

Our Ref: TCG 6360-12
Your Ref:



1st July 2015

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For the attention of: Cris Lancaster – Planning Department

Sent by e-mail only: cris.lancaster@wokingham.gov.uk

Dear Cris

RE: RESIDENTIAL DEVELOPMENT AT GROVELANDS AVENUE WORKSHOPS

Application No: F/2014/2611

Following on from the discussion of the above application at the recent committee meeting, I acknowledge the request of the members for us to consider whether there are any alternative routes for construction traffic and thereby address the concerns arising from the Grovelands Avenue residents.

This review has been duly undertaken, with 4 options being considered;

- Option 1 – serving the construction phase via a temporary access in the northern boundary adjacent to Workshop C7
- Option 2 – serving the construction phase via a temporary access in the western boundary adjacent to Workshop B1
- Option 3 – serving the construction phase via the permanent access in the eastern boundary via Grovelands Avenue
- Option 4 – a hybrid approach, HGV deliveries via the temporary access adjacent to Workshop B1, and operative traffic via the permanent access in Grovelands Avenue.

Each option has been fully explored, and the following sentiments have arisen;

Option 1 is considered unworkable, it would require 2 parking spaces to be taken out of commission to create the route into the site, in an area of the site where parking is already oversubscribed. Delivery vehicles would be required to reverse out of the site and turn within the Workshops car park, although the effect of displacing vehicles by forming the access is likely to lead to designated turning areas being blocked by ad-hoc parking.

From a levels point of view, the site is approximately 900mm higher than the workshops car park meaning that significant groundwork would be required to form a temporary access.

Option 2 is considered to also cause similar difficulty in terms of loss of parking, as the area directly in front of the existing gates forms a parking area. There's also a concern relating to safety of vehicle movements, as the site entrance in this location would cause delivery vehicles to go against the one-way system for the short distance in crossing from Grovelands Avenue into the site. Visibility is relatively poor for vehicles moving within the workshop car park towards the exit, giving rise to a potential clash with incoming site traffic. It's also relatively narrow, meaning that delivery vehicles are likely to traffic the verges.

Similar to option 1, delivery vehicles existing the site would be required to reverse out into the Workshop car park where both visibility and manoeuvring space is limited given the heavily subscribed parking.

Option 3 has raised concern from residents associated with noise, disturbance and safety issues arising from construction traffic passing through the mobile home park. From a practical point of view though, this option is favoured in that it accesses the most serviceable portion of the site, being the area that will become the eventual site access.

Option 4 isn't considered appropriate as it shares the same delivery traffic route as option 2, and therefore incurs the same reasons.

In conclusion, whilst the review has been duly undertaken with the benefit of input received from both the Grovelands Avenue residents and Grovelands Workshop tenants, the end result remains the case that the construction traffic is proposed to service the site via the Grovelands Avenue access. It provides an effective way of accommodating both operative parking and delivery offloading within the site, and also offers the best potential for delivery vehicles to turn within the site allowing them to exit in forward gear. In the event that reversing is necessary, the road network offers a T junction approx. 50m from the site entrance.

In terms of offering a proposal, whilst the practical benefits are put forward on their merits, the importance of being considerate to nearby residents and ensuring safe traffic movements is also given significant and appropriate weight. In order to ensure an effective procedure is put in place, the following measures are proposed;

- Reinforcing the local speed limits – The portion of Grovelands Avenue within the mobile home park operates a 10mph speed limit. For the duration of the construction phase it is proposed to erect additional prominent signage at the entrance to the mobile home park requiring all construction traffic to strictly obey the 10mph speed limit. A pre-commencement condition could be applied in order for the size, wording and position of the signage to be agreed.
- Safe traffic movements – The relatively modest width and manoeuvring space within the mobile home park is duly recognised. A condition could be added to the consent requiring that all delivery vehicle movements that require reversing on the public highway are to be supervised by a banksman. That way, vehicle movements are undertaken safely, with vehicles remaining subject to the 10mph speed limit thereafter until they leave the mobile home park.

In summary, this is considered to be an appropriately considered conclusion to the given task. I trust this meets with your approval and is sufficient for you to complete your report in readiness for the application to be re-presented at the next committee meeting.

Should you require any further information or clarification though, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Tony Grover'.

Tony Grover

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