

Technical Note

Project:	Finchwood Park Parcels 11 & 12	SMA Ref:	7292.TN08
Subject:	Response to WBC Highways Comments	Revised:	B – 16.10.2025
Prepared by:	Tyler Andrews	Date:	06.08.2025
Checked by:	Kate Marshall	Date:	07.08.2025

INTRODUCTION

This Technical Note (TN) has been prepared by Stuart Michael Associates Limited (SMA) on behalf of Vistry Homes to address the comments received and information requested from the Local Highway Authority - Wokingham Borough Council (WBC) dated the 26th June 2025 on Application No: **250931**.

RESPONSES TO WBC COMMENTS:

Comment 1:

The LHA require the provision of physical speed reduction features between Plots 175 – Plot 186. This section of straight road is c.127m long and would result in vehicles exceeding the target speed of 20mph.

- *Features reducing vehicle speeds should be provided at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.*

The design should naturally convey appropriate design speeds to drivers, with a target speed of 20mph specified in the Wokingham Living Streets Guidance.

Response to Comment 1:

The road alignment in this area has been reviewed, and a raised table is now proposed to the front of plots 178-180 to act as a traffic calming feature. Refer to the general arrangement drawings included under Appendix A on this note.

Comment 2:

The swept paths for a refuse vehicle show that there are 3 areas where a refuse vehicle body and chassis would overrun the footway to the south-west of Plot 186.

The swept paths should show that a refuse vehicle and a large can pass each other (as per the preapplication advice provided by the LHA).

The LHA require the applicant to adjust the carriageway width, corner radii and provide amended swept paths which demonstrate a refuse vehicle will not overrun the footway and risk pedestrian safety.

Measurements taken from the submitted site plan indicate that the carriageway width at this location is only 4.8m wide; rather than the 5.0m proposed and required by WBC.

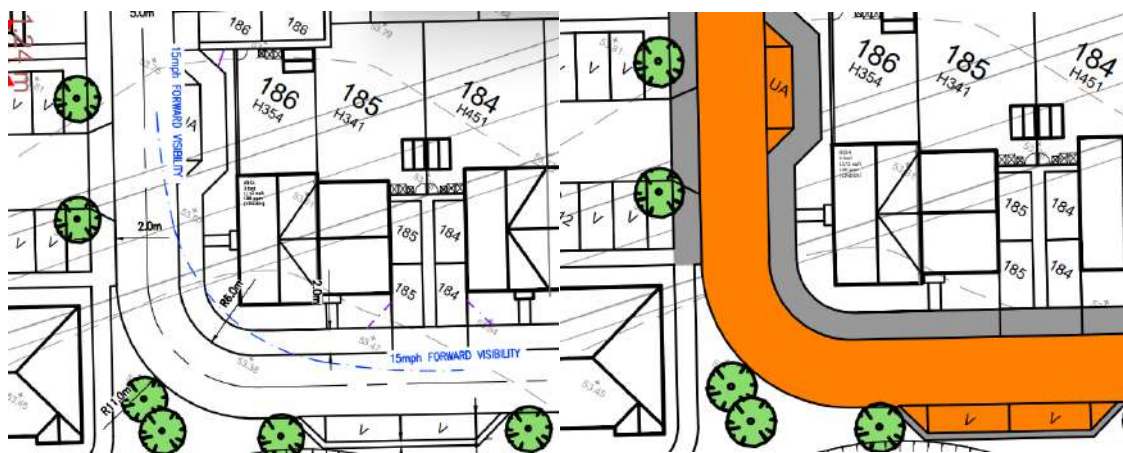
Forward visibility of 25 metres should also be demonstrated around the bend for the 20mph speed limit, as only a 15mph visibility has been shown. The LHA are concerned that without suitable passing space and without suitable forward visibility there could be conflicts between refuse vehicles and cars travelling around the bend. Screenshots of the refuse vehicle overrun and measurements of carriageway width are provided below.

Response to Comment 2:

The refuse vehicle tracking has now been amended to remove these areas of overhang. A refuse vehicle can pass a car for the majority of the access roads across the site, aside from in a few pinchpoints around the bends in the alignment. However, in the areas where these vehicles cannot pass each other, it has been ensured that there is sufficient visibility for a car to recognise the refuse vehicle and stop or pull to one side to allow it to pass. It should be noted that the frequency of this is likely to be once a week or less. This bend is designed at 90 degrees to act as a speed control feature and therefore vehicle speeds will naturally be lower and the 15mph forward visibility splay currently shown will be sufficient.

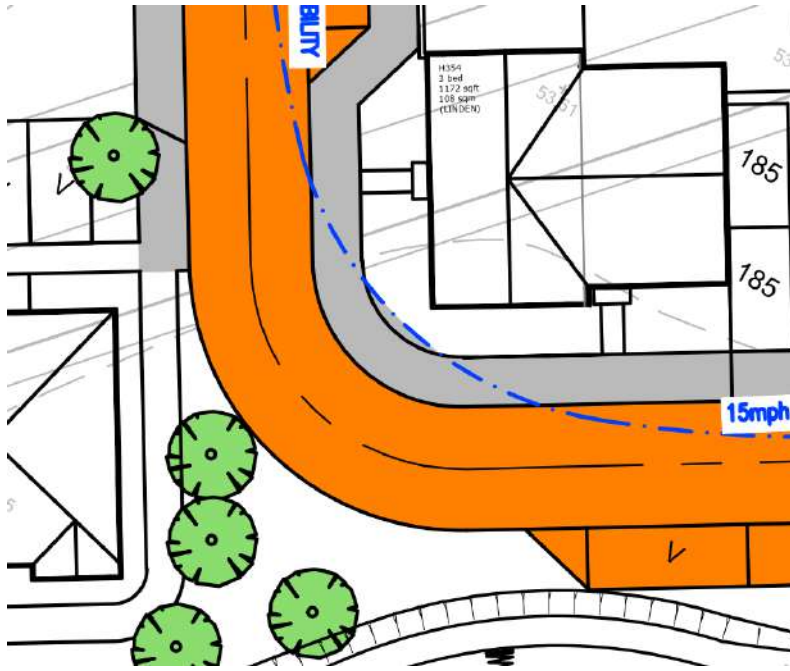
Comment 3:

Furthermore, the 15mph visibility splay shown passes through land which is not offered for adoption as public verge/highway. Therefore, the 15mph visibility is not only substandard; but cannot be guaranteed given a fence could be erected within the splay. Screenshots highlighting the problem are provided below:



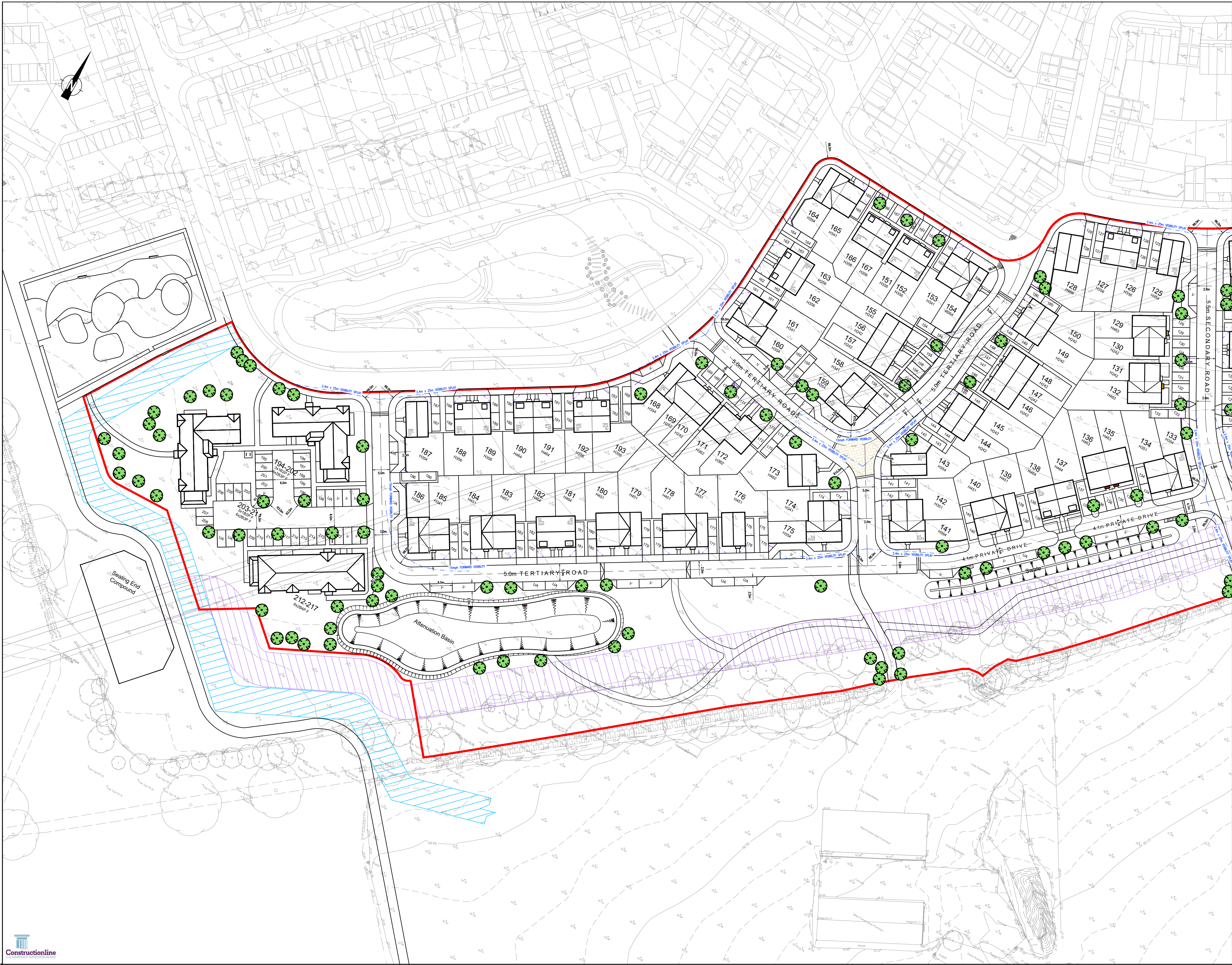
Response to Comment 3:

The proposed adoption plan has now been updated to ensure that any land within visibility splays is offered as part of the adoption process to the local authority. See extract below:

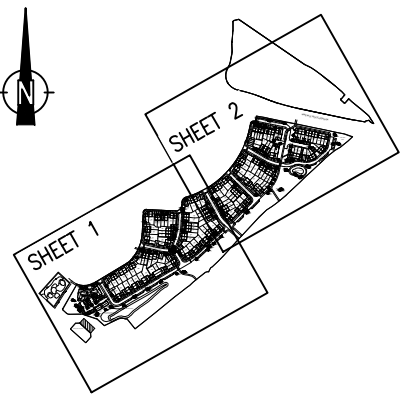


Appendix A

REVISED DRAWINGS



- NOTES:
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.



SHEET KEY

- KEY
- SITE BOUNDARY
 - VISIBILITY SPLAY
 - 2m x 2m DRIVEWAY VISIBILITY SPLAY

PRELIMINARY ISSUE

S0 P07	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
S0 P06	UPDATED TO SUIT LATEST SITE LAYOUT	TV	TA	23.09.25
S0 P05	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	11.09.25
S0 P04	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	07.08.25
S0 P03	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	10.04.25
S0 P02	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	28.03.25
ST Rev	Description	Dwn	Chk	Date

REVISIONS				
Preliminary Issue	✓	Submitted for S104		
Planning Issue		Issued for Tender		
Submitted for S38		Issued for Construction		
Submitted for S278		As Built		
DRAWING STATUS				



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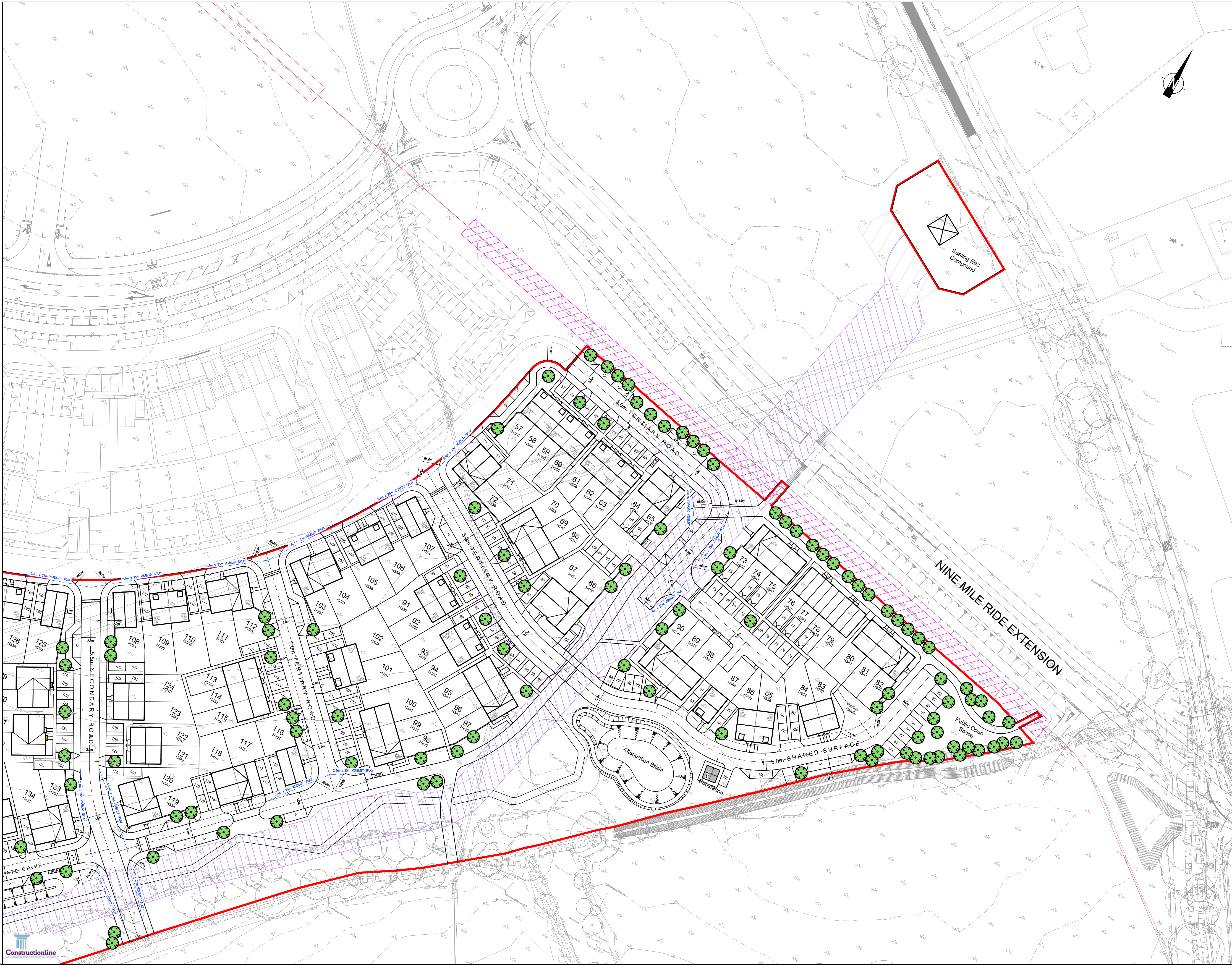


JOB TITLE
FINCHWOOD PARCELS 11, 12 & 13

DRAWING TITLE
**PARCEL 11 AND 12
GENERAL ARRANGEMENT
SHEET 1 OF 2**

DATE	NOV 2024	DRAWN	TA	CHECKED	KJM	SCALE	1:500	BY	TA
DRAWING NO.	7292.001	REV							
								P07	S0

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JOB TITLE

FINCHWOOD PARCELS 11, 12 & 13

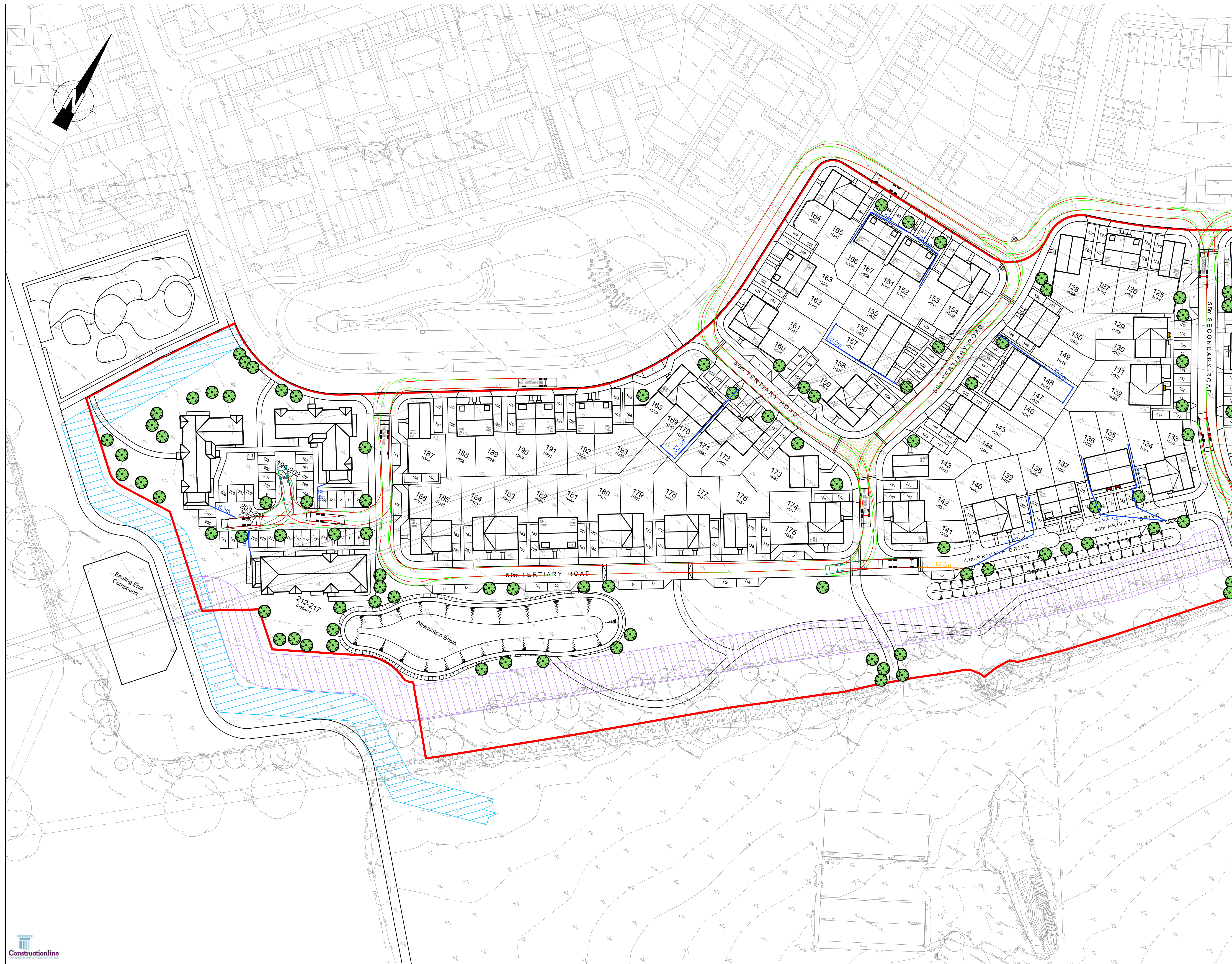
DRAWING TITLE

PARCEL 11 AND 12
GENERAL ARRANGEMENT
SHEET 2 OF 2

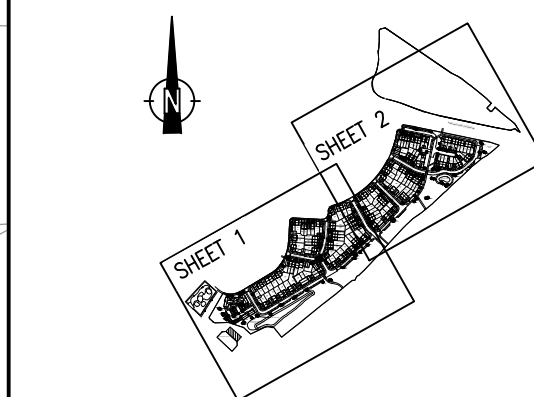
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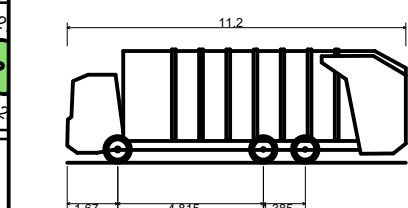


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- KEY
- SITE BOUNDARY
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE
 - REFUSE PEDESTRIAN CARRY DISTANCE
 - REFUSE WORKER CARRY DISTANCE

VEHICLE PROFILES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.344m
Track Width 2.500m
Lock to lock time 4.08s
Kerb to Kerb Turning Radius 9.500m

PRELIMINARY ISSUE

S0 P07	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
S0 P06	BACKGROUND UPDATED	TV	TA	23.09.25
S0 P05	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	11.09.25
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S0 P02	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	28.03.25
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REVISIONS			
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DRAWING STATUS			

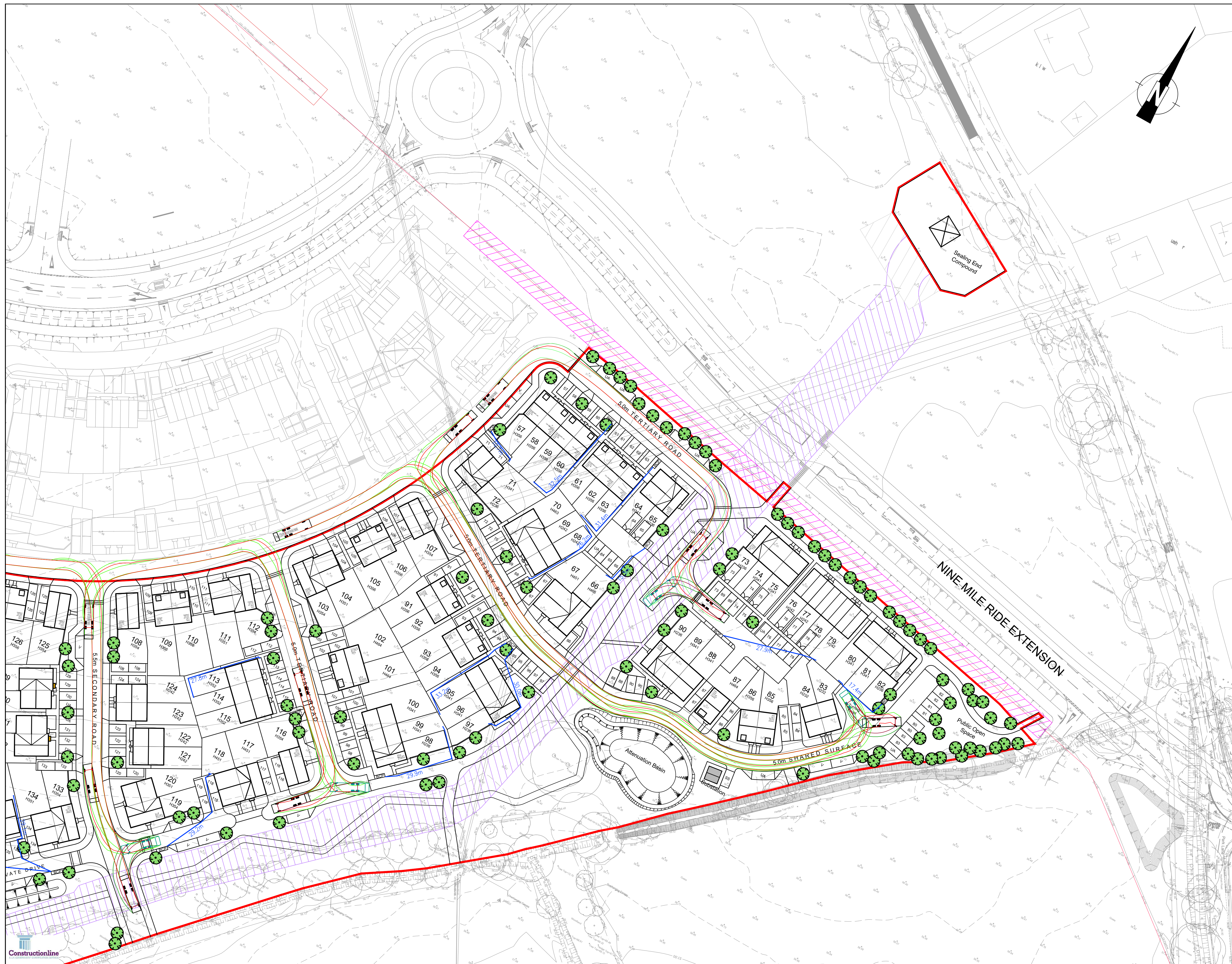
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JOB TITLE
FINCHWOOD PARCELS 11, 12 & 13
DRAWING TITLE
**PARCEL 11 AND 12
REFUSE VEHICLE TRACKING
SHEET 1 OF 2**

DATE	DRAWN	CHECKED	SCALE	SHEET
NOV 2024	TV	TA	1:500	0A1
7292.003				P07
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SHEET 1

SHEET 2

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VEHICLE PROFILES

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.344m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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PARCEL 11 AND 12
REFUSE VEHICLE TRACKING
SHEET 2 OF 2

DATE

NOV 2024

DRAWN

TV

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SCALE

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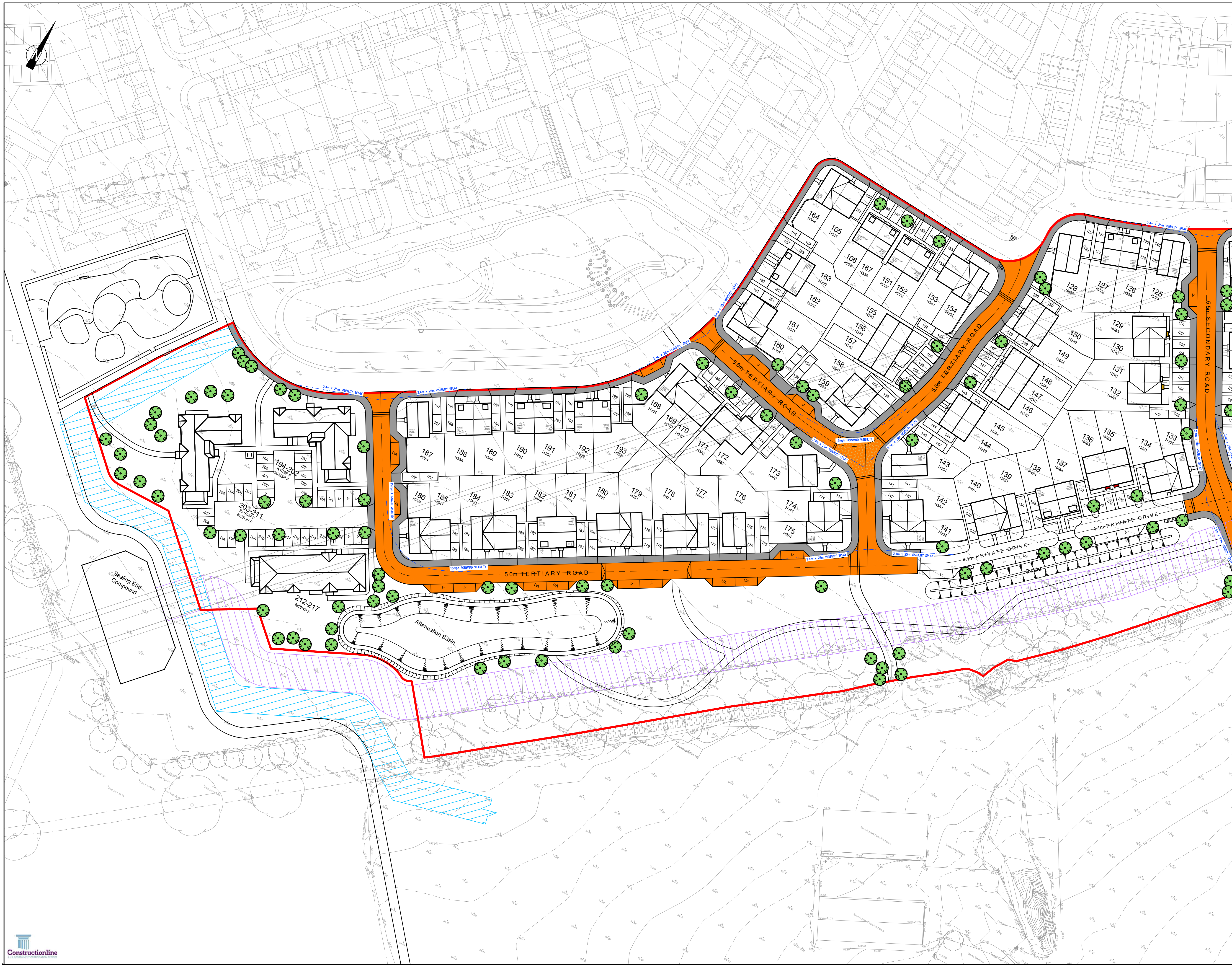
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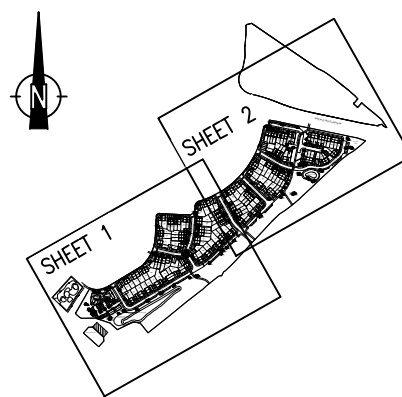
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SHEET KEY

- KEY
- SITE BOUNDARY
 - CARRIAGEWAY TO BE ADOPTED
 - FOOTWAY TO BE ADOPTED
 - VERGE TO BE ADOPTED

PRELIMINARY ISSUE

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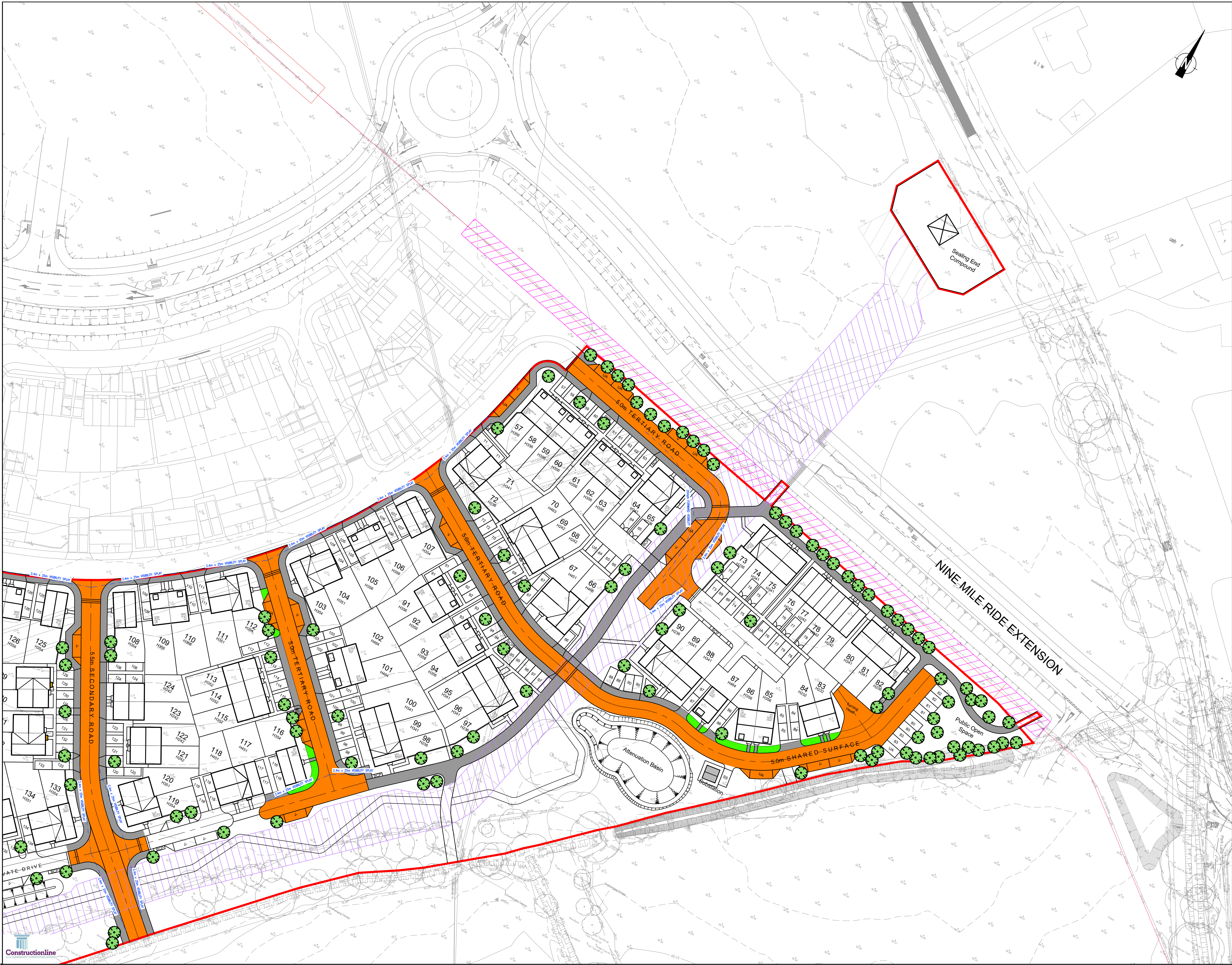
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JOB TITLE: FINCHWOOD PARCELS 11, 12 & 13

DRAWING TITLE: PARCEL 11 AND 12 ADOPTION PLAN SHEET 1 OF 2

DATE	30	SCALE	1:500	BY	TA
MARCH 2025	HF	TA			
7292.013	P06	SO			

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SHEET KEY

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S0 P04	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	07.08.25
S0 P03	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	10.04.25
S0 P02	FOOTPATH ADDED TO ADOPTION EXTENT	TV	TA	31.03.25
ST Rev	Description	Drm	Chk	Date

Preliminary Issue	✓	Submitted for S104	
Planning Issue		Issued for Tender	
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Submitted for S278		As Built	

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JOB TITLE

FINCHWOOD PARCELS 11, 12 & 13

DRAWING TITLE

PARCEL 11 AND 12 ADOPTION PLAN SHEET 2 OF 2

DATE	30 MARCH 2025	DRAWN	HF	CHECKED	TA	SCALE	1:500	BY	SO
DRAWING NO.	7292.014								

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Appendix B

WBC HIGHWAYS COMMENTS

Date:
Application: 250931



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Consultation from adjoining LA Consultation

Application Number: 250931

Applicant: Countryside Properties (UK) Ltd

Site Address: Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY.

Parish:

Grid Reference:

Proposal:

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#)

Your observations are required in respect of this application within **10 working days** of the above date.

Yours sincerely,
Development Management

MEMORANDUM

From:	Ben Amey Development Control		
Service	WBC Highways	App No:	250931
Address:	Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY.		
Proposal:	RM on O/2014/2179 - 161 dwellings parcels Parcel 11 and Parcel 12		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☒ Request further information before determination as **stated below**.

Comments On Proposal

Introduction

The Local Highways Authority (LHA) require the submission of further information and amended plans in order to be content with the reserved matters application.

Preapplication advice dated 25th January 2025 was previously issued by the Wokingham Highways Development Team. A Transport Assessment (TA) produced by Stuart Michael Associates has been submitted in support of the planning application.

Vehicle Access

1. Drawing No. 7292.002-Rev-P03 dated Nov.2024 demonstrates visibility splays of 2.4m x 25m at internal site access junctions. This complies with the Manual for Streets visibility standard for a 20mph speed limit. Corner radii of 6m are displayed.

Traffic Calming Features

2. The LHA require the provision of physical speed reduction features between Plots 175 – Plot 186. This section of straight road is c.127m long and would result in vehicles exceeding the target speed of 20mph.
 - Features reducing vehicle speeds should be provided at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.
 - The design should naturally convey appropriate design speeds to drivers, with a target speed of 20mph specified in the Wokingham Living Streets

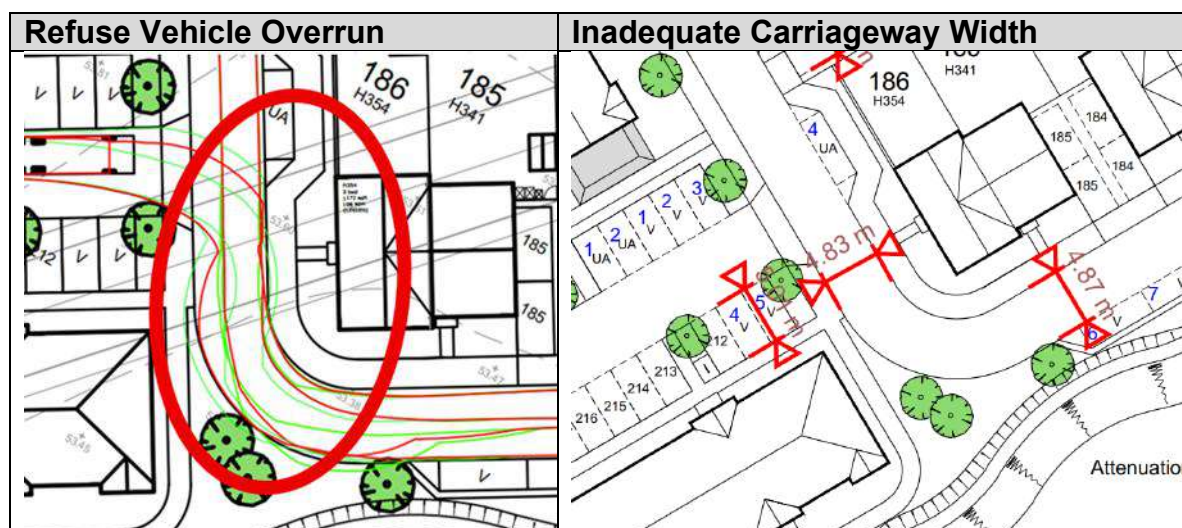
Guidance(Link:<https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf>).

Pedestrian Access to Rear Gardens

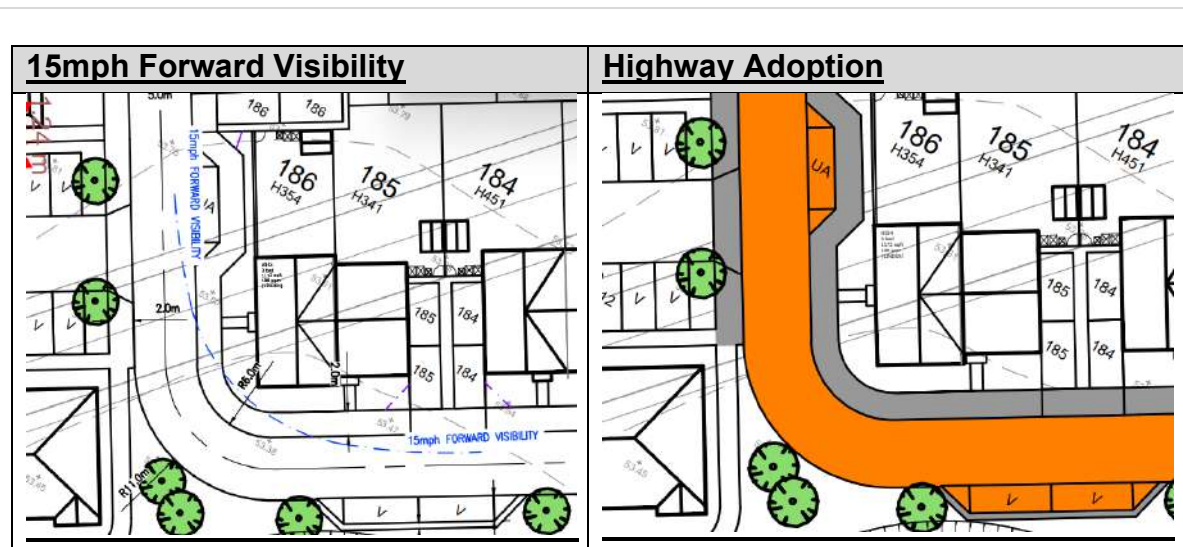
3. Gates should be displayed and provided at entrances to pedestrian access alleys to rear gardens (Plot Nos. 59, 62, 96, 114, 169)

Site Layout and Swept Paths of Refuse Vehicle

4. The swept paths for a refuse vehicle show that there are 3 areas where a refuse vehicle body and chassis would overrun the footway to the south-west of Plot 186.
5. The swept paths should show that a refuse vehicle and a large can pass each other (as per the preapplication advice provided by the LHA).
6. The LHA require the applicant to adjust the carriageway width, corner radii and provide amended swept paths which demonstrate a refuse vehicle will not overrun the footway and risk pedestrian safety. Measurements taken from the submitted site plan indicate that the carriageway width at this location is only 4.8m wide; rather than the 5.0m proposed and required by WBC.
7. Forward visibility of 25 metres should also be demonstrated around the bend for the 20mph speed limit, as only a 15mph visibility has been shown. The LHA are concerned that without suitable passing space and without suitable forward visibility there could be conflicts between refuse vehicles and cars travelling around the bend. Screenshots of the refuse vehicle overrun and measurements of carriageway width are provided below.



8. Furthermore, the 15mph visibility splay shown passes through land which is not offered for adoption as public verge/highway. Therefore, the 15mph visibility is not only substandard; but cannot be guaranteed given a fence could be erected within the splay. Screenshots highlighting the problem are provided below:

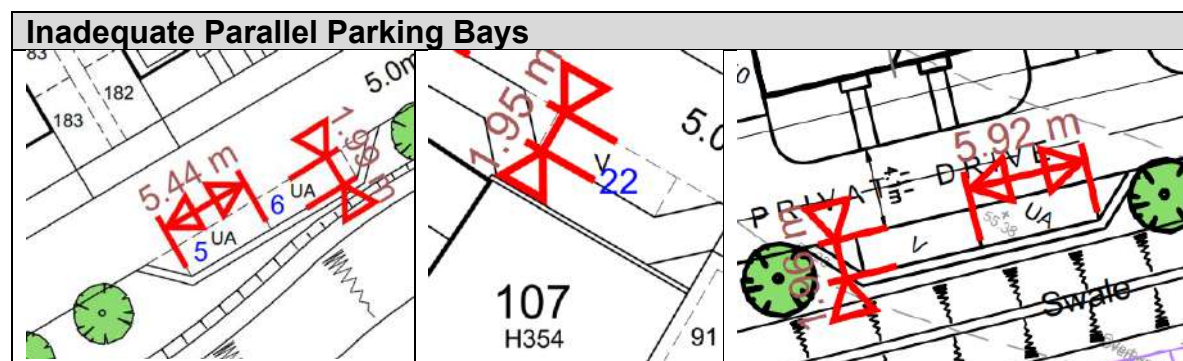


Overall No. of Car Parking Spaces

9. The LHA consider the number of parking spaces proposed acceptable. The number of parking spaces has been determined by using the WBC Parking Calculator for developments in a village location (as requested at preapplication stage).
10. Parcels 11 and 12 will provide a total of 329 car parking spaces of the 329 parking spaces; 273 spaces will be allocated with an additional 32 visitor parking spaces, 23 unallocated parking spaces and 1 substation space.

Visitor/Unallocated Parking Space Dimensions

11. The parallel visitor spaces do not meet WBC dimensions and only measure 5.4m – 6.0m long x 1.91m – 2.0m wide. The WBC Parking Standards require *'Where spaces are parallel to the aisle or access road they should be 6.5m in length and 2.5m in width'*



Cycle Parking

12. The LHA require the applicant to confirm the method of entry to the cycle store (i.e. swipe card or pin pad), provide sliding doors instead of swing doors

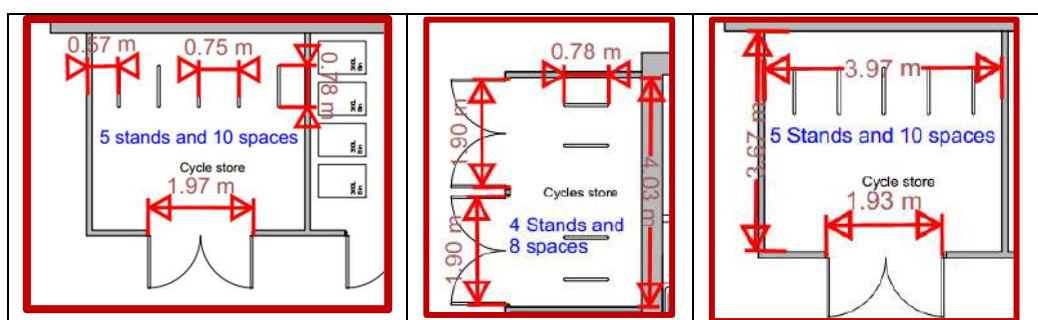
to improve ease of access and confirm the provision of lighting and CCTV for the store. The WBC Parking Standards refer to Sustrans sheet FF37 which identifies these features as a good cycle store design.

13. The LHA are satisfied with the dimensions of individual cycle stores for each dwelling are shown within the back garden of each dwelling on Drawing No. 7292.001-Rev-P03, dated Nov.2024. For the 24 apartments proposed, there are 28 cycle parking spaces proposed with the following distribution:

- Plots 194 – 202 have 10 spaces (5 Sheffield Stands) for 9 dwellings.
- Plots 203 – 211 have 10 spaces (5 Sheffield) for 9 dwellings.
- Plots 212 – 217 have 8 spaces (4 Sheffield Stands) for 6 dwellings.

14. The LHA are satisfied with the dimensions shown for the cycle stores proposed for the apartment blocks shown on the following Drawings:

15. Drawing No. PL-80-Rev-D (Apartment Building – Plots 194 – 202 Proposed Floor Plans, dated 10.04.25).



Electric Vehicle Charging

16. The TS confirms in Paragraph 3.3 that active Electric Charging points will be fitted to all dwellings, as requested at preapplication stage. This is welcomed by the LHA.

Trip Generation

17. The LHA have no objection to the proposals due to vehicular trip generation of the site. The trip generation and distribution of these trips was agreed with the LHA as part of the planning permission for the wider Strategic Development location.

18. The TA includes a forecast of trip generation based on the previously agreed trip rates and applying these trip rates to the proposed 161 dwellings.

Table 4.2 – Anticipated Trip Generation Parcels 11 & 12 (161 units)

	Arrivals	Departures
AM Peak	21	64
PM Peak	53	32

Deliveries, Servicing and Refuse Collection

19. The LHA are satisfied that the max. drag distances for refuse collection will not be exceeded within the site. Drawing No. 7292.004-Rev-P03, dated 10.04.25 titled '*Parcel 11 and 12 Refuse Vehicle Tracking Sheet 2 of 2*' demonstrates that bins are within 30 metres of the collection points where a refuse vehicle could stop.

Date:	26 th June 2025	Signed:	Ben Amey
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