

Technical Note

Project:	Finchwood Park Parcel 13	SMA Ref:	7292.TN04
Subject:	Response to WBC Highways Comments	Revised:	–
Prepared by:	Tyler Andrews	Date:	16.07.2025
Checked by:	Kate Marshall	Date:	17.07.2025

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 10th June 2025 on Application No: **250819**.

RESPONSES TO WBC COMMENTS:

Comment 1:

The Local Highway Authority (LHA) require the applicant to provide a drawing demonstrating suitable intervisibility between cyclists and vehicles at the Copenhagen crossing. The Copenhagen crossing is located 5.1m from edge of public carriageway which provides space for 1 car to wait without obstructing the free flow of traffic.

Response to Comment 1:

A visibility splay has now been added to the general arrangement drawing to demonstrate suitable intervisibility between cyclists and vehicles at the Copenhagen crossing.

Comment 2:

The LHA require a drawing which demonstrates suitable forward visibility for vehicles travelling along the internal site access road.

Response to Comment 2:

Forward visibility splays have now been added where required and these are shown on the general arrangement drawings. Refer to general arrangement drawing 7292.021 included under Appendix A on this note.

Comment 3:

The design should naturally convey appropriate design speeds to drivers, with a target speed of 20-25mph on estate roads. Such a requirement relies on features at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.

The internal site access road is circa. 170m long thus vehicle speeds would not be controlled by the road alignment alone. It will be necessary to revisit this part of the design.

Response to Comment 3:

Speed control has been considered in the design of the road network by the narrowing of the road and bend to the front of plots 9 & 43 that will act as a speed control for vehicles entering and exiting the site. The rest of the road alignment has been reviewed, and a raised table is now proposed to the front of plot 40 to act as a traffic calming feature. Refer to general arrangement drawing 7292.021 included under Appendix A on this note.

Comment 4:

The LHA request the submission of improved swept paths which demonstrate a refuse vehicle and van can pass a car and that there is suitable turning space on-site for a refuse vehicle. If these swept paths do not demonstrate suitable passing/turning space; then the LHA may require localised carriageway widening, amendment of corner radii or require the full carriageway width to be widened from 5.0m to 5.5m to allow two vehicles to pass.

Response to Comment 4:

The as-built access into the site is 6.1m wide and following comments this has been left wider for a longer length of 35m before narrowing, to alleviate tracking concerns to the front of plots 9 & 43. A refuse vehicle can pass a car for the majority of the access road, aside from in a few pinchpoints around the long bends in the alignment. However, in the areas where these vehicles cannot pass each other, it has been ensured that there is more than 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.

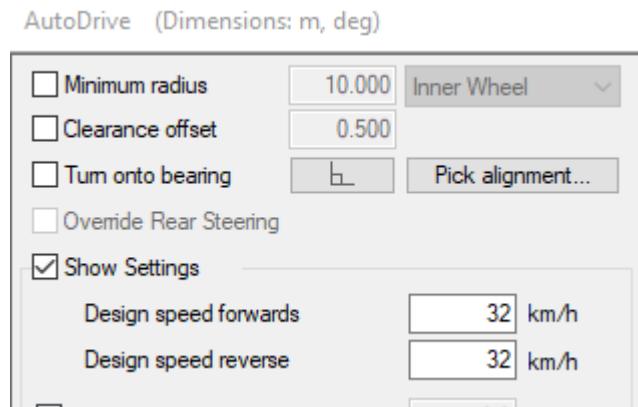
Comment 5:

The LHA also require further information is included with the swept path analysis:

- *Details of vehicle speed used for tracking of all vehicles.*
- *Details of clearance between wheels and kerbface. 300mm clearance required between wheels and kerbface.*
- *Large car measuring c.5.0m long and c.1.9m wide. The car tracked measures 1.769m wide and 4.8m long, which is narrower and shorter than many modern cars.*
- *Fire Tender tracking for a [Royal Berkshire Fire Service Volvo F8](#) which measures 8.51m long x 2.46m wide. The applicant has shown a DB32 Fire Appliance which only measures 2.18m wide.*

Response to Comment 5:

The vehicle speed that has been used for the tracking is 32kmh (20mph) as per the extract below:



We cannot achieve 300mm clearance from the kerb face with the refuse vehicle unless we encroach on the centreline of the road throughout the whole alignment. The refuse vehicle is 2.53m wide so this is already larger than the standard lane width, this is the same with the fire vehicle which is 2.46m wide. Cars can pass each other with 300mm clearance from the kerbline, but it isn't possible to achieve this clearance and stay on one side of the road with the larger vehicle. Larger vehicles can pass cars as discussed in the response to comment 4. We have proposed a 5m wide road as previously agreed with WBC and aligning with all the other parcels on the development. To achieve all of these requirements throughout the whole length of the road, the width would need to be over 6m throughout. The refuse vehicle will also only access the site once weekly, so this will not be a common occurrence.

The car and fire vehicles have been updated to show tracking of the vehicle types & sizes as listed above.

Comment 6:

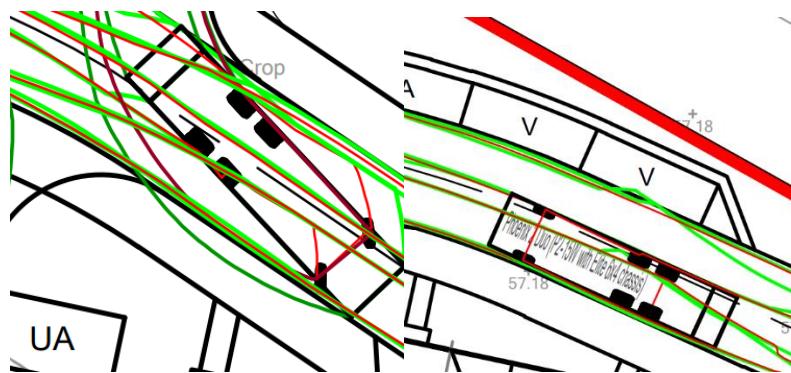
Swept path analysis has been provided which demonstrates an 11.2m long refuse vehicle can ingress/egress the site in a forward gear. However, the tracking appears to indicate no space between the kerb vehicle and the kerb face. The LHA require minimum clearance of 300mm between the kerb face and the vehicle wheels.

Response to Comment 6:

The access road at the site entrance is 6.1m wide and the wider road has been lengthened as discussed and agreed in the meeting on July 16th 2025. The refuse vehicle has no tracking issues when ingress/egressing the site. Clearance to kerb face is an issue for refuse and other larger vehicles across the whole scheme as mentioned in the response to comment 5.

Comment 7:

The swept paths show several instances where the refuse vehicle overruns the kerb, visitor parking spaces or the centre line, as shown below.

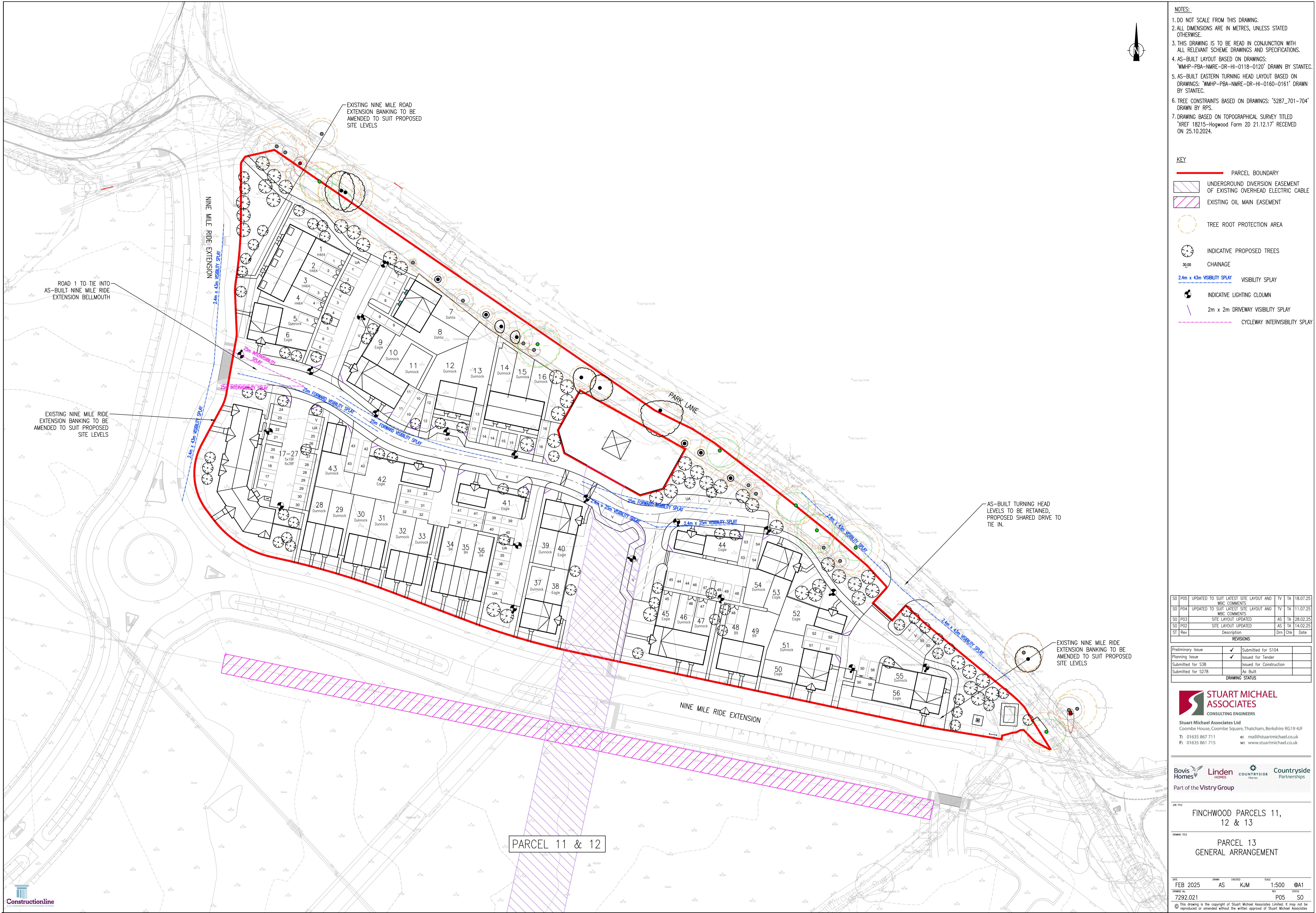


Response to Comment 7:

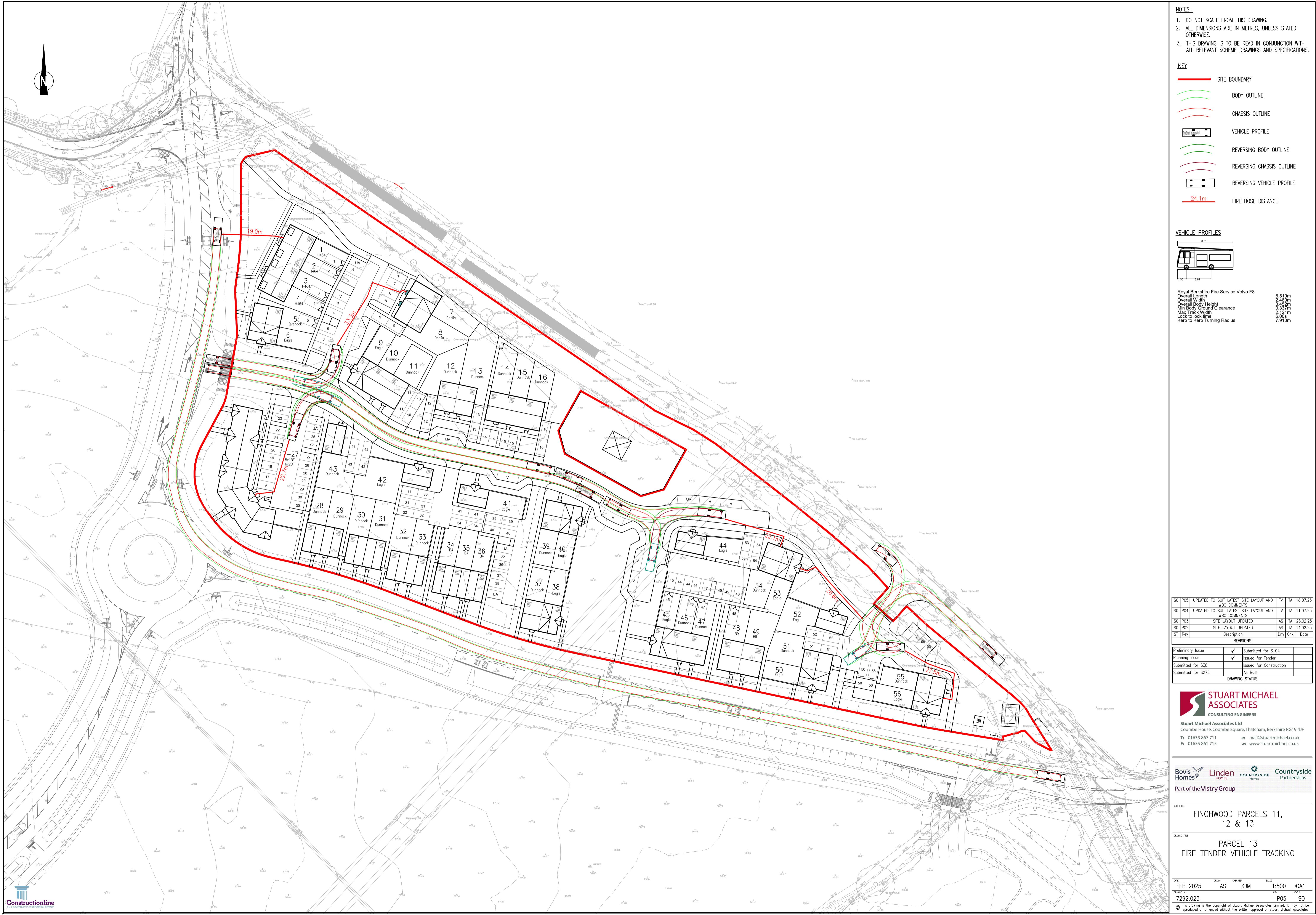
Due to the width of the refuse vehicle, it is not possible to keep it solely within one lane. The tracking has been updated to show body overhang removed in all instances to protect the footways and pedestrians. There is no longer refuse tracking clashing with visitor spaces to protect parked cars. However, there are occasions where the refuse vehicle encroaches on the centreline, and this is inevitable due to the vehicle size and the roads having bends in the alignment.

Appendix A

REVISED DRAWINGS









Appendix B

WBC HIGHWAYS COMMENTS

Date: 14 April 2025
Application: 250819



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

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Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 250819

Applicant: N/A

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

Parish: Invalid code

Grid Reference: Easting - 477596, Northing - 164607

Type of Development: Major Dwellings (10+)

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by 181194, dated 14/11/2018). The Reserved Matters comprise details of 56 dwellings within parcels P13a and P13b with access via the Nine Mile Ride Extension spur road (primary) and Park Lane (secondary), associated internal roads, parking, landscaping, footpaths and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered.

Case Officer: Nick Chancellor

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 250819. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. 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 or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highways Development Officer		
Service	SDL Highways	App No:	250819
Address:	Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY.		
Proposal:	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by 181194, dated 14/11/2018). The Reserved Matters comprise details of 56 dwellings within parcels P13a and P13b with access via the Nine Mile Ride Extension spur road (primary) and Park Lane (secondary), associated internal roads, parking, landscaping, footpaths and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered.		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	No		

Summary Of Recommendations

- No comment
- No objection
- No objection subject to conditions (and reasons) **stated below**
- Request further information before determination as **stated below**
- Objection due to the reason(s) **stated below**

Comments On Proposal

Vehicle Access

1. The LHA require the applicant to provide a drawing demonstrating suitable intervisibility between cyclists and vehicles at the Copenhagen crossing. The Copenhagen crossing is located 5.1m from edge of public carriageway which provides space for 1 car to wait without obstructing the free flow of traffic.

The adoption plan demonstrates a visibility splay of 2.4m x 43m (Drawing No. 7292.027 titled '*Parcel 13, Adoption Layout*', dated Feb 2025). This accords with the Manual for Streets standard for a 30mph road.

Forward Visibility

2. The LHA require a drawing which demonstrates suitable forward visibility for vehicles travelling along the internal site access road.

Streetscape & Speed

3. The design should naturally convey appropriate design speeds to drivers, with a target speed of 20-25mph on estate roads. Such a requirement relies on features at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.
4. The internal site access road is circa. 170m long thus vehicle speeds would not be controlled by the road alignment alone. It will be necessary to revisit this part of the design.

Car Parking

5. The site layout plan proposes a total of 116 car parking spaces comprising 97 allocated car parking spaces, 7 unallocated parking spaces and 12 visitor car parking spaces.
6. Notwithstanding the above comments, the majority of parking spaces appear to measure 5.0m x 2.5m which is acceptable (according to measurements taken from the submitted site plan).

Trip Generation

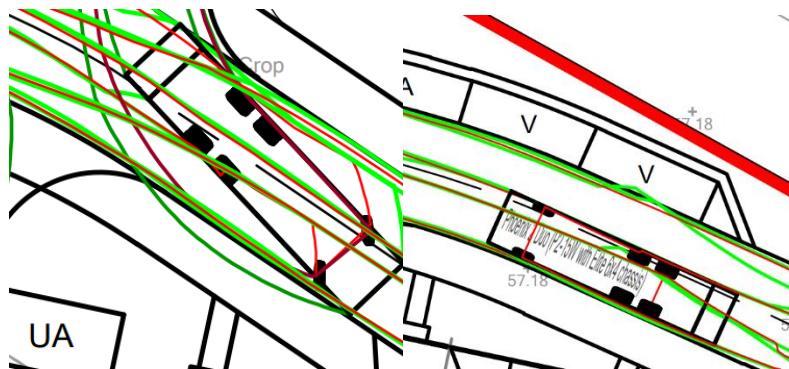
7. The potential trip generation impact has already been assessed during the Outline Planning Permission (Reference No. o/2014/2179). Therefore, the LHA do not have additional comments to make on highway capacity or trip generation.

Electric Vehicle Charging Points

8. The LHA are satisfied with the number of Electric Charging Points proposed on site. The application proposes 52 electric vehicle charging points (1 space per household, shared points for flats).
9. The LHA also require 2 visitor EV Charging points within the visitor spaces proposed on site.
10. The NPPF requires that applications for development facilitate the charging of electric vehicles. Furthermore, UK Building regulations require the provision of 1 active EV Charging Point per dwelling.

Road Width and Swept Path Analysis

11. The LHA request the submission of improved swept paths which demonstrate a refuse vehicle and van can pass a car and that there is suitable turning space on-site for a refuse vehicle. If these swept paths do not demonstrate suitable passing/turning space; then the LHA may require localised carriageway widening, amendment of corner radii or require the full carriageway width to be widened from 5.0m to 5.5m to allow two vehicles to pass.
12. The preapplication submission and the outline application O/2014/2179 did not include swept paths for the internal site roads on this plot and therefore the swept paths should be provided in support of this application.
13. The LHA also require further information is included with the swept path analysis:
 - Details of vehicle speed used for tracking of all vehicles.
 - Details of clearance between wheels and kerbface. 300mm clearance required between wheels and kerbface.
 - Large car measuring c.5.0m long and c.1.9m wide. The car tracked measures 1.769m wide and 4.8m long, which is narrower and shorter than many modern cars.
 - Fire Tender tracking for a [Royal Berkshire Fire Service Volvo F8](#) which measures 8.51m long x 2.46m wide. The applicant has shown a DB32 Fire Appliance which only measures 2.18m wide.
14. Swept path analysis has been provided which demonstrates an 11.2m long refuse vehicle can ingress/egress the site in a forward gear. However, the tracking appears to indicate no space between the kerb vehicle and the kerb face. The LHA require minimum clearance of 300mm between the kerb face and the vehicle wheels.
15. The swept paths show several instances where the refuse vehicle overruns the kerb, visitor parking spaces or the centre line, as shown below.



Date:	10 th June 2025	Signed:	Ben Amey
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