

**Site Assessment Report  
- Access**

**Sonning Common  
Neighbourhood  
Development Plan.**

**Prepared for  
Sonning Common  
Parish Council**

**By  
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## **ACRONYMS AND ABBREVIATIONS**

DfT	Department for Transport
SCPC	Sonning Common Parish Council
SODC	South Oxfordshire District Council
OCC	Oxfordshire County Council
SMA	Stuart Michael Associates Limited
TRICS	Trip Rate Information Computer System

## **1.0 INTRODUCTION**

### **Instruction**

- 1.1 This Site Assessment Report has been prepared by Stuart Michael Associates (SMA), consulting engineers, on behalf of Sonning Common Parish Council (SCPC), Village Hall, Wood Lane, Sonning Common, Oxon, RG4 9SL.

### **Background**

- 1.2 In accordance with Government policy, the South Oxfordshire District Council (SODC), as local planning authority for this area has allocated through the SODC Core Strategy, a quota of at least 138 homes for Sonning Common. It is recognised that this may increase based on the results of the new Oxfordshire Strategic Housing Market Assessment (SHMA)
- 1.3 The Parish Council (SCPC) has taken up its right under the Localism Act 2011 to prepare a Neighbourhood Development Plan (NDP) on behalf of local residents and the District Council (SODC) has granted designated status for the draft NDP.
- 1.4 A number of consultations including a Public Exhibition (held on Saturday 16 November 2013) have taken place. Following these consultations, 7 of the 15 sites originally submitted by SODC and landowners have been identified as possible for future development.
- 1.5 The purpose of this report is to advise on the suitability of the potential access arrangements to serve each of these 7 sites so as to help the SCPC to make an informed decision in progressing matters to the next stage in the NDP process.
- 1.6 Oxfordshire County Council (OCC) as local highway authority for this area is a statutory consultee in the planning process and as that authority would need to support the access arrangements for each of the sites, a meeting was held with a member of its Transport Development Control (TDC) Team on 02 July 2014.
- 1.7 In general terms the NDP Preferred Site Access considerations as outlined in this report are acceptable from the OCC TDC aspect. Whilst the OCC Residential Roads Design Guide is under review, prospective developers should apply Manual for Streets principles in their site layouts. The detailed access arrangements will need to be prepared by developers' as part of subsequent planning application submissions who would also be expected to fully fund any traffic orders, requisite off-site works and contributions etc.

## 2.0 EXISTING CONDITIONS

### Site Locations

- The 7 preferred sites (with potential access points) currently under consideration as shown in **Figure 1** are as follows:
- SON 2 – Bishopswood Middle Field
- SON 3 – Memorial Hall Field
- SON 6 (Part) – Kennylands Infill
- SON 7 – Hagpits
- SON 8 – Thames Valley Gym
- SON 9 – Lea Meadow
- SON15A – Chiltern Edge Top

### Existing Highway Network

- 2.1 The B481 Peppard Road is effectively a district distributor road which links Sonning Common to Caversham and Reading in the south and the main A4130 Road to the north. The A4130 is a primary route which connects Henley-on-Thames (to the east) with Wallingford (to the west) and Oxford (further to the north) via the A4074 Road. With the exception of a short length of road between a point just to the north of the Bird in Hand (PH) to the Herb Garden entrance which is subject to a 40mph speed limit, Peppard Road through Sonning Common is subject to a local 30mph speed restriction.
- 2.2 To the south of the village, Kennylands Road forks off the B481 to the left (in a north-westerly direction) providing an alternative local distributor route to the village centre via Wood Lane. Both of these primarily residential roads are classified un-numbered roads and subject to 30mph local speed limits.
- 2.3 From the point where Kennylands Road joins Wood Lane, the classified un-numbered road continues in a north-westerly direction becoming Reade's Lane serving Chiltern Edge School and existing housing before joining Horsepond Road/Gallowstree Road via a t-junction at Gallowstree Common. Horsepond Road continues in a south-westerly direction to join the main A4074 Reading Road to Oxford Road (see paragraph 2.4 below) and Gallowstree Road in a north-easterly direction accesses the B481 Road to Rotherfield Peppard.

- 2.4 It is recognised that Kennylands Road effectively provides a link to the main A4074 Reading to Oxford Road for through traffic crossing the River Thames at Sonning Bridge and travelling to/from Sonning Common via Dunsden or Caversham Park in Caversham.
- 2.5 Kidmore Lane another classified un-numbered road theoretically provides an alternative connection to the A4074 Road but because this route is so narrow most traffic tends to use Reade's Lane to access the A4074 at Cane End via Gallowstree Common.
- 2.6 Both SON 8 and SON 9 access the existing highway network at the B481 Peppard Road. The former having direct frontage and the latter accessing the network via a private road and residential cul-de-sac known as Bird Wood Court.
- 2.7 With regard to the remaining sites SON 6 & SON 7 have direct frontage to Kennylands Road and SON 3 & SON15A have frontage on Reade's Lane, the latter via the school car park and access road. SON 2 backs onto the rear existing residential properties at Lambourne Road and Russet Close but the Parish Council's preferred means of vehicular access to the highway network is to Reade's Lane via site SON 3 (see Section 3 of this report).

#### **Accessibility to Local Facilities**

- 2.8 Sonning Common offers a range of local retail facilities and public services in and around the Village Centre on Wood Lane (see **Figure 2**), within a short distance (1km radius) of all of the NDP sites. These include, a Post Office within the One-Stop convenience store, a good sized Co-Op (on the corner of Wood Lane/Woodlands Road) newsagent, florist, restaurants & takeaways, Parish Council Offices & Village Hall and Health Centre. There is free public car parking to the rear of the village hall.
- 2.9 The local primary school, police station and library are all located close by in Grove Road as is the secondary school on Reade's Lane. Sonning Common also has three places of worship. There is also a bank and filling station located nearby off Peppard Road and a number of public houses serve the area.

#### **Accessibility to Public Transport**

- 2.10 The closest railway station to Sonning Common is the main station in Reading (7.5 km). Reading Station is a major rail interchange in the South of England, with direct trains operating to a wide variety of stations nationwide, as indicated

in the Table 1 below. The station is nearing the completion of a significant upgrade, with a view to providing more capacity for trains and better access for users. Additionally there is a rail station at Henley where a route with a lower frequency and speed of service provides a link to the main Reading to Paddington line at Twyford.

2.11 A rail-air bus service also operates from Reading Station to Heathrow Airport. This service operates 7 days per week with a half-hourly frequency.

Table 1 – Significant Direct Rail Services from Reading Railway Station

Regional Services (journey times under one hour)			National Services (journey times over one hour)		
Destination	Typical Journey Time	AM peak period services (departing weekday 0700-0900)	Destination	Typical Journey Time	AM peak period services (departing weekday 0700-0900)
London Paddington	30 minutes	19	Birmingham New Street	1h 24m	4
Oxford	24 minutes	8	Coventry	1h 11m	2
Basingstoke	24 minutes	6	Exeter St David's	2h 20m	2
Newbury	30 minutes	6	Manchester Piccadilly	3h 25m	2
Guildford	40 minutes	5	Gatwick Airport	1h 25m	1
Banbury	40 minutes	4			
Bristol	55 minutes	4			
Southampton	58 minutes	2			

2.12 There is car parking available at Reading Station and also a number of other car parks within a short walking distance of the station that could be used in terms of park and ride for potential train-generated trips.

2.13 The main bus service the Route 2 and 2A (Lime Service), operated by Reading Buses, provides a half hourly service (Monday to Saturday) and an hourly service on Sundays & most Public Holidays. This service runs between Peppard Common and Mortimer via Reading (including a stop at Reading Railway



Station). **Figure 2** also illustrates the location of bus stops in and around Sonning Common. The current timetable for this route can be accessed through the Reading Buses web-site link as set out below.

<http://www.reading-buses.co.uk/times/>

2.14 In addition, there is a less frequent local bus service (Route 145) serving Woodcote and Henley on Thames via Sonning Common and this operates Monday to Fridays (3 to 4 buses per day) and once a day on Saturdays. There is no service on Sundays and Public Holidays. A link to the current timetable for this service operated by Whites Coaches is set out below.

<http://whitescoaches.com/145.pdf>

### **Walking & Cycling**

2.15 There are generally good standard pedestrian footways in Sonning Common. The footways offer a safe and direct route to local facilities within the centre of Sonning Common. These routes are well lit and within the existing built up residential area.

2.16 It is recognised that some areas of Sonning Common are quite hilly, especially those roads sloping down to Shiplake Bottom and to the B481 Peppard Road. However by and large the rest of the village has a flat topography and given the quiet network of roads within the village the environment favours walking and cycling.

### **Road Safety**

2.17 The latest 5 year Personal Injury Accident (PIA) data has not been examined for the local highway network in this vicinity. However, having reviewed the Crash Map web site it is noted that a small number of reported accidents have occurred along Peppard Road (B481) and Kennylands Road over the 5-year period 2008 – 2012 and that all of the personal injuries sustained were slight.

2.18 In any event, prospective developers of the NDP sites would be expected to review the latest reported personal injury accident data in the vicinity and identify any appropriate mitigation measures through Transport Assessments or Statements forming part of subsequent planning application submissions.

### 3.0 NDP PREFERRED SITE CONSIDERATIONS

#### SON 2 – Bishopswood Middle Field

- 3.1 Whilst recognising the challenges in finding suitable access routes, the Parish Council believe this site should be considered as a possible site for housing, accommodating up to 50 new dwellings.
- 3.2 Notwithstanding the presence of any ransom strip, Lambourne Road a cul-de-sac with a carriageway width of 5.3m and 2 x 1.8m wide footways could physically be extended to serve such development, as could (albeit to a lesser extent) Russet Close which has a 4.6m wide carriageway with nominal verges and no footways. However, because of potential local concerns alternative access arrangements are required (by the SC NDP).
- 3.3 Accordingly, it has been suggested that access to serve this site should be via a new road through site SON 3 in the south eastern corner of that site's road frontage to Reade's Lane. The visual impact of the new road would need to be minimised by appropriate planting and screening treatment to be agreed with SODC.
- 3.4 The width of the Reade's Lane carriageway at the proposed point of access (south eastern corner) is 6.1 metres. There is a ditch and steep banked verge (about 2.0m wide) along the northern side of the site frontage to Reade's Lane. The footway on this side of the road ends at the Ashford Avenue junction to the east of this site. There is a continuous footway (about 2.3m wide) on the southern side of Reade's Lane to/from the Chiltern Edge School campus.
- 3.5 It is feasible to provide a suitable means of vehicular access along this frontage to Reade's Lane in order to provide a Minor Access Road (4.8m wide carriageway) with 6.0m or 7.5m junction radii in accordance with advice given in the current OCC Residential Road Design Guide.
- 3.6 Reade's Lane is subject to a local 30mph speed restrictions and taking into account Manual for Streets (MfS) principles, visibility splays of 2.4m x 45m in each direction can be provided so as to minimise the impact of visibility splays on the roadside hedge and the rural character of the lane to the west.
- 3.7 However, if the Reade's Lane access option is pursued then, careful consideration will need to be given to pedestrians wishing to cross Reade's Lane. At present there is a natural desire line where schoolchildren cross further

along Reade's Lane at its junction with Ashford Avenue. It would be possible for a footway to run along the SON 3 and SON 2 access roads and then emerge as pedestrian/cycling access only via Lambourne Road (and/or possibly Russet Close) and this is the preferred SC NDP approach. However, the OCC as local highway authority may require the existing footway on the north side of Reades Lane to be extended from the Ashford Avenue junction up to the new SON 3 access connection.

- 3.8 In view of the presence of Chiltern Edge School (see also SON 3 & SON 15A), it may be necessary to introduce a 20mph speed limit along this section of Reade's Lane fronting the school, stretching from the junction with Ashford Avenue to a point west of the access arrangement for SON 3. The developer would be expected to consider this as part of the planning application process.
- 3.9 OCC advise that any reduction in speed limit would have to be subject to separate public consultation.
- 3.10 The nearest bus stops (for the Route 2/2A service) to this site are located on Wood Lane.

### **SON 3 – Memorial Hall Field**

- 3.11 The Kidmore End War Memorial Hall (KEWMH) located south of SON 3 and between Reade's Lane is in need of replacement and there is an opportunity for a new community meeting and sports facility (including sports pitches) for Sonning Common (and Chiltern Edge School) to be developed on SON 3 itself.
- 3.12 In order to fully utilise the potential area for sports pitches, access to serve the community sports hall with car parking provision for about 100 spaces would need to be derived through the existing KEWMH) site. This site already has the benefit of vehicular access to Reade's Lane. To maintain the rural character of the lane, pedestrians would be encouraged to access the new hall and facilities within SON 3 from its eastern end (see SON 2).
- 3.13 The width of Reade's Lane at the KEWMH is about 5.0m wide with 2 x 1.2m wide grass verges to the west of the access point. To the east there is a sweeping bend with a wide verge to assist drivers of vehicles with forward visibility.
- 3.14 It is recognised that the existing access to KEWMH would need to be improved to serve the new community meeting and sports facility. There is scope to

provide at least a 4.8m access road with 6.0m or 7.5m access radii together with improved visibility (in the order of 2.4m x 70m) if required.

- 3.15 There is a possibility subject to further consideration that SON 3 may also be needed to accommodate some local employment development. Depending upon the scale and nature of any such development, further improvements to the access arrangements to Reade's Lane (as outlined in 3.12 above) may be required.
- 3.16 In view of the presence of Chiltern Edge School (see also SON 2 & SON 15A), it may be necessary to introduce a 20mph speed limit along this section of Reade's Lane fronting the school, stretching from the junction with Ashford Avenue to a point west of the access arrangement for SON 3. The developer would be expected to consider this as part of the planning application process.
- 3.17 OCC advise that any reduction in speed limit would have to be subject to separate public consultation.

#### **SON 6 (part) – Kennylands Infill**

- 3.18 It is envisaged that if taken forward this site would accommodate up to 25 dwellings. There is a requirement to provide access to existing agricultural land to the west via a field gate at the south-eastern corner of this SON 6 (part) site.
- 3.19 The width of the Kennylands Road carriageway across this site varies between 6.5m and 7.0m. There is 3.0m plus wide verge and roadside ditch adjacent to the site and a 1.4m wide footway with nominal verge on the opposite side of the road.
- 3.20 In recognition of the hedgerow lined frontage to Kennylands Road together with a number of trees, the provision of individual access points to serve any new dwellings directly from Kennylands Road together with the construction of a new footway within the confines of the existing public highway have been discounted.
- 3.21 Rather it is suggested that a new shared Access Lane be provided with access connections to Kennylands Road. An entrance only could be at the southern end of the site with exit only at the northern end (this may require a one-way traffic order) but the developer would in any event have to demonstrate safe and satisfactory arrangements as part of any subsequent planning application submission. The current OCC Residential Road Design Guide amongst other things, comments that Access Lanes are specifically designed for rural areas

and comprise an overall width of 4.8m (3.0m vehicle way plus 1.8m wide special finish over-runnable margin for pedestrians). In addition, junction radii of between 6.0m to 7.5m could be achieved.

3.22 Kennylands Road is subject to a local 30mph speed restriction but there is a perception locally that vehicle speeds are much higher. Using Manual for Streets (MfS) principles, visibility splays of 2.4m x 45m in each direction can be provided without adversely impacting on the roadside hedge/trees and the rural character of the road across the site frontage. However, the developer would need to review vehicle speeds as part of the planning application process and provide adequate visibility splays together with any appropriate mitigation measures.

3.23 There are existing bus stops (for the 2/2A route service) on Kennylands Road both to the north and south of the site and within easy walking distance of this site.

### **SON 7 – Hagpits**

3.24 If taken forward this site is expected to accommodate up to 30 new dwellings. There is a requirement for access to be retained for the future management of the adjoining Hagpits Wood. However, as an option for larger logging vehicles, there may be scope (subject to separate planning approval if required) for a temporary access to be derived directly to Kennylands Road to the north.

3.25 A local need has also been identified for this site to provide a through pedestrian route to any development at site SON 8 Thames Valley Gymnasium at also site SON 9 Lea Meadow. This will need to be assessed and accommodated as part of the internal site considerations and layout.

3.26 The Kennylands Road carriageway across this site is 6.6m wide. There is 1.4m wide footway with nominal 1.0m verge adjacent to the site and a 3.0m plus wide verge and roadside ditch on the opposite side of the road.

3.27 Hagpits House currently has a 4.0m wide access (comprising 6 drop kerbs & 2 tapers) directly to Kennylands Road. It is feasible to undertake some localised widening to provide satisfactory access to serve any new residential development of this scale via an internal loop road.

3.28 From advice given in the current OCC Residential Road Design Guide, an Access Way (suitably modified i.e widened to accommodate woodland management traffic) may offer the best form of access arrangement. An Access

Way normally comprises a 4.1m wide carriageway with 2 x 1.5m footways (however according to OCC one 1.8m wide footway and one 1.8m verge may suffice). Some widening to provide a 5.5m width may be required at the junction with Kennylands Road in order to accommodate woodland management traffic. Additionally junction radii of 6.0m to 7.5m could be achieved.

3.29 As with SON 6, Kennylands Road is subject to a local 30mph speed restriction but there is a perception locally that vehicle speeds are much higher. Using Manual for Streets (MfS) principles, visibility splays of 2.4m x 45m in each direction can be provided without adversely impacting on the roadside hedge/trees and the rural character of the road across the site frontage. However, the developer would need to review vehicle speeds as part of the planning application process and provide adequate visibility splays together with any appropriate mitigation measures.

3.30 The nearest bus stops (for the Route 2/2A service) are located within easy walking distance on Kennylands Road just to the south of the site.

### **SON 8 – Thames Valley Gym**

3.31 At present the Thames Valley Gymnastics Club (TVGC) operates from this site. There has been a suggestion for 4 dwellings to be built on part of the existing informal car parking area with any revenue from the sale of this land reinvested in the gym facilities which are to be retained.

3.32 Displaced parking from this area would need to be relocated within the remainder of the TVGC site. The TVGC and/or developer would need to demonstrate that adequate car parking facilities would be available for use by the gym club members and visitors.

3.33 Access to this site is derived by way of a privately maintained shared drive off an existing turning area from an adopted road and cul-de-sac serving residential properties at Bird Wood Court and recreation land at the Millennium Green. Bird Wood Court in turn accesses a section of the B481 Peppard Road via a t-junction. Peppard Road is subject to a local 40mph speed restriction (just north of the Bird in Hand (PH)).

3.34 The width of the current shared driveway varies between 3.6m and 5.3m and notwithstanding any private rights of access issues, it would be necessary for some access improvements to be undertaken in connection with any new residential development.

- 3.35 With the retention of the gym use it is considered that an access at least in accordance with that required for an Access Lane in the current OCC Residential Road Design Guide should be provided. This comprises an overall width of 4.8m with a 3m vehicle way plus a 1.8m wide over-runnable pedestrian margin.
- 3.36 Additionally, it is essential that in connection with any new development on this site pedestrian links are provided to adjoining land (see SON 7 Hagpits above and SON 9 Lea Meadow below). This primarily is to provide access to the nearest bus stops (for the 2/2A route service) located along Kennylands Road.

### **SON 9 – Lea Meadow**

- 3.37 The SCPC consider that this site can accommodate about 50 new dwellings and while SON 9 has direct frontage to the B481 Peppard Road, it has no direct access as such. This land being currently served via the adjoining Herb Garden site and access to Peppard Road. Accordingly, the development of SON 9 would require a new direct access to a short section of Peppard Road (see paragraph 2.1) which is subject to a local 40mph speed restriction.
- 3.38 The carriageway width along this section of Peppard Road is 6.3m. There is a nominal 1.0m wide verge, 1.2m wide rural type footway and further 4.0m wide verge adjacent to SON 9 with a further 5.0m verge and roadside ditch opposite.
- 3.39 It is technically feasible to provide a safe and satisfactory means of access to the B481 Peppard Road but the opportunity should be taken to seek to reduce the existing short section speed limit of 40mph to 30mph, thereby providing a continuous 30mph stretch for Peppard Road through Sonning Common. However, in order to satisfy the requirements of Thames Valley Police (to support and enforce a Traffic Regulation Order for any new 30mph speed limit) it would be appropriate for the developer to introduce some physical measures such as traffic islands, road markings and treatment as part of the site access arrangements.
- 3.40 OCC advise that any reduction in speed limit would have to be subject to separate public consultation.
- 3.41 A single priority T-junction is recommended as the preferred means of access to serve this level of development and could be provided with or without a right turn facility as required by OCC as the local highway authority.

- 3.42 The precise point of access would need to be agreed but provided it is located centrally or northwards with there being adequate spacing from the Herb Garden entrance, it is considered that sufficient visibility splays could be achieved in each direction from the new access. Any location of the new access further south would bring it closer to a bend in the road where drivers are accelerating out of the 30mph area to the south.
- 3.43 Visibility splays in the order of 2.4m x 120m in each direction would be appropriate for 40mph speeds with this being reduced to 2.4m x 90m (or possibly 2.4 by 70 m) for a 30mph speed limit.
- 3.44 There was a suggestion for this site to be served by two access points to the B481 road but this would mean one of the two access points being located towards the southern site extremity close to a bend in the road and therefore is not recommended.
- 3.45 With reference to the current OCC Residential Road Design Guide a development of this scale could be served by a Minor Access Road with a carriageway width initially 5.5m reducing to 4.8m provided with 2 x 1.5m wide footways (however according to OCC one 1.8m footway with one 1.8m verge may suffice). The internal access road would need to follow Manual for Streets principles and could be looped in design. However, consideration would also need to be given in the site layout with regard to requisite planting treatments to screen the site and road from the AONB.
- 3.46 It is essential that in connection with any new residential development for this site pedestrian links are provided to adjoining land (see SON 7 Hagpits above). This primarily to provide access to the nearest bus stops (for the frequent 2/2A route service) located along Kennylands Road. The nearest bus stop for the less frequent bus service (Route 145) to/from Henley-on-Thames is located some 400m northwards on the B481 Peppard Road at Reddish Manor.

### **SON 15A – Chiltern Edge Top**

- 3.47 If this site is brought forward for residential development, it is envisaged that it would accommodate some 40 dwellings.
- 3.48 The site already has the benefit of use of an existing access road onto Reade's Lane and this runs between the existing Chiltern Edge School and the school caretaker's house. This road serves a car parking area for the main school, a



private pre-school and also leads to the school playing field and sports hard surface courts which primarily comprise site SON 15A.

- 3.49 Reade's Lane to the west of the access road has a carriageway width of 5.1m with a grass verge and 1.8m footway south side and a steep banked verge and roadside ditch opposite (adjacent to site SON 3). To the east the carriageway of Reade's Lane widens to 6.1m and the roadside ditch and steep banked verge (about 2.0m wide) continue along the northern side. There is a continuous footway, about 2.3m wide which is flanked by 0.5m and 1.8m wide grass verges on the southern side of Reade's Lane. The footway is well used by those walking to/from the Chiltern Edge School campus.
- 3.50 The access road itself is 5.1m wide immediately at the junction with Reade's Lane narrowing in main to provide a width of 4.6m. On the eastern side, the existing road is hard against the mature beech hedgerow forming the caretaker's house boundary and there is wide grass verge to the west containing a number of trees. The SCPC has taken separate landscaping advice in this respect and established that the four trees lining the western side of the access road are of little value and could be removed if required to improve the access arrangements.
- 3.51 A development of this scale together with the retention of the existing car parking use and pre-school could be served by a Minor Access Road as referred to the current OCC Residential Road Design Guide. This would comprise a 4.8m wide carriageway with 2 x 1.5m wide footways, (however according to OCC one 1.8m footway with one 1.8m verge may suffice).
- 3.52 Careful consideration will need to be given to the internal site layout and access road, particularly with regard to minimising any potential conflict with other site users. The existing pre-school and school car park are to remain operational, although it is understood there may be scope to relocate the former elsewhere within the school campus. Any displaced car parking lost through access improvements would also need to be relocated.
- 3.53 There is evidence of vehicles over-running the tight entry radius (eastern side) at the existing access road junction with Reade's Lane. The provision of 6.0m junction radii as part of the access improvements to serve the new development would help to address this issue.

- 3.54 The existing visibility splays at the junction with Reade's Lane (subject to a local 30mph speed restriction) are in the order of 2.4m x 90m in each direction and these are sufficient for this level of development.
- 3.55 However, at certain times of the school day particularly, mid to late afternoon vehicles are parked along the nearside edge of the adjoining carriageway effectively, reducing the width of Reade's Lane and the amount of available visibility from the access road junction. Notwithstanding the presence of school zig-zag road markings, waiting restrictions may need to be introduced at the developer's expense to protect this junction.
- 3.56 It may also be necessary to introduce a 20mph speed limit along this section of Reade's Lane fronting the school, stretching from the junction with Ashford Avenue to a point west of the access arrangement for SON 3 (see also SON 2). The developer would be expected to consider this as part of the planning application process.
- 3.57 OCC advise that any reduction in speed limit would have to be subject to separate public consultation.
- 3.58 Should a parking problem persist then the general issue associated with the school 'drop off' and 'pick up' points is something that could perhaps be addressed by Chiltern Edge School through its School Travel Plan.
- 3.59 The nearest bus stops (for the Route 2/2A service) to this site are located on Wood Lane. However, during school term times this service stops outside Chiltern Edge School at certain times during the morning and afternoon peaks.

## 4.0 TRIP GENERATION AND IMPACT ASSESSMENT

### NDP Residential Sites

4.1 The developer for each site would be expected to undertake their own analysis through a Transport Assessment or Statement and agree trip rates with OCC as local highway authority beforehand. However, by way of an example and in order to give a general indication of the likely trip generation for the NDP residential sites, the following selection criteria was used within TRICS:

- Land Use Category - Residential – Privately Owned (03/A)
- Mode - Multi-modal Assessment
- Survey days - Weekdays (Monday to Friday);
- Site location - Suburban Area;

4.2 The seven TRICS sites selected provide the trip rates indicated in **Table 4.1**

**Table 4.1: TRICS Trip Rates (proposed residential use)**

4.3

Mode of Travel	AM Peak Trip Rate per dwelling 08:00 – 09:00			PM Peak Trip Rate per dwelling 17:00 – 18:00		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.145	0.429	0.574	0.392	0.240	0.632
Public Transport Users	0.000	0.009	0.009	0.012	0.002	0.014
Pedestrians	0.009	0.112	0.121	0.095	0.055	0.150
Total People	0.214	0.732	0.946	0.591	0.393	0.984

4.4 Using the criteria above a NDP site in this location for say 50 new dwellings would result in the addition of 29 two way vehicle movements in the morning and 32 two way movements in the evening peak hour periods (**Table 4.2** refers). For each peak period, this amounts to 15/16 vehicle movements every 30 minutes. This level of traffic increase therefore is likely to result in minimal impact on the surrounding road network.

**Table 4.2: Likely Peak Trip Generation for 50 dwellings**

4.5

	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	7	22	29	20	12	32
Public Transport Users	0	1	1	1	0	1
Pedestrians	1	6	7	5	3	8
Total People	11	37	48	30	19	50

## 5.0 SUMMARY AND RECOMMENDATION

- 5.1 All of the NDP sites assessed in this report are within a 1km radius of the village centre local amenities located in Wood Lane together with local schools and healthcare facilities.
- 5.2 Sonning Common has the benefit of a regular and frequent bus service providing access to/from Reading Town Centre and hence a major railway station. Subject to adequate pedestrian links being provided through SON 7 for sites SON 8 & SON 9 each site is within a reasonable walking distance to a bus stop.
- 5.3 With the exception of site SON 8 (which is only for 4 dwellings), it is recommended that the developer for each site prepares a Transport Assessment or Statement in accordance with the principles as set out in the Department for Transport's (DfT) document entitled 'Guidance on Transport Assessment' (March 2007) and Paragraph 32 of the National Planning Policy Framework dated 27 March 2012.
- 5.4 A Construction Management Plan to minimise the impact of demolition and construction traffic (including on-site parking for site operatives) on the local community should be provided for each site.
- 5.5 There is scope to physically provide satisfactory site access arrangements for each of the sites but for SON 2, SON 3 and SON 8, this may involve third party land. For site SON 15A the pre-school may have to be relocated within the school campus.
- 5.6 It may be necessary to accommodate additional homes on some of these NDP sites due to either further housing allocation's being made by SODC or because a number of other sites assessed in this report being withdrawn. For the avoidance of doubt, the advice given for all of the residential sites assessed in this report would still be applicable for increases of up to 25% (over those quoted).
- 5.7 OCC is currently reviewing its Residential Roads Design Guide (referred to throughout this report) but in the meantime advise developers' to apply Manual for Streets principles for their site layouts. In general terms OCC support the NDP Preferred Site Access considerations in this report from the transport development control aspect.