

Reserved Matters Transport Statement

**Finchwood Park, Finchampstead
– Parcels 11 & 12**

Prepared for

Vistry Group

by

Stuart Michael Associates Limited

October 2025



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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Ltd (SMA) has been appointed by Countryside Properties (UK) Ltd, part of Vistry Group, to prepare a Transport Statement (TS) in support of a Reserved Matters (RM) application for development of 161 dwellings on Parcels 11 & 12 of the wider Finchwood Park, Finchampstead development site.
- 1.2 Parcels 11 & 12 are situated in the east of the wider development site known as Hogwood Farm. Hogwood Farm forms the southern half of Arborfield Garrison, which was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic Development Location (SDL). Policy CP18 of the plan identifies Arborfield Garrison as providing a location for the development of a sustainable, well-designed community to accommodate circa. 3500 dwellings, employment use, appropriate retail facilities, physical and social infrastructure.
- 1.3 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; and various types of open space together with provision for access and movement. Consent was granted for the outline planning application (Planning Ref: o/2014/2179) and this was subsequently varied by a Minor Material Amendment (Application Ref: 181194). This TS relates to Parcels 11 & 12 for the Reserved Matters Application only. **Figure 1.1** shows the location of Parcels 11 & 12 in the context of the wider Finchwood Park development.
- 1.4 To facilitate the wider development of the Finchwood Park development (of which Parcels 11 & 12 are part of) key infrastructure including links to the existing highway and pedestrian networks will be provided. The Nine Mile Ride Extension (NMRE) will ensure access to all the different development parcels.
- 1.5 Parcels 11 & 12 comprise of a mix of 24 apartments and 137 houses, along with vehicular and pedestrian access from the NMRE, from several links within the planned road network. Landscaping, sustainable drainage and other related infrastructure will also be constructed as part of the development. A copy of the Site Masterplan, showing Parcels 11 & 12 is attached as **Appendix A**.

Report Structure

- 1.6 The purpose of this Transport Statement is to provide the context for the transport and highway components for Parcels 11 & 12, thereby aiding consideration of the proposals.
- 1.7 A number of transport and highways matters have already been addressed through the determination of the Outline Application as a scoping opinion was sought and a Transport Methodology was submitted and agreed prior to the submission of the Outline Planning Application. These include the principle and quantum of residential development on the site, the access arrangements, and the off-site traffic impacts. The Developer will accord with the principles set out in the consented Outline Planning Application.
- 1.8 WBC requires a monetary contribution to the MyJourney scheme for WBC to put towards active transport measures for the site. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.
- 1.9 As such this TS addresses matters relating to the internal road layout, along with details of servicing arrangements, as well as parking provision.

2.0 ACCESSIBILITY FOR ALL MODES OF TRAVEL

- 2.1 The site is located to the south of Arborfield Green, which is approximately 6km southwest of the centre of Wokingham. The sites form part of the southern section of the Arborfield Garrison SDL.
- 2.2 Parcels 11 & 12 abuts to Parcel 10 to the west/ northwest, the NMRE to the north and Parcels 14/15 to the south/ southeast.
- 2.3 The site is bounded to the northwest by a road (as part of Parcel 10) and to the northeast by the NMRE and existing oil pipeline. Parcels 11 & 12 are bounded to the southeast by a proposed landscaped area to the north of Parcels 14 & 15, and to the southwest by the approved bridleway and ancient woodland.
- 2.4 Parcels 11 & 12 will primarily be access via infrastructure constructed as part of Phase 10. Direct pedestrian and cycle links will be provided to the NMRE, tying into infrastructure provided as part of the SDL scheme.
- 2.5 Parcels 11 & 12 are to be designed to ensure that links for all transport modes to Parcels 14 & 15 can be provided. There are a number of direct pedestrian links to Parcel 10 of the wider development, including access to the NMRE and the Robinson Crusoe bus stops, served by the Number 3, The Leopard bus service, which travels between Central Reading and Wokingham. There is also direct vehicular, pedestrian and cycle links to Parcels 14 & 15, which will provide access to the sports facilities and allotments at the southeast of the site.
- 2.6 The NMRE runs east to west across the wider site and ultimately runs north through the former garrison site and connects onto the A327 by way of a roundabout junction. This will form the primary route through the entirety of the SDL.
- 2.7 The site is well related to existing and planned communities and facilities within the Wokingham and Reading areas. Facilities within reasonable walking distance include Arborfield and Finchampstead and facilities within reasonable cycling distance include Wokingham and Reading Town Centres and railway stations.
- 2.8 The Proposed Development has been designed to facilitate all modes of travel. Priority will be given to sustainable modes of travel to encourage and facilitate journeys on foot and by bike within the SDL. The site will provide a permeable

layout that will enable pedestrians and cyclists to travel along routes close to their natural desire lines thereby shortening their journeys within the SDL.

- 2.9 The development has been designed and will be constructed in line with best practice guidance including Manual for Streets (MfS), Manual for Streets 2 and the Living Street Highway Design Guide, among other documents.

Proposed Access Arrangements

- 2.10 Vehicular access to Parcels 11 & 12 will be possible via a number of priority junctions constructed off of the infrastructure provided as part of Parcel 10. These access arrangements are shown on **Drawings 7292.001** and **7292.002**.
- 2.11 Visibility splays of 2.4m x 25m are achievable in both directions from the site accesses, good forward visibility will also be provided. The visibility splays are shown on **Drawings 7292.001** and **7292.002**
- 2.12 The roads within Parcels 11 & 12 will be a mix of 5.5m wide 'secondary roads' and 5.0m wide 'tertiary roads', along a number of private drives providing access to some properties. **Drawings 7292.001** and **7292.002** highlights the general arrangements of the proposed internal road network.
- 2.13 A continual network of 2m wide footways will be provided throughout the site. The 2m wide footway will continue throughout the site allowing access to all dwellings on both sides of the internal access road.
- 2.14 Due to the relatively low levels of traffic within Parcels 11 & 12 cyclists will be able to cycle on the road network.
- 2.15 The 3.0m wide shared cycle/footway will provide direct access to the NMRE at the north of the site.

Walking and Cycling

- 2.16 Walking is recognised as the most important form of transport at the local level and has the potential to replace short car journeys. Guidelines provided within the CIHT publication "Guidelines for providing for Journeys on Foot" (2000) suggests that for commuting, school, and recreational trips, walking distances of up to 2km can be considered, with desirable and acceptable distances being 500m and 1000m, respectively.

- 2.17 The site will benefit from being part of the SDL, and as such the site will be within walking distance of a wide range of facilities such as a primary school, a neighbourhood centre (use Classes A1/A2/A3/A4/A5 and D1), commercial land uses (B2) recreation and sports facilities, as well as Suitable Alternative Green Space (SANG).
- 2.18 In addition to the facilities provided as part of the SDL the site is conveniently located in proximity to a number of facilities such as the Hogwood Industrial Estate, Oak Tree Day Nursery and Finchampstead Village Centre.
- 2.19 The site is designed to connect pedestrian routes within the wider SDL itself to places that people want to go to within and beyond the wider site boundary. The layout will support and encourage activity by being safe, well overlooked and not dominated by motorised vehicles. Formal and informal play spaces; street furniture and art will also encourage use of the public realm.
- 2.20 The SDL is part of a comprehensive network of Greenways and pedestrian/ cycle routes which will serve the whole of Wokingham borough. The Greenways will allow safe and convenient connections via walking and cycling to facilities in proximity to the site.
- 2.21 Pedestrian/ cycle crossing facilities will be provided at regular intervals along the NMRE throughout the SDL.
- 2.22 Approximately 250m northwest of the Parcels 11 & 12 site access there is a 3-arm roundabout on the NMRE. Uncontrolled crossing facilities in the form of dropped kerbing and tactile paving, with central refuges, are provided on all arms.
- 2.23 These crossing facilities will provide a safe crossing point for pedestrians/ cyclists, allowing access to the rest of the SDL and the wider area. Similar crossing facilities will be provided throughout the SDL.
- 2.24 The crossing points and the footway/cycleways will ensure safe access for pupils to local schools in line with the guidance set out in the Safer Route to School (SRTS) assessment.
- 2.25 In proximity to the SDL the existing roads are typically flat residential streets and, therefore, offer potential for walking and cycling on safe, permeable, well-lit streets.

- 2.26 As set out in the TA that accompanied the outline planning application, the development benefits from potential for a large number of trips to/from the development by sustainable travel modes such as cycling and walking. Through the planning process the development has sought to encourage sustainable travel modes and this has been supported by Wokingham Borough Council and the developer will accord with these principals.

Public Transport

Bus Services

- 2.27 Bus stops will be located throughout the SDL ensuring that bus services are suitably accessible for Parcels 11 & 12. This will allow convenient access to the site via regular public transport, being provided as part of the wider development.
- 2.28 The Leopard, Number 3 service, operated by Reading Buses, running from Reading to Wokingham, will operate on the NMRE and serve the site and the SDL. The route operates a 20-minute frequency service Monday – Saturday and a 30-minute frequency service on Sundays.

Rail Services

- 2.29 The two key rail stations within proximity of the site are Reading and Wokingham and can both be accessed via the Number 3, The Leopard bus service.
- 2.30 Reading Station provides a direct link into London Paddington and London Waterloo. A fast service to Paddington has an approximate journey time of 30 minutes. Reading Station is a hub which provides connections across the UK with links to Birmingham, Manchester, and Cardiff.
- 2.31 Wokingham Station provides a direct link to London Waterloo with a journey time just in excess of an hour. This station is located within 5km of Hogwood Farm and as such is considered to be within a reasonable cycle trip. Cycle parking is provided at the station, which is covered, secure and well lit.
- 2.32 Both stations have secure cycle and car parking facilities in addition to being accessible via the Number 3, The Leopard bus service.

Local Highway Network

- 2.33 The construction of the NMRE allows access to the A327 to the west which forms a strategic route in the Thames Valley region providing access northwards through Arborfield and Shinfield to Reading and via the B3270 to the M4 motorway. To the east, connections to Finchampstead will provide a link towards Bracknell town centre.

Accessibility Summary

- 2.34 It is considered that the site is situated within proximity to a good network of lit residential streets and is close to a number of key destinations, including schools, various services and the public transport links. The site also benefits from good pedestrian/cycle links on the surrounding road and has access to public transport services along the NMRE.
- 2.35 The development will be constructed in line with the proposals set out in the consented outline planning permission and as such will encourage sustainable travel behaviour by the residents.

3.0 PROPOSED DEVELOPMENT

Residential Units

- 3.1 Parcels 11 & 12 will consist of 161 residential units, comprising of a mix of apartments and houses.
- 3.2 Parcel 11 will provide 24 apartments, of which 6 will be one-bedroom dwellings and 18 will be two-bedroom dwellings. Parcel 11 will also provide 18 two-bedroom houses, 45 three-bedroom houses and 23 four-bedroom houses. Parcel 12 will provide 15 two-bedroom houses, 30 three-bedroom houses and 6 four-bedroom houses.

Car and Cycle Parking

- 3.3 Adequate car parking provision will be provided for all units throughout the site and will be in line with the provision of the rest of the wider development and WBC's parking standards. **Appendix B** provides a copy of the car parking calculations. EV charging points will be fitted to all dwellings.
- 3.4 Parcels 11 & 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 parking space. **Appendix A** provides a plan showing the location of all of the parking spaces.
- 3.5 The above car parking provision is deemed adequate for the development and in line with the provision provide for the rest of the SDL and required by WBC's parking standards.
- 3.6 Individual cycle parking for each dwelling house will be provided in all rear gardens. Apartments will be provided with dedicated secure and covered cycle stores.

Refuse Vehicle Swept Paths

- 3.7 **Drawings 7292.003** and **7292.004** shows an 11.2m refuse vehicle autotrack swept paths entering the site in forward gear, manoeuvring through the site and exiting the site in forward gear.
- 3.8 For some dwellings, the refuse vehicle will be required to turn using the turning heads provided throughout the site. The autotrack swept path analysis confirms that these manoeuvres can be completed safely.

- 3.9 **Drawings 7292.003 and 7292.004** confirms that the bin carry distance for both the residents and bin collection crews is in line with best practice guidance.

Vehicle Swept Paths

- 3.10 Additional autotrack swept path analysis has been undertaken for a standard saloon car (**Drawings 7292.007 and 7292.008**) and a fire tender (**Drawings 7292.005 and 7292.006**). These drawings confirm that the site can be accessed by all vehicles in a safe manner.

Road Adoption Plan

- 3.11 A plan showing the proposed highways adoption agreement is shown on **Drawings 7292.013 and 7292.014**.

4.0 TRAFFIC GENERATION AND DISTRIBUTION

- 4.1 The traffic generation and distribution for the site was set out and agreed with WBC as part of the wider SDL Transport Assessment that was submitted in support of the consented outline planning application.
- 4.2 The trips for the site where derived from the trip rates set out within the WSTM. The trip rates have been set out below in **Table 4.1**:

Table 4.1 – Approved Trip Rates

	Arrivals	Departures
AM Peak	0.130	0.400
PM Peak	0.330	0.200

- 4.3 The approved site trip rates have been applied to the 161 units which will be constructed in Parcels 11 & 12. The anticipated trip rates are summarised in **Table 4.2**.

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

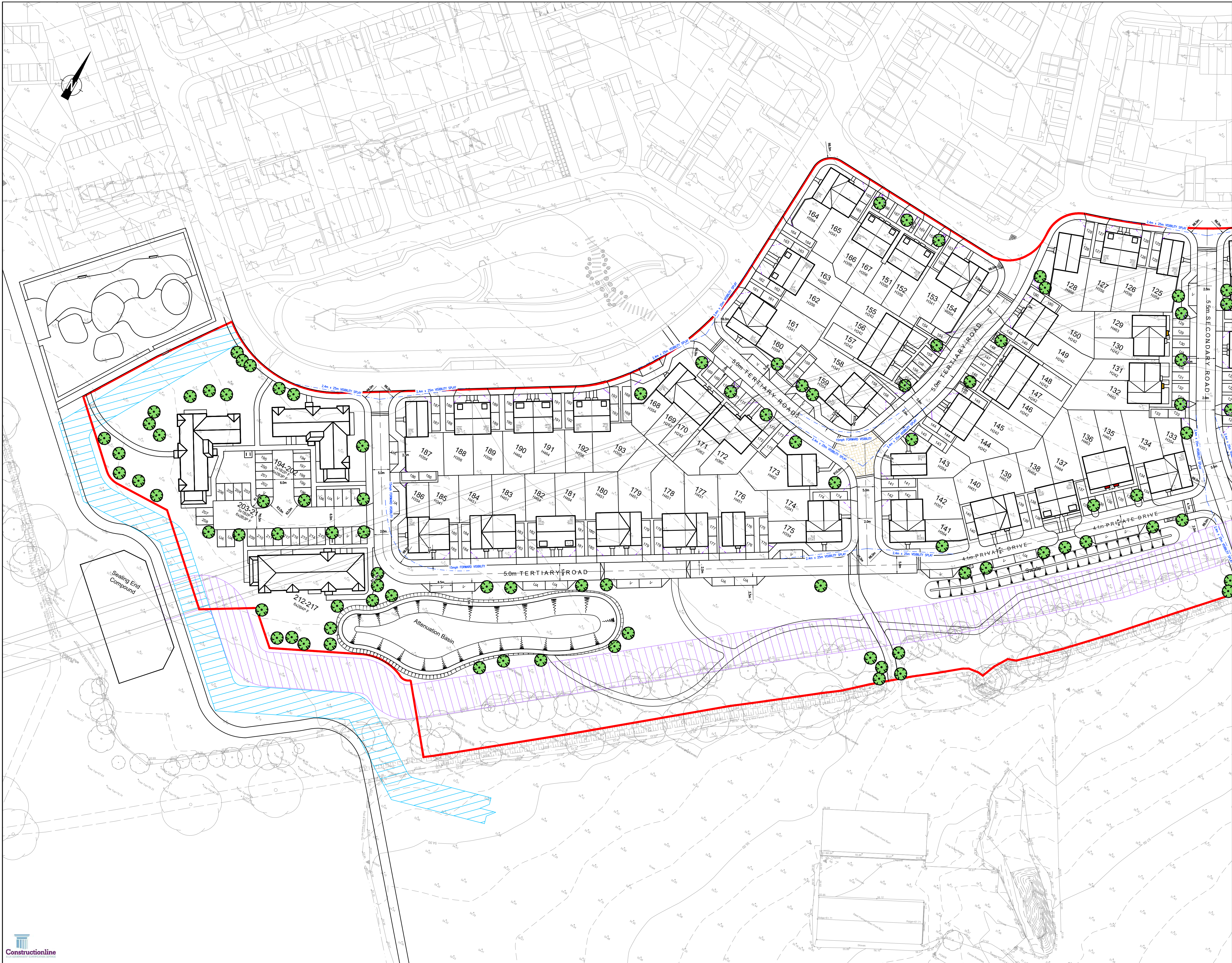
	Arrivals	Departures
AM Peak	21	64
PM Peak	53	32

- 4.4 As **Table 4.2** highlights the site will generate 85 two-way movements in both the AM and the PM peak period. These vehicle movements can be considered insignificant when considered in respect to the wider scheme (1500 units).
- 4.5 As set out in the TA submitted as part of the consented Outline Planning Application, a number of the aforementioned trips would be captured by the facilities provided within the SDL, as such any trips that leave the SDL will be absorbed in the daily fluctuations in traffic on the highway network.

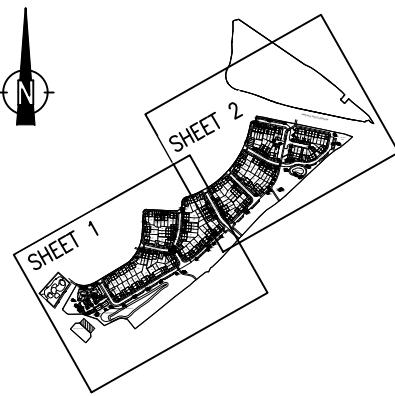
5.0 SUMMARY

- 5.1 Stuart Michael Associates Ltd (SMA) has been appointed by Countryside Properties (UK) Ltd, part of Vistry Group, to prepare a Reserved Matters Transport Statement (TS) in support of a development of 161 dwellings on Parcels 11 & 12 of the wider Finchwood Park, Finchampstead development site.
- 5.2 The site forms part of the southern half of a wider development site known as Arborfield Garrison. Arborfield Garrison was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic development Location (SDL).
- 5.3 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; for the southern half of the Arborfield Garrison development. Consent was granted for the outline planning application (planning ref: o/2014/2179) and, as such, this TS relates to Parcels 11 and 12 for the Reserved Matters Application only.
- 5.4 Parcels 11 & 12 will provide 161 dwellings & will provide a mix of flats and houses that will become part of the wider allocated scheme. As such the development will link to future development parcels. The site layout has been designed taking this into account.
- 5.5 Parcels 11 & 12 will be accessed via the infrastructure constructed as part of Parcel 10. Links will be provided from Parcels 11 & 12 to Parcel 15.
- 5.6 Visibility splays of 2.4m x 25m will be provided in both directions at all of the priority junctions leading into Parcels 11 & 12. Good forward visibility will also be provided at all junctions. Pedestrian and cycle access to Parcels 11 & 12 will be provided throughout the development.
- 5.7 The proposed parking provision for both cars and pedal cycles has been reviewed, and it is confirmed it will be in line with standards agreed for the wider SDL.
- 5.8 Autotrack swept path analysis has confirmed all refuse collection will be within WBC's standards.

- 5.9 WBC requires a monetary contribution to the MyJourney scheme. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.
- 5.10 The development will conform to the principles which were agreed with WBC at the outline planning stage including the Travel Plan and the anticipated trip generation and traffic impact.



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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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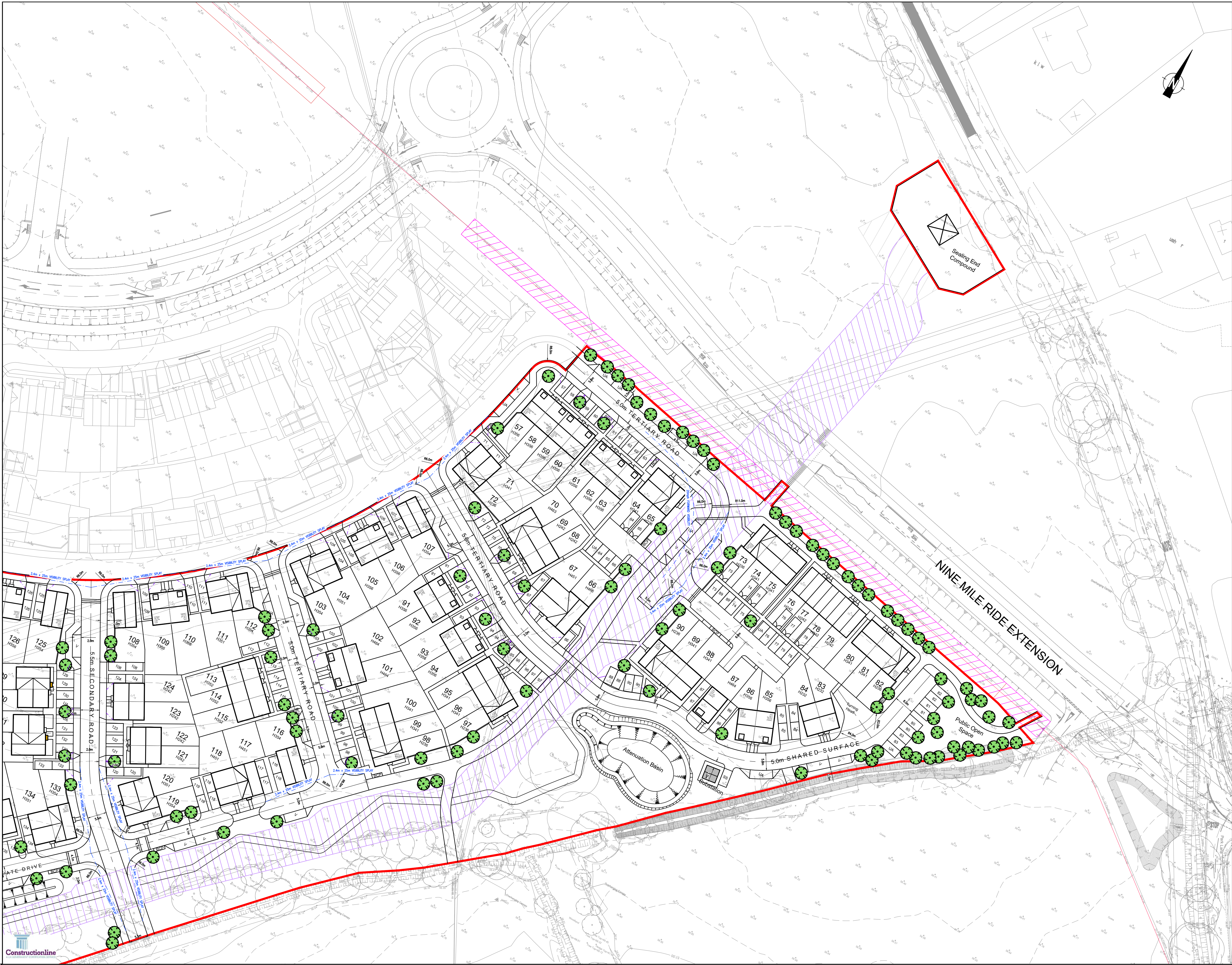


JOB TITLE
FINCHWOOD PARCELS 11, 12 & 13

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							
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- VISIBILITY SPLAY
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Bovis Homes **Linden Homes** **COUNTRYSIDE HOMES** **Countryside Partnerships**

Part of the Vistry Group

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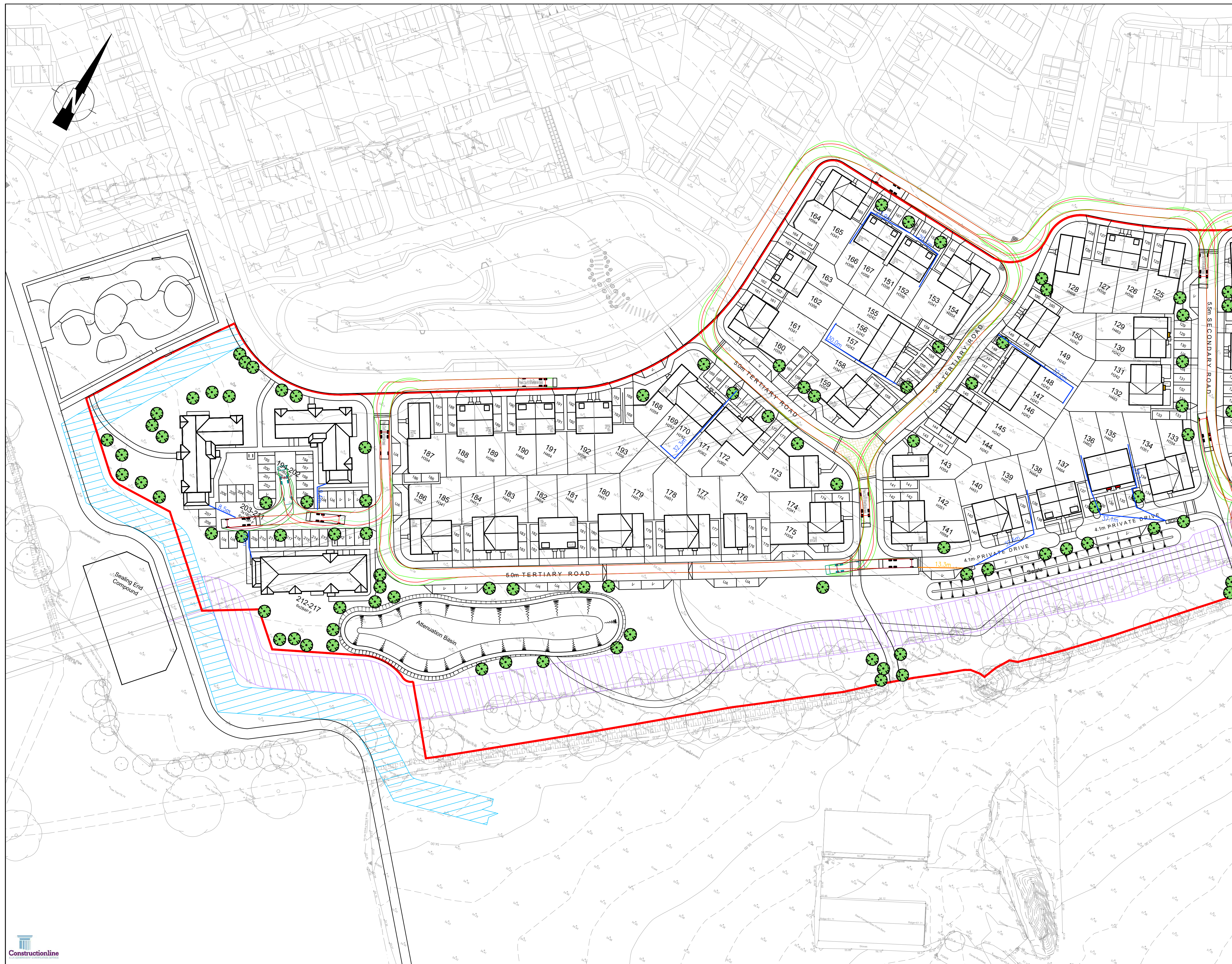
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PARCEL 11 AND 12
GENERAL ARRANGEMENT
SHEET 2 OF 2

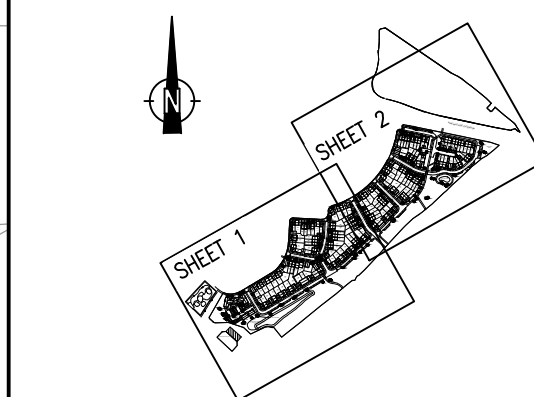
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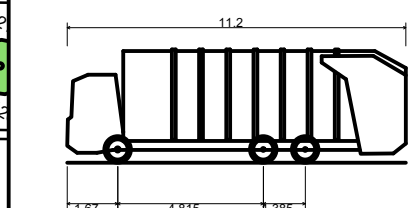


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- KEY
- SITE BOUNDARY
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE
 - REFUSE PEDESTRIAN CARRY DISTANCE
 - REFUSE WORKER CARRY DISTANCE

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

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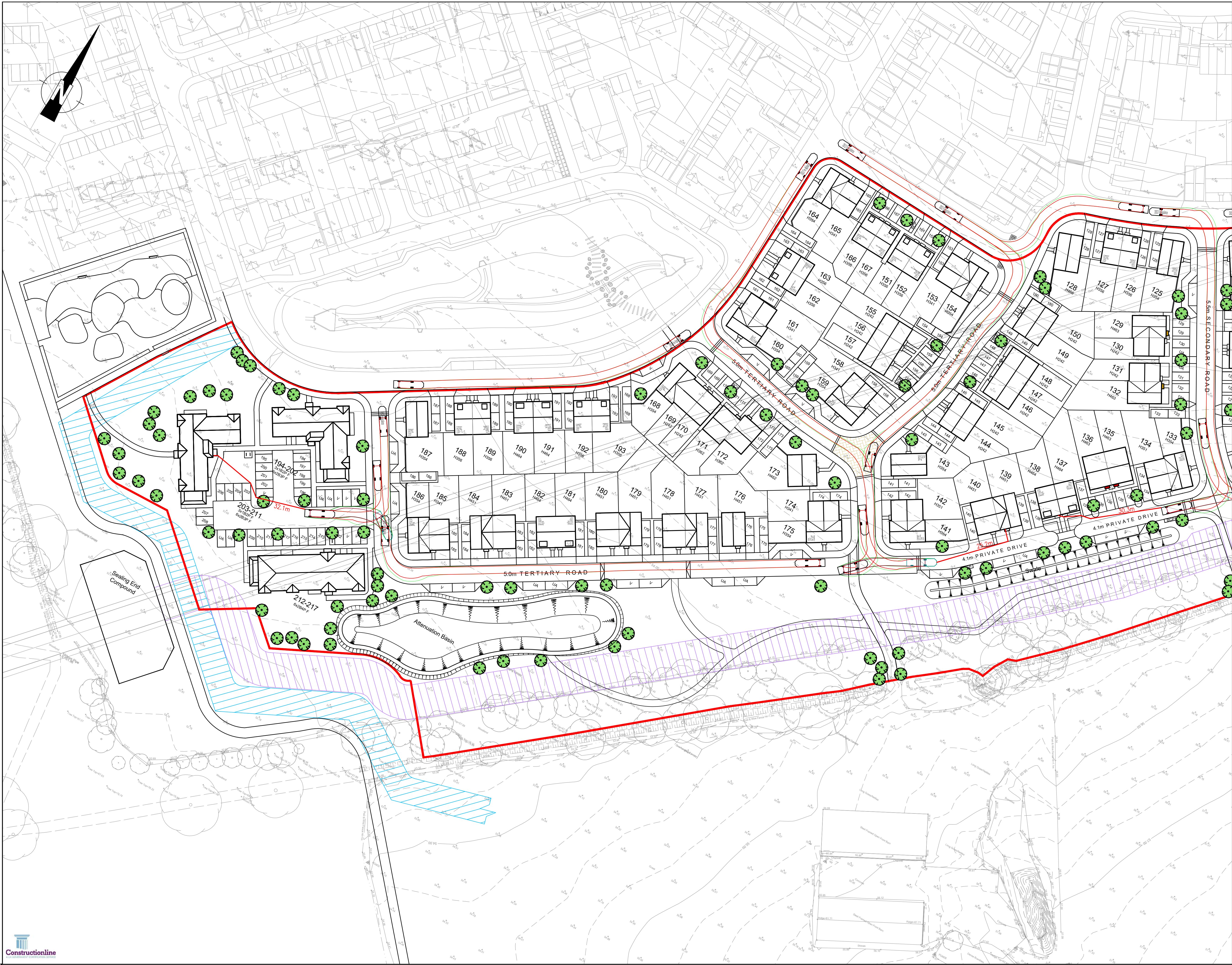
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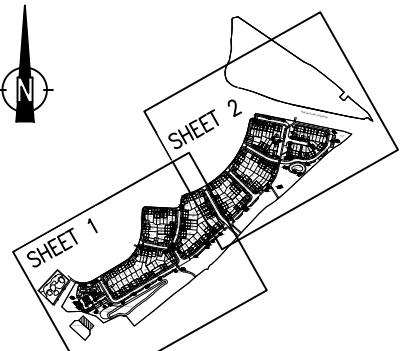
Bovis Homes **Linden Homes** **COUNTRYSIDE** **Countryside Partnerships**
Part of the Vistry Group

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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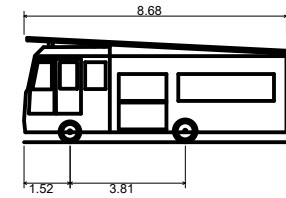


SHEET KEY

KEY

- SITE BOUNDARY
- FIRE HOSE DISTANCE
- BODY OUTLINE
- CHASSIS OUTLINE
- VEHICLE PROFILE
- REVERSING BODY OUTLINE
- REVERSING CHASSIS OUTLINE
- REVERSING VEHICLE PROFILE

VEHICLE PROFILE



DB32 Fire Appliance
Overall Length 8.880m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

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S0 P06	BACKGROUND UPDATED	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	Onk	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				



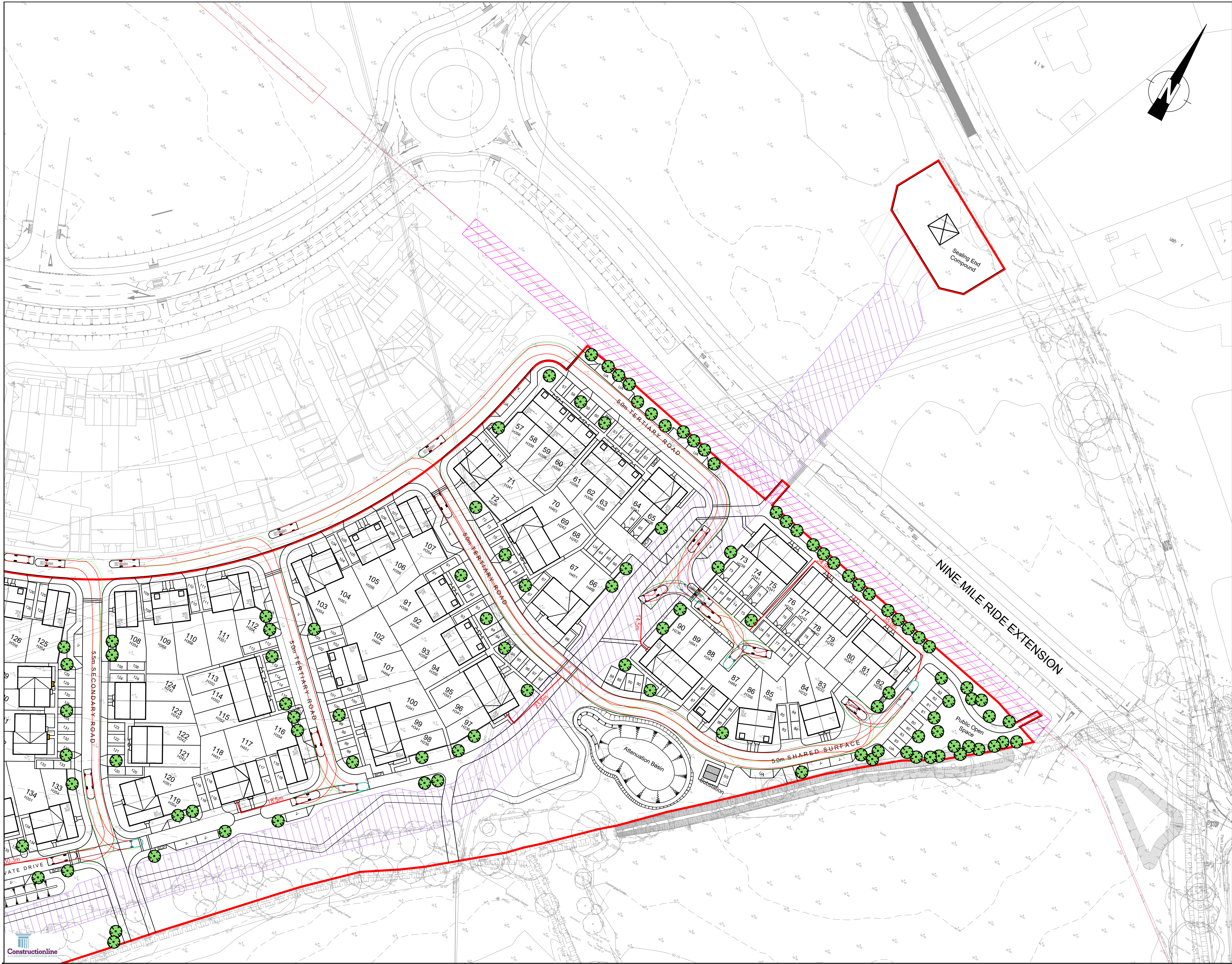
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FINCHWOOD PARCELS 11, 12 & 13

PARCEL 11 AND 12
FIRE TENDER VEHICLE TRACKING
SHEET 1 OF 2

DATE	NOV 2024	DRAWN	TA	CHECKED	KJM	SCALE	1:500	BY	TA
DRAWING NO.	7292.005	PROJECT	P07	SHEET	S0	THIS DRAWING IS THE COPYRIGHT OF STUART MICHAEL ASSOCIATES LIMITED. IT MAY NOT BE REPRODUCED OR AMENDED WITHOUT THE WRITTEN APPROVAL OF STUART MICHAEL ASSOCIATES			



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SHEET KEY

KEY

- SITE BOUNDARY
- FIRE HOSE DISTANCE
- BODY OUTLINE
- CHASSIS OUTLINE
- VEHICLE PROFILE
- REVERSING BODY OUTLINE
- REVERSING CHASSIS OUTLINE
- REVERSING VEHICLE PROFILE

VEHICLE PROFILE

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.450m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to kerb Turning Radius 7.910m

PRELIMINARY ISSUE

S0 P06	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
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	Dim	Chk	Date

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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Bovis Homes **Linden Homes** **COUNTRYSIDE HOMES** **Countryside Partnerships**

Part of the Vistry Group

JOB TITLE

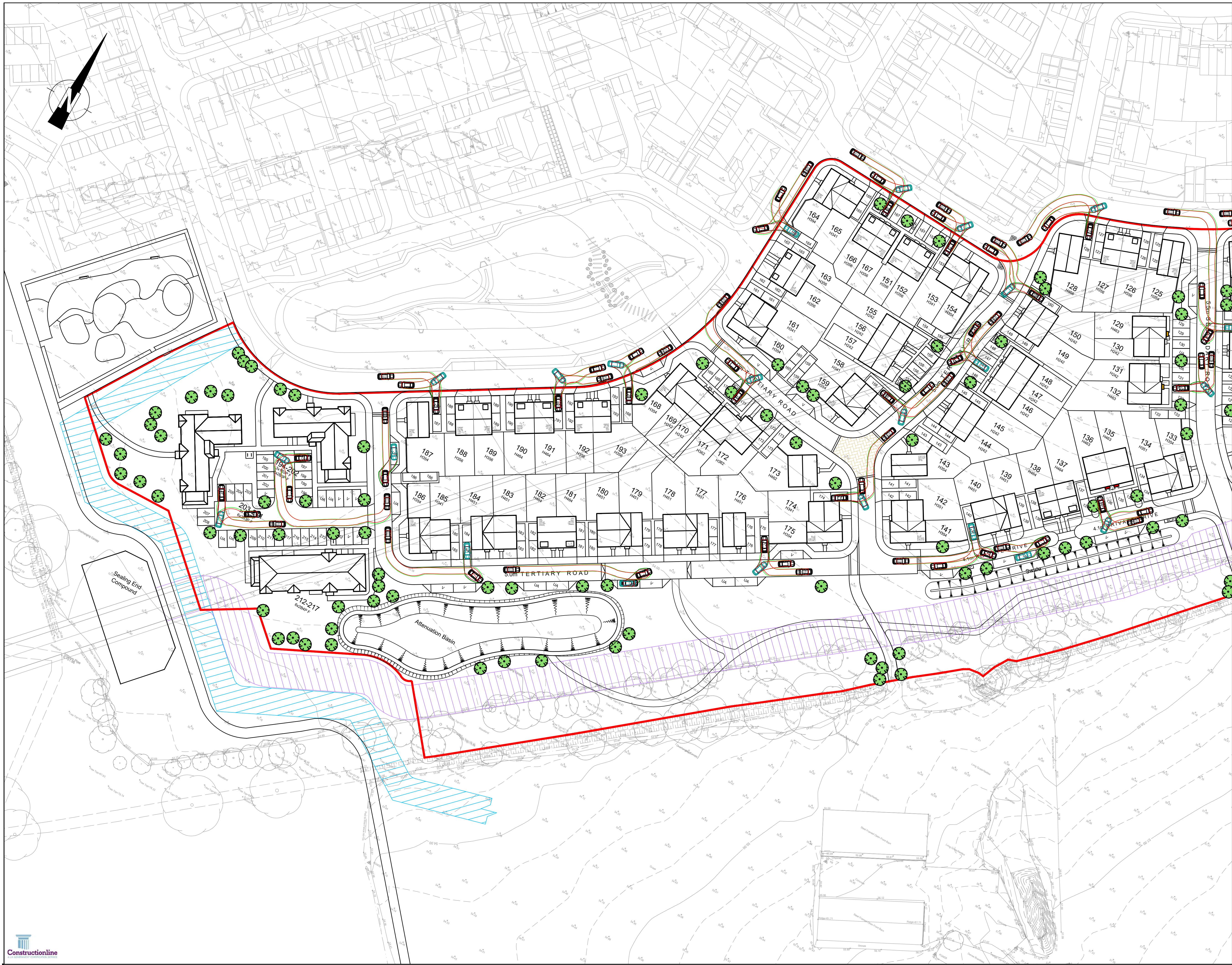
FINCHWOOD PARCELS 11, 12 & 13

DRAWING TITLE

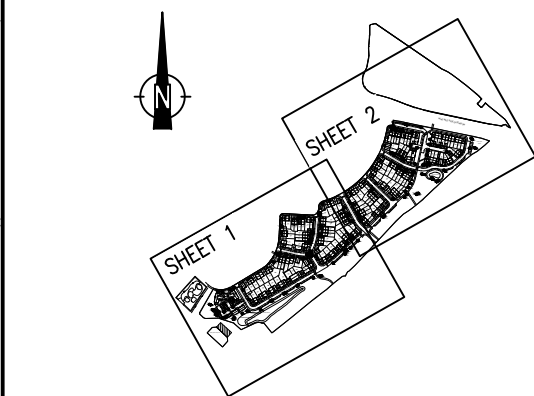
PARCEL 11 AND 12
FIRE TENDER VEHICLE TRACKING
SHEET 2 OF 2

DATE	DRAWN	CHECKED	SCALE	BY
NOV 2024	TV	TA	1:500	TA
7292.006				P06 SO

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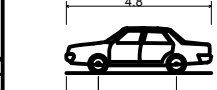


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- SHEET KEY
- KEY
- SITE BOUNDARY
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE

VEHICLE PROFILE



Saloon 4.8m
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.800m
1.768m
1.488m
0.244m
1.713m
4.00m
5.100m

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
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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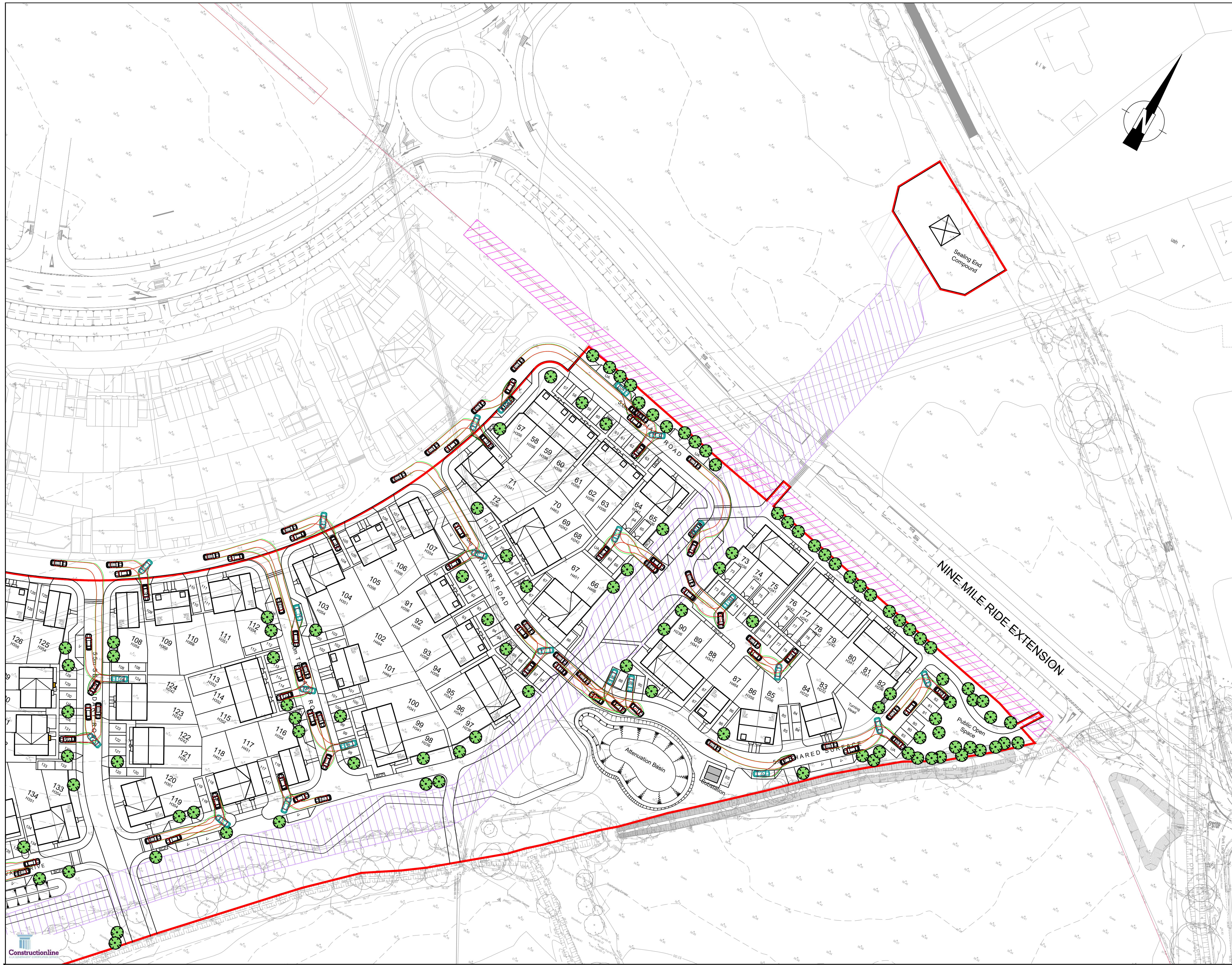


FINCHWOOD PARCELS 11,
12 & 13

PARCEL 11 AND 12
CAR VEHICLE TRACKING
SHEET 1 OF 2

DATE	NOV 2024	DRAWN	TV	CHECKED	TA	SCALE	1:500	BY	TA
DRAWING NO.	7292.007	PROJECT	P07	SHEET	S0				

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SHEET KEY

KEY

- SITE BOUNDARY
- BODY OUTLINE
- CHASSIS OUTLINE
- VEHICLE PROFILE
- REVERSING BODY OUTLINE
- REVERSING CHASSIS OUTLINE
- REVERSING VEHICLE PROFILE

VEHICLE PROFILE

Saloon 4.8m
Overall Length 1.769m
Overall Width 1.468m
Min Body Height 0.249m
Max Track Width 1.713m
Lock to lock time 4.95s
Kerb to Kerb Turning Radius 5.100m

PRELIMINARY ISSUE

S0 P06	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
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	Drm	Chk	Date

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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Bovis Homes **Linden Homes** **Countryside Homes** **Countryside Partnerships**

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JOB TITLE

FINCHWOOD PARCELS 11, 12 & 13

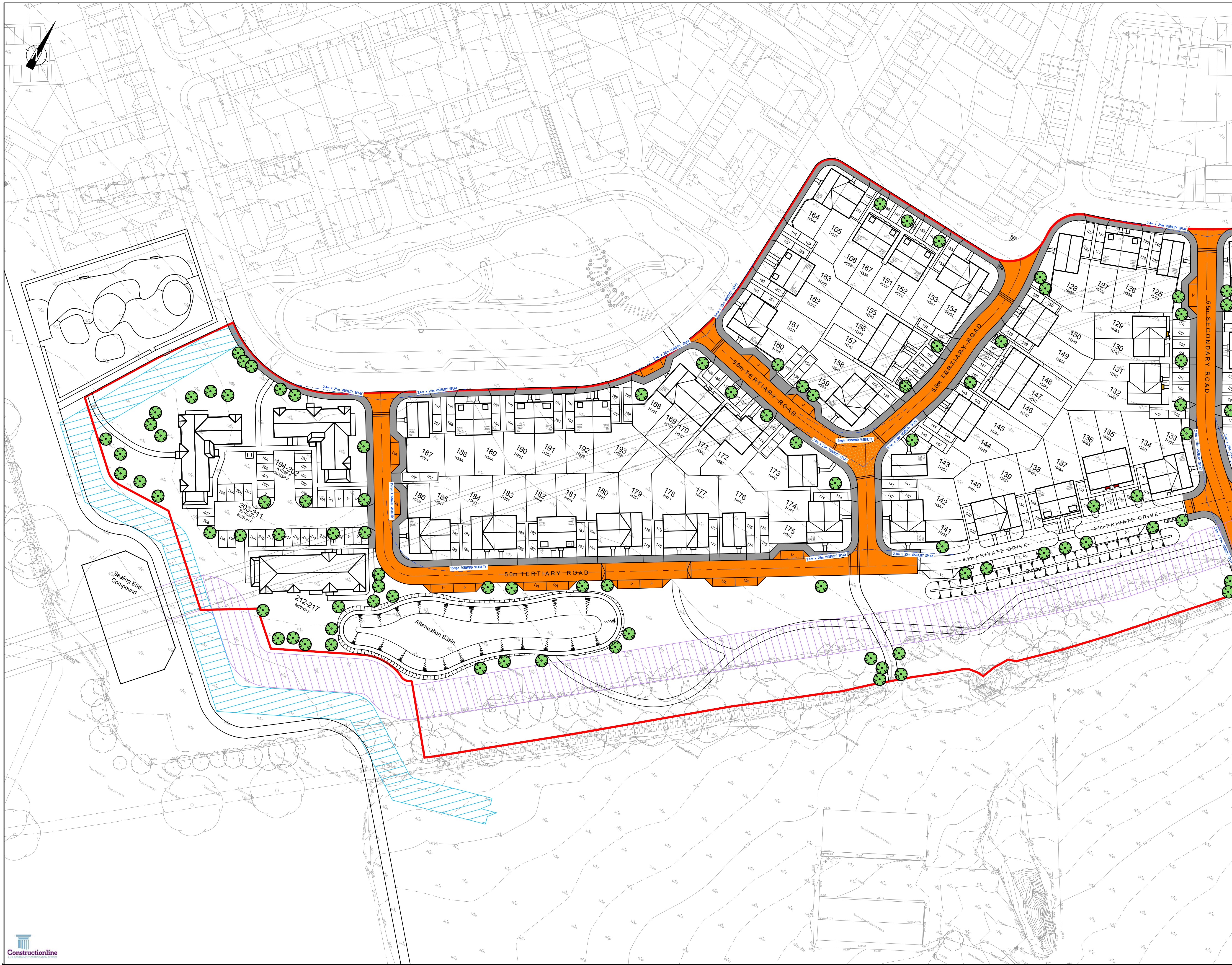
DRAWING TITLE

PARCEL 11 AND 12
CAR VEHICLE TRACKING
SHEET 2 OF 2

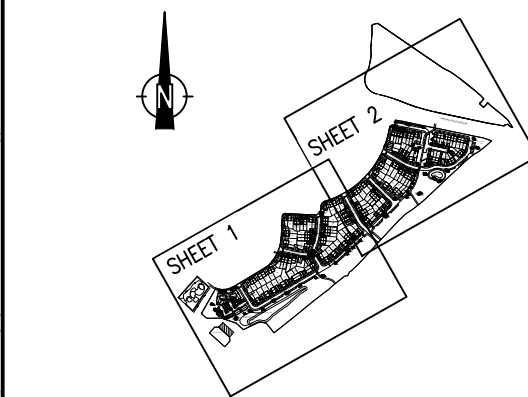
DATE NOV 2024 DRAWN TV CHECKED TA SCALE 1:500 @A1

7292.008 P06 S0

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

PRELIMINARY ISSUE

SO P06	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
SO P05	BACKGROUND UPDATED	TV	TA	23.09.25
SO P04	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	11.09.25
SO P03	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	07.08.25
SO P02	UPDATED TO SUIT LATEST SITE LAYOUT	HF	TA	10.04.25
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

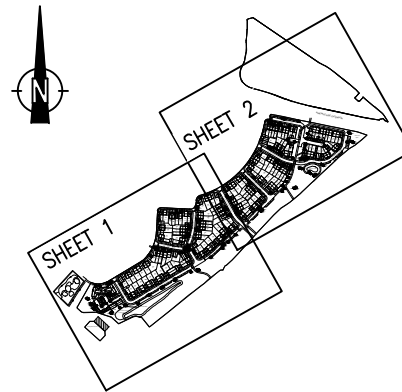
DRAWING TITLE
PARCEL 11 AND 12 ADOPTION PLAN SHEET 1 OF 2

DATE	30	SCALE	1:500	TA	0A1
MARCH 2025	HF	TA			
7292.013	P06	SO			

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SHEET KEY

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

PRELIMINARY ISSUE

S0 P06	BACKGROUND SITE LAYOUT UPDATE	HF	TA	14.10.25
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	FOOTPATH ADDED TO ADOPTION EXTENT	TV	TA	31.03.25
ST Rev	Description	Drm	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 ADOPTION PLAN
SHEET 2 OF 2

DATE
MARCH 2025
DRAWN
HF
CHECKED
TA
SCALE
1:500
BY
7292.014
P06
S0

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