

Theme	Question	Response
Transport	<p>How will the roads in Winnersh be able to cope with the cars resulting from the development of up to 250 homes?</p>	<p>There are genuine opportunities for future residents to travel by non-car modes – Wheatfield Primary School, Winnersh Primary, Forest School, Sainsbury’s Superstore, and the facilities and services provided in the Winnersh local centre are all located approximately 15-minutes walking distance from the site. The site is also located within easy walking distance of Winnersh Rail Station which provides half-hourly rail services to/from Reading, Wokingham, and Bracknell.</p> <p>Notwithstanding this, a detailed Transport Assessment has been produced and assesses the traffic implications of the proposals. The work will consider the capacity and safety of local junctions, taking account of other developments coming forward in the area, using parameters agreed with the Council in relation to the likely traffic generation of the development proposal and the assignment of development generated traffic. Traffic flow data indicates the flows on the A329 Reading Road in the vicinity of Winnersh Crossroads have reduced by approximately 300-400 two-way movements in the weekday peak hour periods following the completion of the Winnersh Relief Road. Our work will be scrutinised by Wokingham Borough Council (“WBC”) and the site will not be allowed to come forward if it has a ‘severe’ impact. Initial traffic modelling undertaken by WBC to support the Local Plan Update suggests this will not be the case.</p>
	<p>Has due diligence been carried out relating to traffic at school drop off and pick up times?</p>	<p>The proposed development site and the surrounding highway network has been visited by the team of consultants on several occasions during weekday highway network peak periods, as well as at off-peak times over a number of years.</p>
	<p>Why is the access to the site being proposed via Maidensfield?</p>	<p>The width, alignment and junctions of Maidensfield have been carefully checked. The geometry of the road complies with WBC’s own highway design guidance set out in Living Streets (as well as national guidance set out in Manual for Streets) to serve up to 500 dwellings. The planning application includes a careful assessment of the impact of the scheme on Maidensfield, which will include consideration of existing on-street parking (parking beat surveys have been undertaken during a typical weekday and weekend period for various times of the day, including network peak hours and the expected period of peak parking demand) and the use of the street by users other than car drivers. Some on-street parking is quite typical of streets throughout the Borough. Indeed, parking is a key function of many residential streets (Manual for Streets paragraph 8.1.1) and it can assist in slowing vehicle speeds.</p>
	<p>Where is the access being provided to the site?</p>	<p>It is proposed to extend Maidensfield into the site to provide vehicular / pedestrian / cycling access to the new homes.</p>

	<p>Will the development become a 'rat run' for traffic from the rest of Winnersh?</p>	<p>The internal site layout has been carefully designed to encourage slow vehicle speeds through the design of the horizontal alignment, landscaping and traffic calming measures (potentially including raised speed tables at junctions). Combined, these will assist in discouraging the use of the site for through movements.</p>
	<p>Does Maidensfield meet access requirements given the size of the road and its current use for on street parking?</p>	<p>The existing 5.5m width of the carriageway on Maidensfield is sufficient to enable two HGVs to carefully pass each other (ref: Manual for Streets (MfS) Figure 7.1), and also exceeds the minimum streets width of 5m recommended by BS5906:2005, which allows a refuse vehicle (and thus cars of all sizes) to safely pass a parked car (ref: MfS paragraph 6.8.7). It is demonstrated in the transport assessment supporting the planning application that on-street parking on Maidensfield does not impact on the ability of the existing highway to accommodate the forecast development generated traffic in a safe and appropriate manner.</p>
	<p>Why not access the site via Woodward Close?</p>	<p>The land to the south of the proposed development is owned by WBC and therefore it is not within the gift of Taylor Wimpey to provide an access to the south. However, an additional vehicular access point from Woodward Close could be provided should the Winnersh Farms development to the south come forward (and has been specifically allowed for as part of that development).</p>
	<p>Will there be only one access road via Maidensfield?</p>	<p>It is proposed to extend Maidensfield into the site to provide vehicular / pedestrian / cycling access to the new homes. An additional vehicular access point from Woodward Close could be provided should the Winnersh Farms development to the south come forward (and has been specifically allowed for as part of that development, which forms part of the wider draft allocation).</p>
	<p>Will there be an access to the south?</p>	<p>An additional vehicular access point from Woodward Close could be provided should the Winnersh Farms development to the south come forward (and has been specifically allowed for as part of that development, which forms part of the wider draft allocation).</p>
	<p>How will the junction at Watmore Lane cope with the additional traffic from the site?</p>	<p>The junction capacity testing undertaken alongside the previous application demonstrated that the proposal will not result in an unacceptable impact on Danywern Drive or its junctions with Maidensfield or Robin Hood Lane. WBC confirmed that the traffic impact has been agreed and deemed acceptable, and this conclusion remains valid. The traffic flows on Danywern Drive to the west of the site are some 210 – 240 two-way vehicle movements in the weekday morning and evening peak hour periods. Maidensfield currently experiences flows of approximately 25-30 two-way movements during the peak hour periods. The volumes of traffic flow following development will remain very low in traffic terms and will be comparable, or</p>

		<p>less than, those found elsewhere in many residential areas throughout the Borough.</p> <p>The local Berkshire fire officer has confirmed that access for emergency vehicles is not a problem with two fire appliances able to reach the site within six minutes, provided the access requirements set out in Approved Document B of the Building Regulations and the Berkshire Act are met. As a result, the Fire Brigade raised no objection to the previous application. This conclusion also remains valid.</p>
	<p>When will the transport surveys be carried out?</p>	<p>In agreement with the WBC, the traffic modelling work has been undertaken using outputs from the Council's Strategic Transport Model to ensure consistency with the work undertaken by the SEN school and WBC Winnersh Farms application. In addition, we have supplemented this with carrying out our traffic surveys in October 2022 during school term time (which is considered a 'neutral' period by the Department for Transport and a time when surveys should be carried out).</p>
	<p>Will there be any changes to speed restrictions around the site?</p>	<p>We are not currently aware of any proposals to amend the existing speed limits on the highway network surrounding the site.</p>
<p>Housing</p>	<p>Will any of the proposed new homes have renewable energy technology as standard?</p>	<p>Yes, the new homes on this site will be required to comply with the Future Homes Standards, which means they'll have measures such as solar panels, EV charging points, air source heat pumps, water and energy saving devices fitted to make them net zero carbon ready.</p>
	<p>What is meant by affordable housing in the case of your proposals?</p>	<p>The affordable housing provided will be a mix of First Homes, Shared Ownership and Intermediate Rent.</p>
	<p>Will the houses include Electric Vehicle charging provision?</p>	<p>Yes, electric vehicle charging points will be provided for all properties.</p>
	<p>Will any garages be built, if so, what size will they be?</p>	<p>In accordance with current national and local standards, any garages provided will have minimum internal dimensions of 6m x 3m (or 7m x 3m if they are to include cycle parking).</p>
<p>Drainage</p>	<p>What measures are you putting in place to mitigate flooding, not just on the site but also the surrounding areas?</p>	<p>A large buffer has been allowed on the site between Emm Brook and all built development to ensure that no homes or other infrastructure will be sited within the floodplain and no properties will be built in Flood Risk Zones 2 and 3. All homes will also be raised significantly above expected flood levels locally. Furthermore, each individual home will be completed at an elevation above the adjacent new roadways to ensure that any more localised flooding (i.e surface runoff) does not impact the new homes.</p> <p>The site will also be designed so that all storm water runoff from the site will drain to a series of large basins which will include a small pond a wider wetland area. During storms, rainfall draining from the site will be held back in these areas and the rate of discharge from these areas down to</p>

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		the Emm Brook will be set at a low trickle that (for big storms) will be lower than could currently drain from the undeveloped site. This will assist in reducing flood risk along Emm Brook at and proceeding downstream of the site.
Planning	Does your housing land supply argument take into account developments that have a planning permission but are not yet built?	The housing land supply is based on the local housing need which is calculated using a standard method as set out in the National Planning Practice Guidance. The housing land supply figure does take into account existing permissions and is identified as being less than 5 years by WBC in their 'Five Year Housing Land Supply Statement' published January 2023.
	What is the status of the proposed 87-100 dwellings to the south of this site next to the new SEN school?	The WBC application to the south is pending determination.
	Why has the number of homes you are proposing increased from the previous application?	The previous application was for a first phase, not the whole site.
	Do you think the Winnersh Parish Council will support your proposed development?	Since the previous application there has been changes to material planning considerations, including the status of local policies. We hope Winnersh Parish Council are able to see the various benefits the application will provide including much-needed affordable and market homes for local residents.
	Will there be any shops on the site?	No, it is envisaged that the new residents will use the existing shops in Winnersh which are within walking distance.
	How will you avoid the new homes you are proposing overlooking existing homes and gardens?	The emerging layout adheres to design standards and has been designed to sensitively respond to the existing homes which neighbour the site.
	Would you consider a smaller development?	We consider the current application demonstrates an effective use of land in accordance with the National Planning Policy Framework.
	Why are you proposing to submit an application for development on a site that has previously had an application rejected?	The previous reasons for refusal are being addressed as part of this new application.
	Why are you proposing a development on land that is not in the local plan?	The site is a draft allocation in the emerging Local Plan.
Community Contributions	What consideration has been made to the impact on existing facilities such as doctor surgeries, dentists etc?	Developer contributions to local services such as these are via Community Infrastructure Levy (CIL) which is paid to the Council.
	Are there any guarantees that the CIL payment will be	Where CIL is spent is determined by the Council.

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	spent on issues directly linked to this development?	
	How will the neighbouring schools be able to cope with the additional demand caused by this development?	If required, any increase in school places is covered by CIL.
Construction/ Build Programme	Assuming the development goes ahead, which section of the site will be developed first?	It is not confirmed, but we would expect to start building in the northern part of the site first.
	What is the proposed timescale for development of the site?	Subject to planning, it is anticipated that we would start on site in 2025 with the first new residents moving in in 2026.
	Have any detailed ground investigations been carried out as part of your work to date?	Yes, ground investigation work has been undertaken.
	Has any asbestos been found on the site or on surrounding land?	No, there hasn't been any asbestos found on site to date.
	Where will the site entrance be for construction traffic?	Via Maidensfield.
	Is the sewage network going to be upgraded?	Upgrade requirements will be determined by the water company, who will do detailed modelling once the site has planning permission. Initial modelling as part of the Local Plan will take this site into account.
Ecology + Landscape	Will existing hedges and trees on the western boundary all be preserved or protected to limit impact of the new development on existing houses and gardens?	Existing hedges will be retained as far as technically possible to do so. Any tree/hedge removal will be compensated within the development.
	What will happen to the current animals living on the site?	Extensive surveys of protected species have been carried out. Where necessary species will be translocated within the development and new habitats provided to generate a biodiversity net gain.