

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252762
Address:	West Court Land, Park Lane, Finchampstead, Wokingham, RG40 4QF.		
Proposal:	Prior approval submission for a proposed installation of replacement electronic communications apparatus comprising a slimline lattice mast, 3 no. aerials, 2 no. transmission dishes, 1 no. GPS aerial, radio equipment housing and development ancillary to radio equipment housing.		
Type of Development:			
Site Visit Made:	Yes/No		

Comments On Proposal

Reason for refusal

This statement supports the following refusal reason of planning application 252762, which stated:

- The proposal fails to demonstrate that adequate details have been provided regarding construction access arrangements, delivery methodology, and vehicle manoeuvring. In particular, no swept path analysis has been submitted to confirm that the largest delivery vehicle can enter and leave the site in forward gear, nor has sufficient information been provided on visibility splays or compliance with the width restriction along the site frontage. As such, the application does not demonstrate that the development can be carried out without detriment to highway safety, contrary to the requirements of Part 16 of the GPDO and Core Strategy policy CP6.*

Background

The location is West Court Land, Park Lane, Finchampstead, Wokingham. The appellant proposes to install replacement electronic communications apparatus and ancillary equipment from site TVY048 (shown in yellow) to TVY181 (shown in pink) of 29.1m high at the top of tower. A parking space is proposed for future engineer vehicle.



Access Arrangement and Manoeuvring

While no traffic impacts are expected from the removal, installation and operation of the communications apparatus, the appellant has failed to provide the required delivery details during the application stage and in this appeal on how the proposed removal and installation works will be carried out.

The proposed arrangement of construction access cannot be identified. If a new vehicular access will be created onto the public highway, sufficient visibility splays shall have been justified. However, this comment remains unaddressed. The appellant has continuously failed to demonstrate a suitable construction access can be provided for the proposal.

Meanwhile, it is a constrained site of circa 21m x 22m with red line fully situated in the existing TPO woodland (ref. TPO-1447-2012). The Highways Authority, therefore, has also requested the submission of swept path analysis with the largest vehicle proposed for delivery work. This has not been assessed during the application stage and in this appeal.

The appellant has failed to demonstrate sufficient manoeuvring and turning spaces can be provided for the vehicle to enter and leave the driveway in forward gear in the direction(s) of the proposed delivery route.

Conclusion

The major highway concern falls on the impacts on construction access arrangements, delivery methodology, and vehicle manoeuvring, which will potentially result in adverse impact on highways safety.

The appellant has not submitted further supporting information in the appeal to demonstrate that suitable arrangement can be achieved. The LHA considers that the appeal has not resolved the potential adverse impact on highway safety, contrary to the requirements of Part 16 of the GPDO and Core Strategy policy CP6.

I respectfully request that the appeal to be dismissed.

Date:	26/6/2026	Signed:	JP
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