

Date: 9 January 2026
Application: 253142



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 253142

Applicant: Miller Homes

Site Address: Parcels R7 and R13, Land at Phase 2b of the South Wokingham Strategic Development Location (SDL), Wokingham

Parish: Wokingham Without

Grid Reference: Easting - 482545, Northing - 167748

Type of Development: Major Dwellings (10+)

Proposal: Reserved Matters pursuant to Outline Planning Consent 191068 comprising the erection of 215 dwellings and associated infrastructure with details of appearance, landscaping, layout and scale to be considered.

Case Officer: Emy Circuit

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 253142. 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 requested from the case officer.

Your observations are required in respect of this application by **6 February 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highway Management Officer		
Service	SDL Highways	App No:	253142
Address:	Parcels R7 and R13, Land at Phase 2b of the South Wokingham Strategic Development Location (SDL), Wokingham.		
Proposal:	Reserved Matters pursuant to Outline Planning Consent 191068 comprising the erection of 215 dwellings and associated infrastructure with details of 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

Abley Letchford Comments in Red dated 15.05.2026

The LHA provide a consultation response below for application no. 253142 for Parcels R7 and R13 which provide 215 dwellings within Phase 2b of the South Wokingham SDL.

The LHA were initially consulted on 12th January 2026. A Transport Statement produced by ALP dated 16th December has been submitted on behalf of Miller Homes.

Access Width

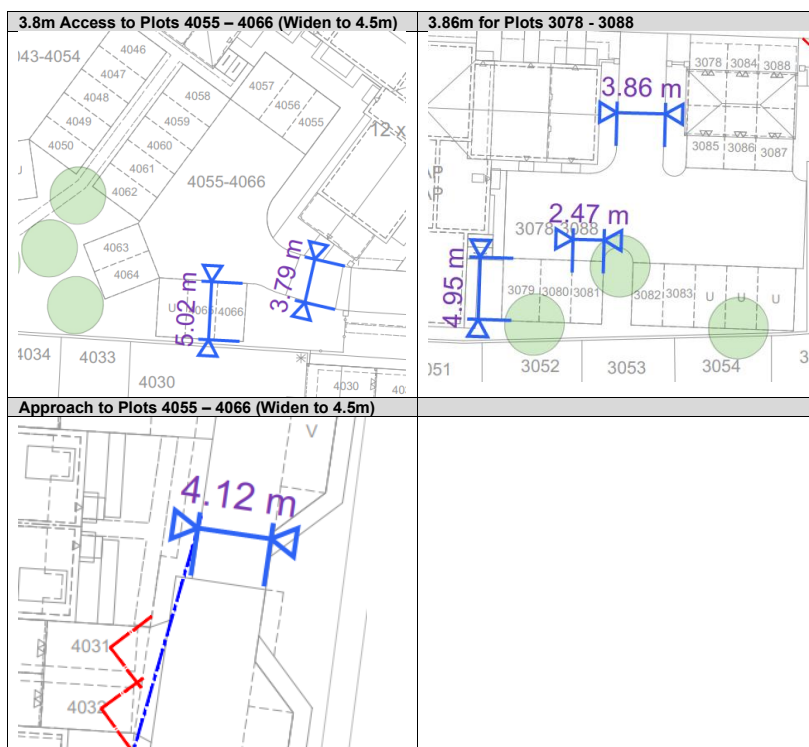
1. Several access widths will need to be improved from 3.8m to 4.5m in order to comply with the guidance in Wokingham Living Streets (2019) which identifies a minimum access width of 4.5m for access to Mews/Parking Courts with more than 10 dwellings. 3.8m will not be wide enough to allow two modern vehicles to pass each other, even at a slow speed. This could result in cars mounting the footway to pass each other, to the detriment of pedestrian safety.

Commented [EC1]: The South Wokingham SPD (which is adopted, unlike Living Streets) and the approved Design Code are also relevant.

2. A list of the most sold cars in 2025 and their dimensions is provided below. Cars measuring c.1.93m – 2.06m wide will not be able to pass each other on a 3.8m wide access.

- a) Screenshots are provided below of the areas where a wider access is required:

Commented [EC2]: These would be useful to discuss, in conjunction with the with the Designing Out Crime officer's comments

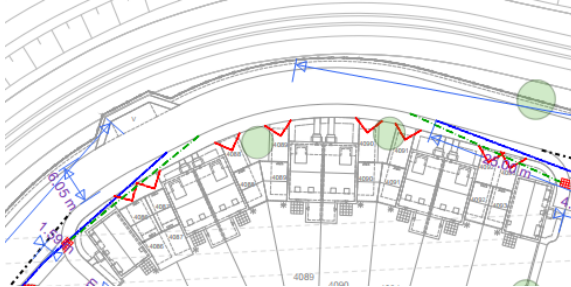


The above areas have been widened as part of the revised masterplan. See AAP Drawing P1905.R07.R13.01-G Proposed Planning Layout.

Visibility Splays

3. The LHA require the applicant to demonstrate forward visibility for vehicles around the bend shown below, which appears to have been omitted from the assessment of visibility on site.

ALP Drawing A389-R7&R13-PL-002 rev E illustrates forward visibility for vehicles around the bend.



4. The LHA require remeasurement of several visibility splays which appear to be measured using an X distance of 1.8m – 2.0m instead of the minimum X distance of 2.4m specified in Manual for Streets.

- a) The LHA would welcome demarcation of stop lines on the visibility drawing so it is possible to assess where the X distance can be measured from.

ALP Drawing A389-R7&R13-PL-002 rev E illustrates an x-distance of 2.4m is achieved at all junctions as well as including indicative stop lines to aid the review process.

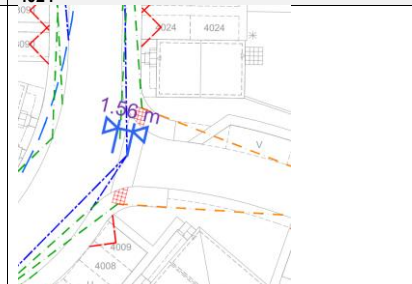
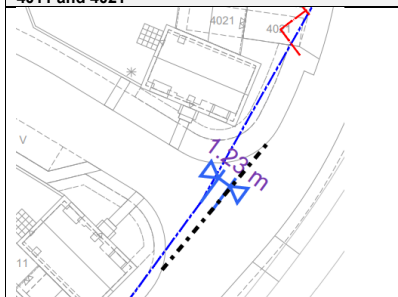
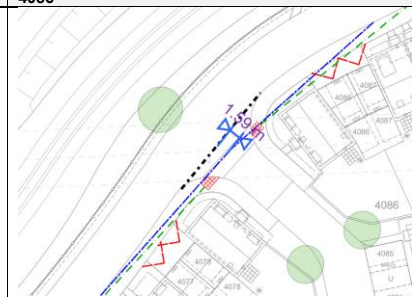
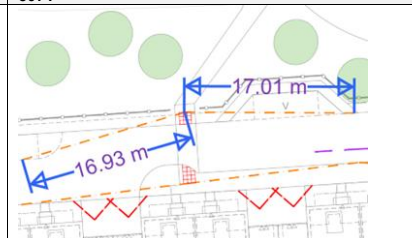
5. Other visibility splays shown do not comply with the required Y distance of 25 metres. The Wokingham Living Streets Guidance (2019) requires a design speed of 20mph and Manual for Streets Table 7.1 requires a visibility splay of 2.4m x 25m on a road subject to a 20mph speed limit.

Following revisions to the masterplan ALP Drawing A389-R7&R13-PL-002 rev E illustrates visibility splays of 2.4m x 25m throughout at all junctions and ALP Drawing A389-R7&R13-PL-007 rev C illustrates visibility splays of 25m at all crossing points.

6. It is concerning that despite incorrect X and Y distance, there are still several visibility splays which pass through visitor parking bays or driveway parking bays. These bays are likely to pose a greater obstruction once the visibility splays have been correctly measured by the applicant. Some visitor bays will need to be relocated to prevent obstruction of visibility. The Manual for Streets Para 7.8.5 states that: *'Ideally defined parking bays should be provided outside the visibility splay'* and this is interpreted to mean that ideally parking bays should be outside the visibility splay where the developer is designing the site from scratch.

See response item 5 above

7. At the junction between Plots 3042 and 3051, an X distance of 1.8m appears to have been used by the consultant.

Substandard X Distance between Plot 3042 and Plot 3051 	Substandard X Distance between Plot 4009 and Plot 4024 
Substandard 1.23m X Distance between Plots 4011 and 4021 	Substandard X Distance between Plot 4077 and 4086 
1.93m X Distance between 4026 and 4037 	
Substandard Y Distance opposite Plot 3076 and 3077. 	Substandard Y Distance opposite Plot 3070 and 3071 

Many of the original junctions did achieve a 2.4m x-distance, however, all the five junctions illustrated above and through the layout now achieve a 2.4m x-distance. See ALP Drawing A389-R7&R13-PL-002 rev E

The bottom two images of the pedestrian visibility have been addressed as a result of altering the masterplan and removing one of the visitor spaces, which was agreed at the post submission meeting on 02.03.2026. See ALP Drawing A389-R7&R13-PL-007 rev C.

8. Several visibility splays appear to cross land which will fall within private ownership or front gardens of properties. The LHA request planning conditions and covenants which restricts planting to a height of 600mm within these visibility splays.

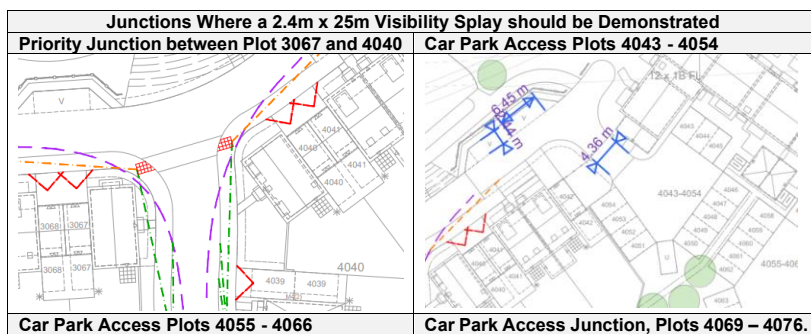
Noted

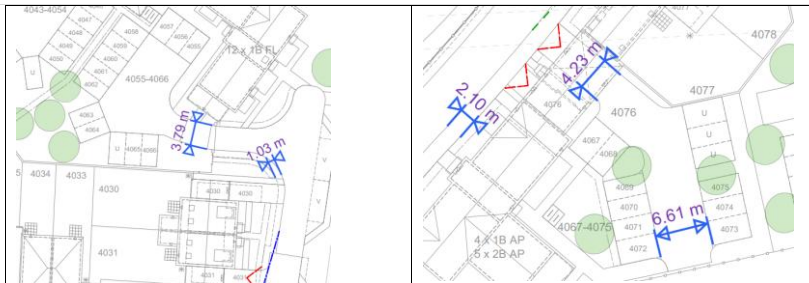
9. Visibility splays have not been shown at several junctions or accesses to several car parks. The LHA require visibility splays to be shown at the following junctions:

- The proposed priority junction between plot 3067 and plot 4040;
- The vehicle access to the car park for Plots 4043 – 4054;
- The vehicle access to the car park for Plots 4055 – 4066;
- The vehicle access to the car parking area for Plots 4069 – 4076; and
- The crossover access to plot 4105 and the pumping station opposite.

These are now shown in ALP Drawing A389-R7&R13-PL-002 rev E.

10. Screenshots of the junctions/accesses where visibility splays need to be demonstrated are shown below:

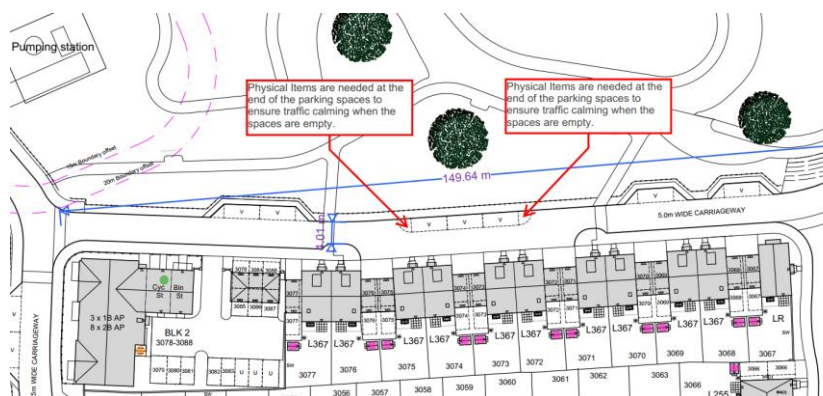




Visibilities added in ALP Drawing A389-R7&R13-PL-002 rev E.

Site Layout

11. Car parking bays appear to have been used as traffic calming features. There should be physical features at each end of the parking bays to ensure speed reduction still occurs when the spaces are empty and to ensure vehicles to not just treat the empty spaces as part of the carriageway. Otherwise, there is an almost straight road c.150m long.



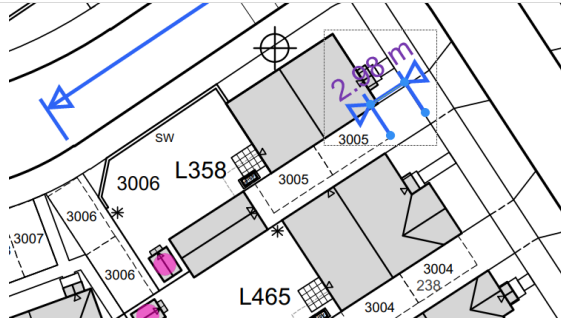
It was discussed and agreed during the post submission meeting on 02.03.2026 that kerbing would be introduced at each end of the visitor parking to slow vehicles through this section of the layout if no cars were parked in the visitor spaces.

12. The site has numerous parking spaces which should be pulled closer to the carriageway. Otherwise, there is the possibility that people will be tempted to park closer to the carriageway.

Commented [EC3]: This is one of the most significant issues and needs discussion. It also ties in with the point about footpaths being provided on tertiary streets. I anticipate Catherine will also have thoughts on this.

Commented [EC4]: These need to be looked at on a case by case basis. The council's guidance discourages drives that are longer than needed as it often results in additional cars parking, overhanging and obstructing pavements. However, it also needs to be balanced with other considerations such as the Design Code principles about parking being to the side of houses in some character areas.

There are cases, eg plots 3042-3050 where parking (and garages) could be brought forward by c 1 metre, still allowing rear garden access, slightly increasing rear amenity space and without cars projecting significantly forward of the dwelling.



This has been addressed as part of the revised masterplan. See AAP Drawing P1905.R07.R13.01-G Proposed Planning Layout.

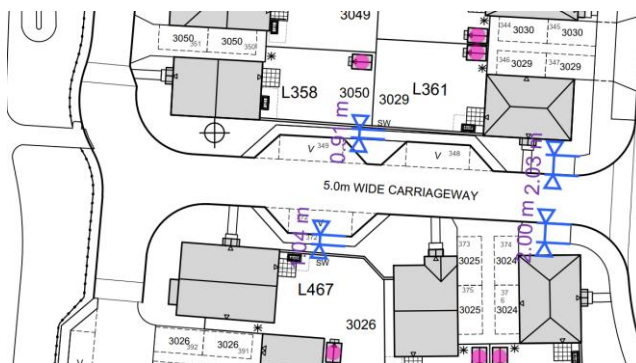
13. The LHA require several changes to improve the site for pedestrians. The LHA require the following changes to the site footways:

- a. Tactile paving and dropped kerbs need to be shown at several internal junctions.

These are shown in ALP Drawing A389-R7&R13-PL-007 rev C. Also see ALP Drawing A389-R7&R13-RM-701 rev B.

- b. Numerous 5.0m wide streets should have a 2.0m wide footway alongside, as per the requirements of Wokingham Living Streets. For example, a 2.0m wide footway should be provided between Plots 3024 and 3026 and the pedestrian path to the west.

Page 24 of the approved South Wokingham Phase 2b Design Guide (February 2025) states a carriageway width of 'At least 4.8m', reducing to '4.1m where less than 10 dwellings are served'. Where some shared streets are 5.0m wide this is primarily to accommodate the large manoeuvring requirements of a WBC refuse vehicle or on longer shared streets, to allow a car and refuse vehicle to pass. See ALP Drawing A389-R7&R13-PL-003 rev E.



Commented [EC5]: I would like to see a more detailed drawing of a sample junction to understand the design better, with particular reference to prioritisation of pedestrians (and related where stop lines, if any, are located). Eg what is the treatment of the striped bands shown on the planning layout. There are locations eg between plots 3024 & 3029 where the path does not continue across the junction.

Commented [EC6]: To be considered in conjunction with the street hierarchy established by the Design Code.

d.c. A pedestrian path joins the carriageway in the middle of a priority junction between Plots 3050 and 3026. A formal crossing point should be provided to the footway with dropped kerbs and tactile paving provided. Ped visibility of vehicles should be demonstrated with a 25m Y distance.

The connecting path to the R13 perimeter informal footpath has been move south of the junction where it joins the shared surface to the north of a private drive serving parking for 3 houses. A crossing is subsequently not required.

f.d. The plans do not consistently show a crossing outside Plot 3042. Some plans show the path crossing in the middle of a priority junction which is not considered acceptable.

All drawings now consistently show the crossing to the south of the junction as illustrated in ALP Drawing A389-R7&R13-PL-007 rev C. Also see ALP Drawing A389-R7&R13-RM-701 rev B.

Crossing Detail Appears Inconsistent with other drawings	Crossing Detail Appears Inconsistent with other drawings
	
Crossing between Plots 3026 and 3050. Relocate north or south away from junction.	
	

Car Parking

14. Swept paths should be submitted which demonstrate a modern large car can ingress/egress the visitor parking spaces and the end parking space in each of the car parking courts on the site. It appears some rows of parking bays would benefit from additional manoeuvring space at the end of the row.

See ALP Drawing A389-R7&R13-PL-005 rev D.

15. The number of car parking spaces proposed appears compliant with the requirements of the WBC Parking Calculator and is deemed acceptable by the Local Highways Authority.

Noted

Blue Badge / Accessible Car Parking

16. The Planning Statement highlights that 5% of affordable dwellings (4 dwellings) will be designed to meet M4(2) standards (accessible and adaptable).

Noted

Electric Vehicle Charging

17. The TS confirms that the site will provide a total of 210 electric vehicle charging points on site. This will comprise 172 single and 19 double Electric Vehicle Charging Points. The LHA are satisfied with this number of EV Charging Points comply with the requirement for 1 active charging point per dwelling as required by Part S of the Building Regulations.

Noted

18. Further details of the charger specification and power supply would need to be secured by planning condition, if planning permission is granted.

Noted

Deliveries and Servicing

19. The LHA require confirmation of the undercroft heights and confirmation that delivery vans will be able to pass through the undercrofts provided on site.

The single FOG within the application site has an undercroft height of 2.1 m, which can accommodate cars, 4x4s and SUVs. In lieu of specific WBC guidance on the height clearance of undercrofts, this accords with the recommended garage door size as set out in the Wokingham Borough Council Parking Standards Study Report, Consultation Document (October 2011). Delivery vans would not use the undercroft, but would instead stop briefly on-street, as will be the case for the other areas of the site. These stops are short in duration, low in frequency, dispersed throughout the day and can be accommodated without affecting traffic flow.

20. Swept path analysis for the pumping station is required which demonstrates the largest required vehicle can ingress/egress the pumping station.

See ALP Drawing A389-R7&R13-PL-006 rev D.

Commented [EC7]: Note this is 5% of all dwellings but see my query about the number of houses

Reasons for Refusal

Date:	19.02.26	Signed:	Ben Amey
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