270 before entering Loddon Valley Garden Village via the Thames Valley Science Park off the Shinfield Eastern Relief Road.

Table 9.3 : Travel Times for Phase 2 Bus Service (includes routings within LVGV)

Route	AM Peak Hour	Off Peak	PM Peak Hour
To Reading	62 mins	57 mins	65 mins
From Reading	54 mins	49 mins	55 mins

5.10 The development includes mitigation proposals at the Thames Valley Science Park junction, these have been assessed and it is confirmed that the junction would be well within capacity with very little queuing.

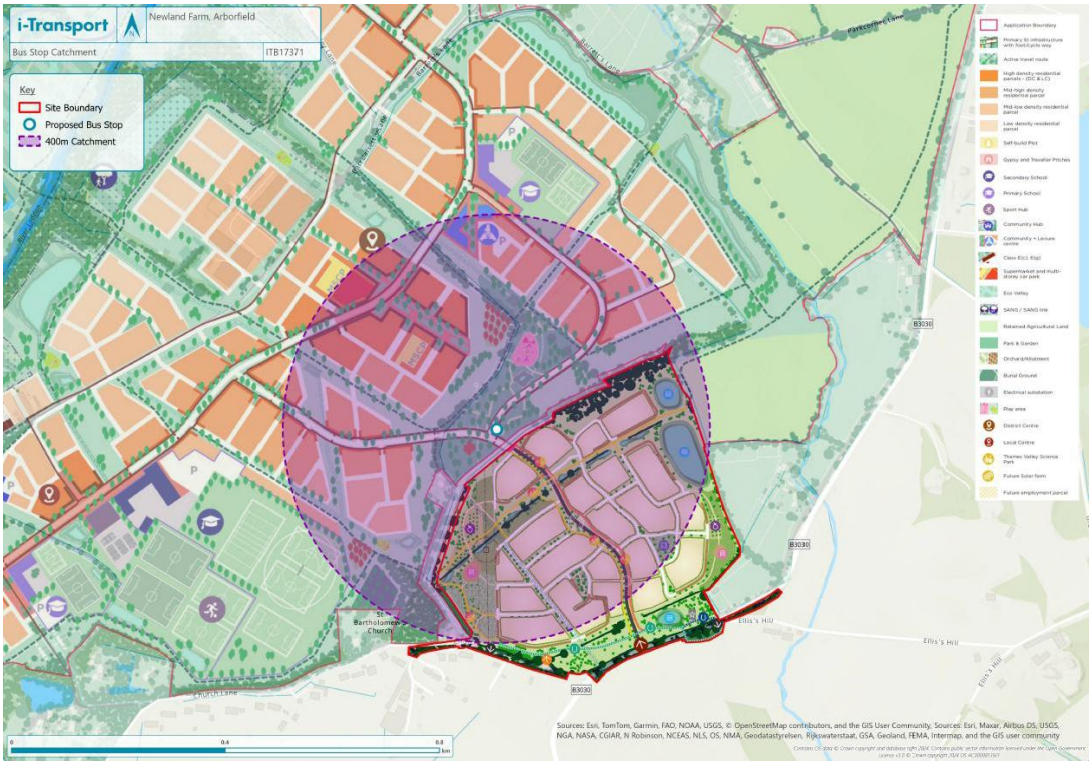
5.11 However, to aid journey times and reliability to bus services bus priority at either end of the B3270 must be included i.e. at the junctions with M4 Junction 11 and Blackboy Roundabout. It is appreciated that mitigation schemes have been put forward to alleviate the wider traffic impacts but these do not include bus priority to promote modal shift towards bus services. Any bus will therefore just be sat at the back of the queue.

5.12 Irrespective of this it is noted that the bus service proposed is only a 30-minute frequency and as such proposals must be reviewed to ensure an increased frequency. This should include the potential for Route 500 to access and egress the site via Kings Street Lane / Mole Road as per the Reading to Wokingham service. This could be provided as a temporary service subject to route changes as the development progresses.

5.13 Reading Borough Highway Authority would suggest that this offers a fast route to and from Central Reading and should form part of the proposed mitigation measures for this phase to ensure an increased provision of bus services for the site and a variety of services depending on the end destination.

5.14 Notwithstanding this it is evident that a proportion of the site brought forward as part of this application would not be within 400m of a bus stop as is indicated within Image 6.17 Full LVGV - Bus Stop and Walking Catchment below taken from the Transport Assessment. In fact, given that this is based on a crude straight-line assessment this may result in walking distances being much greater than 400m. An updated assessment would therefore be required based on a worst case scenario in which the residential units to the south of the site would be facing Mole Road, which the Reading Borough Highway Authority would assume is highly likely. The location of bus stops and the routes to them can therefore be determined in principle with details to be progressed as part of reserved matters stages. This will also require negotiation with the adjacent landowner given that the bus stop(s) and part of the pedestrian route(s) would be located within their land.

Image 6.17 Full LVGV - Bus Stop and Walking Catchment



Phase 3

5.15 Within Phase 3 (commencing Year 12) the services proposed as part Phase 2 are continued with Route 3 potentially improving as a result of increased occupancy of Thames Valley Science Park.

5.16 Additionally at this point the link over the M4 will be available which the applicant has stated will provide the opportunity for the extension of bus services along the A3290 corridor between Reading and Winnersh Triangle Park and Ride in particular route 500. This will aid trips to Reading either by way of a bus link direct to Reading or to Winnersh Triangle Station allowing onward connections. As stated above Reading Borough Highway Authority would suggest that route 500 be extended to penetrate the site as this offers a fast route to and from Central Reading and should form part of the proposed mitigation measures for Phase 2. At Phase 3 this service could be rerouted utilising the new road network as it progresses within this Phase ensuring an increased provision of bus services for the site and a variety of services depending on the end destination.

5.17 It should also be added that this proposed route would also serve a proportion of the existing housing located to the north/east of Hatch Farm Way.

5.18 It has also been stated that Route 3 could be rerouted so that it penetrates the site and serves a greater proportion of the development. This would ensure that increased residents of the development have a choice of bus travel routes depending on their end destination however the applicant must provide clarity as to what level of service this would equate to and what implications penetrating the application site will have on services travelling through Shinfield.

5.19 No information has been put forward as part of this application to extend services currently serving Lower Earley, particularly routes 19b and 21, but it has been stated that this is a possibility with discussion to be held with Wokingham Borough Council and Reading Buses.

Wider Public Transport Comments

5.20 Appendix F at Paragraphs 9.7.20 and 9.7.21 state that a £5m Infrastructure Delivery Plan has been allowed for to subsidise new and altered bus services which includes for public

transport priority measures to the north into Reading however these have not been specified within the Transport Assessment and therefore should be clarified.

5.21 It has been stated that travel to school trips that would be external from the site have been based on National Travel Survey data and represents 40%. However, the National Travel Survey results for travel between 2 to 5 miles is 11% for 5 to 10 year olds and 35% for 11 to 16 year olds. The applicant must therefore provide further evidence / justification as to why this higher rate of bus use is being proposed especially as bus services are being phased and will not link directly into adjacent residential areas like Lower Earley that may attract pupil numbers.

5.22 The applicant has stated that the levels of public transport use reflect both dedicated school services and scheduled commercial bus services however this would be the case for the majority of schools that would form part of the National Travel Survey and therefore there would be no reason to arbitrarily increase the public transport mode share.

5.23 Taking the above into account Reading Borough Highway Authority does not agree with the proposed bus patronage for the schools located within the development.

5.24 Until the above has been clarified Reading Borough Highway Authority cannot agree that the proposed public transport measures are sufficient to aid the reduction in vehicle movements to and from the development.

5.25 It should also be noted that the Reading Borough Highway Authority has concerns about numerous locations on the network into and within Reading, which will be addressed within the Trip Generation / Capacity section of this response. The development will have a negative impact on bus journeys to and from Reading with the delays at junctions within Reading increasing bus journey times as well and reduce reliability on bus services making model shift to bus travel far more difficult and therefore resulting in increased car usage. Reading Borough Highway Authority will not be able to support proposals that result in detrimental impacts and therefore mitigation measures will be required.

Car Club

6.1 The application includes no specific details of a car club on the site only suggest that one could be provided. An onsite car club would be beneficial for those journeys that may be required as part of work trips at the science park for example but would allow for commuter trips to be undertaken by alternative modes. This will help reduce potential vehicle movements within the Peak travel periods.

6.2 The applicant is required to provide a thorough assessment of car club numbers and locations across the site for review.

Trip Generation / Capacity

<u>Trip Rates</u>

7.1 The trip rates have been agreed with Wokingham and have been generated utilising the Trip Rate Information Computer System (TRICS) and therefore Reading Borough are happy to accept them.

7.2 The applicant has also utilised National Travel Survey data to establish the purpose of journeys within the peak periods. The details of which are presented in the Table below which have been reviewed and accepted.

Table 10.1: Peak Hour Person Trip Journey Purpose

Journey Purpose (NTS)	Aggregated Purpose	Proportion AM Peak	Proportion PM Peak
Commuting	Commuting	34%	55%
Business			
Other Work			
Education and Education Escort	Education (Primary)	42%	4%
	Education (Secondary)	15%	2%
Shopping	Shopping, Leisure & Community	9%	39%
Visiting Friends, entertainment & sport			
Total		**100%**	**100%**

Source: ALP Trip Generation Note – See Appendix M

7.3 To establish the trip generation for the development the applicant is reliant on the assessment undertaken by Abley Letchford on behalf of the wider Loddon Garden Village development which is included at Appendix M of the Transport Assessment. This document has specified that a fully completed development would generate 3,096 two-way vehicle movements in the AM Peak and 3,022 two-way vehicle movements in the PM Peak that are external to the Loddon Garden Village development. This is identified within Tables 6.1 and 6.2 of Appendix M of the TA which also describes how the trips are broken down per destination (work, education, shopping etc). The Abley Letchford report claims that the number of trips and their purpose would be made up as per Table 1 below.

Table 1

Purpose	**Car Use %**	**AM Peak Hour 8am-9am**			**PM Peak Hour 5pm-6pm**		
		Arrivals	**Departures**	**Two-Way**	**Arrivals**	**Departures**	**Two-Way**
Residential commuting	70%	197	714	911	798	396	1194
Residential (Primary)	70%	41	146	187	10	5	15
Residential (Secondary)	70%	15	53	68	4	2	6
Residential (Shopping, leisure & community)	70%	33	120	153	382	189	571
Total Residential Trips		**286**	**1033**	**1319**	**1194**	**592**	**1786**
Class E	61.9%	956	129	1085	41	690	731
Primary School (from off site)	26%	89	26	115	1	5	6
Secondary School (from off site)	26%	232	33	265	11	9	20
Shopping, Leisure &	61.9%	170	142	312	308	171	479

Communit y							
Overall Non-Residenti al Totals		**1447**	**330**	**1777**	**361**	**875**	**1236**
Overall Totals		**1733**	**1363**	**3096**	**1555**	**1467**	**3022**

7.4 The Reading Borough Highway Authority has reviewed the calculations made to calculate these figures and comments on each use are below:

7.5 To achieve the above figures the Abley Letchford report has taken the total person trips rates at Table 4.3 of Appendix C which stipulates that the residential development in the AM Peak would generate 1303 person trips associated with commuting, 267 associated with primary education, 95 associated with secondary education and 219 associated with shopping, leisure etc. While in the PM Peak the development would generate 1706 person trips associated with commuting, 22 associated with primary education, 8 associated with secondary education and 816 associated with shopping, leisure etc.

7.6 To ascertain the number of vehicles trips generated by the development the Abley Letchford report has applied a blanket 70% ratio against the total person trips to determine the number of car trips attributed to all proposed uses on the site. In relation to the commuting trips to outside the development, Reading Borough Highway Authority has deemed this approach acceptable given that this is in keeping with the ratios included within the 2011 census travel to work data. This approach has therefore been utilised in Table 2 below which identifies the Reading Borough Highway Authorities trip rate assessment.

7.7 The Reading Borough Highway Authority does not agree with the proposed travel mode distribution for the educational use, as has been explained previously. This seeks to arbitrarily increase bus usage above national averages thereby reducing the percentage of car usage. However, the National Travel Survey advises within Table NTS0614a that for children between the ages of 2 and 5 the average use by car is 84% and for children 11 to 16 it is 50%. Reading Borough Highway Authority insist these ratios must be utilised as part of the assessment to determine the vehicle trip levels by pupils residing in the development and travelling to schools externally and those residing outside of the development and travelling to the schools within the development. These two scenarios are identified separately within Tables 1 and 2.

7.8 Based on the percentage of pupils travelling to schools outside the site as outlined in Paragraphs 6.4.18 and 6.4.21 of the TA the development would generate 154 vehicle trips (189 children x 84% car usage) to an external primary school and 41 vehicle trips (82 children x 50% car usage) to an external secondary school, totalling 195 vehicle trips to schools not within the development. This is comparable to the applicants 199 trips as outlined above in Table 1.

7.9 Further to this for the pupils attending the new on-site schools from outside the development would equate to 189 (225 children x 84% car usage) arrivals by car for primary school children and 486 (972 children x 50% car usage) arrivals by car for secondary school children, totalling 675 vehicle trips to the proposed school. This is a significant increase above the 321 stated by the Abley Letchford report and presented in Table 1 above.

7.10 For the school trips within the PM Peak hour the Reading Borough Highway Authority has utilised the TRICS data to establish a percentage amount of trips when compared to the AM Peak. This identified only 12% of vehicle trips were undertaken in the PM Peak when compared with the AM Peak for primary schools and 14% of vehicle trips were undertaken in the PM Peak when compared to the AM Peak for secondary schools.

7.11 It is also noted that the TRICS outputs for Primary and Secondary schools included within Appendix M of the TA highlight that a far greater level of departure trips in the AM Peak would occur than has been presented by the applicant. The TRICS outputs suggest that 86% of arrivals at the school depart within the same AM peak hour which would make sense otherwise this would imply parents wait around all day before they collect their child in the afternoon. For clarity the hour following the AM Peak hour does not result in a spike in trips either. Instead of a combined 115 return / onward trips from the school as identified at Table 1 above this should be 748 return / onward journeys which is a significant increase in trips on the network that has not been accounted for by the Abley Letchford report.

7.12 The amounts the Reading Borough Highway Authority has attributed to these trips can be found at Table 2 below.

7.13 Whilst reviewing the TRICS outputs for the residential use it is also noted that although there is a natural spike in departures within the AM peak period there is no spike on arrivals. This therefore suggest that a vast majority of trips associated with school trips are linked trips and include onwards journeys potentially as part of a commute. The Highway Authority has reviewed the questionnaire utilised for the National Travel Survey and follow up questions were asked about whether the journey was part of a series of calls / destinations. However, the National Travel Survey results do not present any data that clarifies whether post that initial journey any trips did continue onwards and what the purpose of that journey was. As stated above should the journeys be solely related to school trips the TRICS data would indicate a spike in Residential arrivals in either the AM Peak or the proceeding hour which they do not.

7.14 What is evident from the TRICS outputs is that there is a very minimal spike in residential departures between the hour of 2pm and 3pm and a clear spike in arrivals at the school in the hours of 3pm and 4pm as well as 4pm and 5pm way above that within the hour of 2pm and 3pm for the residential departures. This implies parents are returning from that onward journey and collecting their child from school on the way.

7.15 It should be clarified that within Table 2 below any return / onward trips as part of a school drop off / pick has been assigned to heading back to the development i.e. home. However, as stated above it is noted that the residential trips rates do not indicate a spike in arrivals in the AM Peak or that of the subsequent hour and as such the school drop off is likely to be as part of an onward journey. The Abley Letchford report must therefore be updated undertaking an assessment to establish the purpose of that onward journey and then identify the distribution of travel.

7.16 For the purposes of the shopping, community and leisure trips it is noted that Table 3.1 of Appendix M calculates through TRICS that the residential element of the development would generate 4225 total person trips in the AM Peak and 3451 in the PM Peak. An assessment of the National Travel Survey data establishes that around 9% of trips in the AM Peak are for shopping, community and leisure purposes equating to 380 person trips. In the PM Peak the percentage increases to 39% resulting in 1346 person trips. The Reading Borough Highway Authority has reviewed the National Travel Survey data and agrees with these ratios.

7.17 The Abley Letchford report has assumed that 40% of these trips would be undertaken using the facilities that form part of this application, these are identified as internal trips and therefore only 60% would leave the application site associated with these uses. This would reduce the number of trips leaving the application site to undertake these journeys to 228 person trips in the AM (49 arrivals and 179 departures) Peak and 808 person trips in the PM Peak (540 arrivals and 268 departures).

7.18 The Abley Letchford report has assumed a 70% car use in the AM Peak and 61.9% car use in the PM Peak for these uses which has been assessed and deemed a robust and

acceptable assessment. This would equate to the following vehicle trips 160 person trips in the AM Peak (34 arrivals and 126 departures) and 566 person trips in the PM Peak (378 arrivals and 188 departures). It is noted from Table 1 that the applicant has not presented these accurately within their tables, but the difference is minimal and would not have any impact on the assessment of the application. These have however been updated within the Reading Borough Highway Authority assessment undertaken within Table 2.

7.19 For the proposed Class E use on the site the Abley Letchford report has undertaken an assessment of TRICS which is deemed acceptable. Given that the residential element of the scheme includes residential trips to the onsite Class E use these trips have been deducted to ensure that double counting does not occur. This equates to 1753 person trips in the AM peak (1544 arrivals and 209 departures) and 1181 person trips in the PM Peak (66 arrivals and 1114 departures).

7.20 The Abley Letchford report has assumed a 61.9% car use however when the Census data was interrogated it was noted that this equates to 71%. The proposal would generate an increased number of vehicle movements when compared to the Abley Letchford assessment by 159 vehicle trips in the AM Peak and 170 vehicle trips in the PM Peak.

7.21 The assessment undertaken by the Reading Borough Highway Authority to establish the trips generated by the development is therefore below at Table 2.

Table 2

Purpose	**Car Use %**	**AM Peak Hour 8am-9am**			**PM Peak Hour 5pm-6pm**		
		Arrivals	**Departures**	**Two-**	**Arrivals**	**Departures**	**Two-Way**
Residential commuting	70%	197*	714	911	799	396	1195
Residential (Primary) ***	84%	132**	154	286	12	6	18
Residential (Secondary) ***	50%	35**	41	76	4	2	6
Residential (Shopping, leisure & community)	70%	34	126	160	378	188	566
Total Residential Trip		**398**	**1035**	**1433**	**1193**	**592**	**1785**
Class E	71%	1096	148	1244	47	791	838
Primary School (from off site)****	84%	189	163**	352	19	19	38
Secondary School (from off site)****	50%	486	418**	904	71	71	142
Shopping, Leisure & Community	61.9%	170	142	312	308	171	479
Overall Non-Residential Totals		**1941**	**871**	**2812**	**445**	**1052**	**1497**
Overall Totals		**2339**	**1906**	**4245**	**1638**	**1644**	**3282**

*Reading Borough Highway Authority does not agree with the

**This amount should be used until the applicant can identify the location of any onward journey other than back to the residential property.

***This assessment is based on the number of children residing within the development and attending schools external to the site.

****This assessment is based on the number of children residing outside of the development and attending schools within the site.

7.1.22 To highlight the differences between the number of trips that travel to and from the development site these have been presented in Table 3 below.

Table 3

	AM Peak Hour 8am-9am			**PM Peak Hour 5pm-6pm**		
	Arrivals	**Departures**	**Two-Way**	**Arrivals**	**Departures**	**Two-**
Applicants Proposed Total Vehicle Trips	1733	1363	3096	1555	1467	3022
RBC Highways Total Vehicle Trips	2339	1906	4245	1638	1644	3282
Difference	**+606**	**+543**	**+1149**	**+83**	**+177**	**+260**

7.23 This identifies especially in relation to the AM Peak that the Abley Letchford report has significantly underestimated the impacts of the wider Masterplan development which will have a detrimental impact on the road network surrounding the development including routes within Reading Borough. The applicant must therefore reassess the implication of the development on the transport network, utilising the trip rates provided within Table 2 above.

7.24 Reading Borough Highway Authority therefore cannot accept the assessment undertaken by the applicant as part of this planning application as it reflects the unacceptable assessment undertaken within the Abley Letchford report included within Appendix M.

Junction/Network Assessment

8.1 To assess the impacts of the development the applicant has utilised Wokingham's Transport Model to which there are no objections in principle.

8.2 Given that Wokingham's model has been utilised no information has been presented within the planning application to establish the distribution and number of vehicle movements that would be travelling to Reading or through Reading onto further destinations. This must be provided for review and broken down into the assumptions / calculations made for each use.

8.3 Irrespective of all the above in relation to network assessment and Trip Rates it is noted that the applicant for this application is solely focused on junctions immediately adjacent to the wider Masterplan site. As such the assessment of the model must be rerun only taking account the impacts of this application. Depending on the impacts identified the following junctions will need to be fully assessed:

- Shinfield Road / Whitley Wood Road and Shinfield Road / Elm Road. This would need to be a combined assessment given that they are so close together and will impact on flows
- Junction 11

- Little Lea junction (A33)
- Shinfield Road / Northcourt Avenue / Elmhurst Road junction
- B3270 / Whitley Wood Lane Junction

8.4 Given the above requirement for further clarification and assessments of the Highway impact in Reading the Reading Borough Highway Authority do not have sufficient information to fully assess the impact of the development.

S106

9.1 Given that the application has been assessed including parcels outside the redline Reading Borough is unclear how the proposed mitigation measures will be secured and brought forward. This should be clarified.

9.2 Reading Borough Highway Authority will require a series of mitigation measures to be undertaken but until the assessment has been updated in line with the requirements set out above, only those identified within the main consultation response can be identified.

Reason for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy CP6 of the Adopted Wokingham Core Strategy and Policies TR4 and TR6 the National Planning Policy Framework 2026.