

Date: 14 April 2025
Application: 250819



WOKINGHAM
BOROUGH COUNCIL

SDL Public Rights Of Way Officer

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

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Dear SDL Public Rights Of Way Officer,

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:	Andrew Fletcher External PRow Consultant	
	And Laura Buck Service Manager Green Infrastructure	
Service	SDL Public Rights Of Way Officer	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:	Yes/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

Comments prepared by Andrew Fletcher Consultancy on behalf of Wokingham Borough Council's Public Right of Way team.

Introduction

1. Wokingham Borough Council have asked me to consider the above application from a public rights of way perspective, and provide advice as to whether the application, if approved and constructed, will have a detrimental impact on the public rights of way network and if so, recommend improvements that could mitigate the impact.

2. This advice has been prepared for consideration by the Wokingham Borough Council

Green Infrastructure Service to assist in the preparation of their response to the planning application consultation.

Background and network context

3. This development comprises a set of 56 residential dwellings situated between Park Lane and the Nine Mile Ride Extension (NMRE) to the south-east of the junction with Hogwood Lane (Barkham Byway 18), which is a popular route for Non-Motorised Users (NMU).

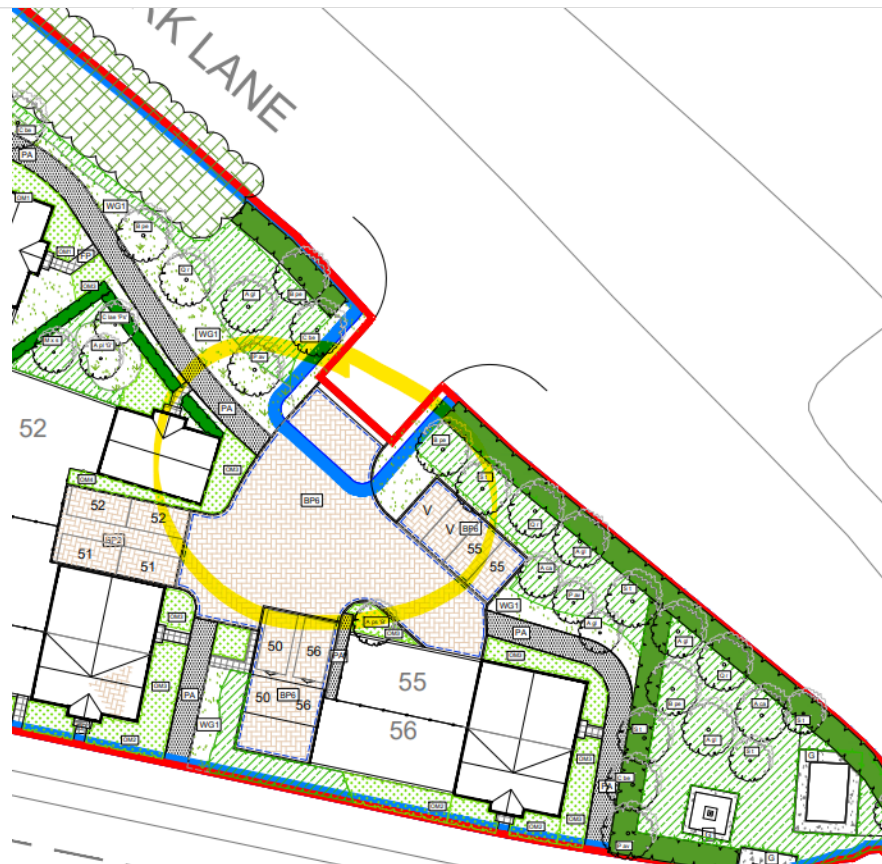
4. The proposed development benefits from a shared ped/cycleway running along the western and southern boundary of the site

5. There are no public rights of way running through the site and aside from Hogwood Lane and the shared ped/cycleway, the main routes for NMU will be along normal carriageways and footways. Park Lane offers a direct continuation of Hogwood Lane to Nine Mile Ride for NMU. This lane is shared with vehicular traffic but it is not a through route to vehicular traffic. The minor entrance of the proposed development from Park Lane will increase the vehicular usage to a certain degree, but as this serves only 5 properties this is likely to be a minor increase rather than significant. This lane has a footway connection along the length of the lane.

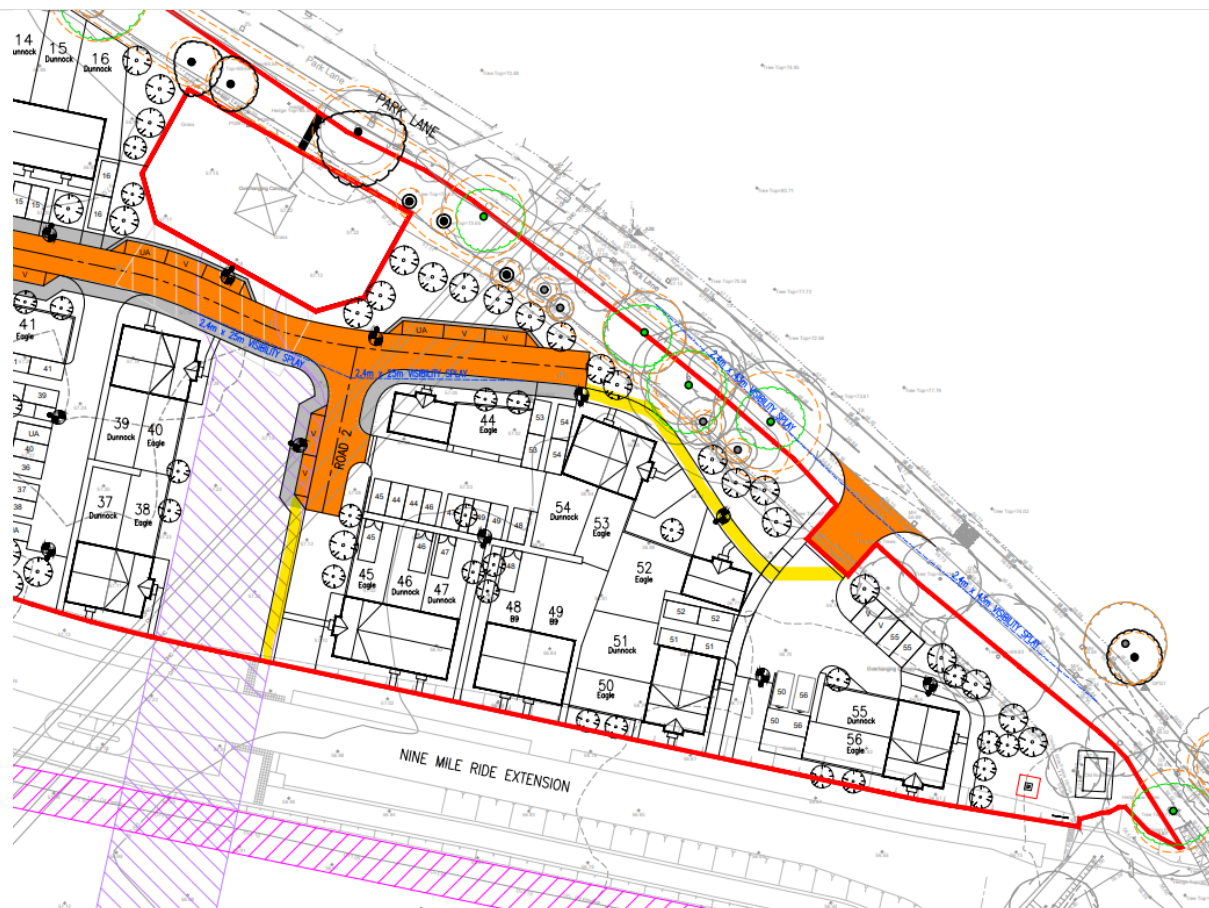
Specific comments on the application and consideration of the impact of the proposed development

6. There are no specific public rights of way running through the site and the proposed development does not directly impact the public rights of way network. Indirectly, the development will offer a continuation route through the development for NMU to access through from Nine Mile Ride and Hogwood Lane. There is no provision for the continuation of equestrian use from Hogwood Lane to Nine Mile Ride.

7. Within the development the NMU access appears to be logical. At the south-eastern part of the site at the Park Lane entrance the footpath leads directly onto a shared driveway which poses a potential risk of collision, however as the traffic to this entrance is limited to 5 houses it is considered that this would be minor.



8. The main issue that I can identify with the design is that there is a significant omission in the extent of the adopted sections of the road and footpaths. The extent of adoption does not cover all the footpath and footway sections and therefore does not secure these links and the permeability of the site for the future. It is recommended this is reviewed to secure public rights of way over these sections for the public to use in perpetuity. If these are intended to be permitted use only there is a significant risk that access is withdrawn in the future. These sections are highlighted in yellow below



Summary of recommendations

9. That the entirety of the footpath and footways within the site are dedicated as public highways to secure the rights for the public in perpetuity. This guarantee of access also serves the development in securing permeability through the site for NMU.

Policy context:

Wokingham Borough Council Core Strategy 2010-2026

CP1 - Sustainable development

Planning permission will be granted for development proposals that:

11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6

CP6 – Managing Travel Demand

Planning permission will be granted for development proposals that:

"CP6 – Managing Travel Demand

- a) Provide for sustainable forms of transport to allow choice;
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;

- f) Enhance road safety; and
- g) Do not cause highway problems or lead to traffic related environmental problems.

Wokingham Borough Council Local Transport Plan - March 2025

Active Travel: Walking, Cycling and Wheeling

Enhance pedestrian access and safety for all in local service centres

Local Plan 2023-2040

Policy C3 - Active Travel

Development proposals should: a) Prioritise and improve the pedestrian environment and contribute towards achieving a high-quality public realm, including the provision of facilities for pedestrians to rest and relax (including seating) and high-quality and safe road environment (including safe crossings, where needed).

b) Be permeable, easy and safe to walk and wheel through, and enhance existing routes which are adequately lit, create step-free legible access and entrance points whilst providing direct links to other pedestrian movement corridors.

c) Avoid severance and, where necessary, provide for routes and crossings close to desire lines, particularly those to everyday facilities.

d) Maintain and enhance walking and wheeling routes identified in the most up to date walking and cycling strategy and create high quality links to connect to these routes where appropriate.

Policy C4 - Green and Blue Infrastructure

New development should:

a) Avoid the loss, fragmentation, isolation or other adverse impacts on networks of habitats and existing green and blue infrastructure (including green routes and long-distance riverside paths as shown on the Policies Map), unless replacement provision can be provided which will improve the green and blue infrastructure network in terms of its quantity, quality and accessibility;

Conditions & Reasons (if required)

Conditions prepared by WBC PRow team based on consultancy advice above.

That the entirety of the footpath and footways within the site are dedicated as public highways to secure the rights for the public in perpetuity. This guarantee of access also serves the development in securing permeability through the site for NMU. This will also need to be agreed with Highways to ensure that any adoption of new public right of way is acceptable to them.

Date:	05/06/2025	Signed:	Laura Buck
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