



## **Parking Management Strategy**

**Project:** Finchwood Park Parcels 4 and 5

**Client:** CALA Homes Thames Ltd.

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## DOCUMENT CONTROL SHEET

Prepared by.....

**Ellen Earle**

BA (Hons) MCIHT  
Principal Transport Planner

Approved by.....

**Karl Malik**

Beng (Hons)  
Principal Civil Engineer

FOR AND ON BEHALF OF JNP GROUP

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## 1 INTRODUCTION

### 1.1 Background

1.1.1 JNP Group have been commissioned by CALA Homes Thames Ltd. to prepare a Parking Management Strategy for Parcels 4 and 5 of the Finchwood Park development in Wokingham.

1.1.2 The Reserved Matters approval (pursuant to Outline Planning Consent O/2014/2179, (as varied by s.73 planning permission 181194)) permits the construction of 185 dwellings alongside the provision of associated internal access roads, parking, landscaping, footpaths and sustainable urban drainage systems (SuDS). Approval was granted in January 2025 and the application reference is 241524.

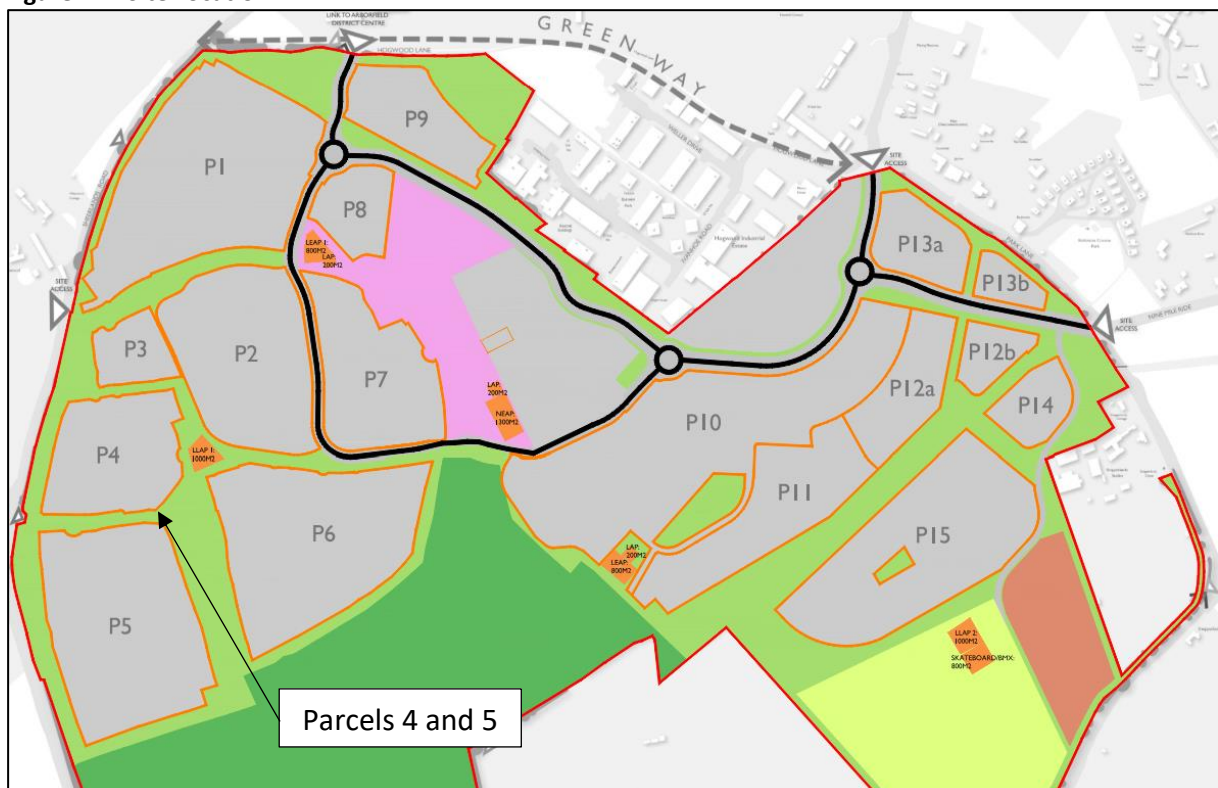
1.1.3 Condition 10 of the decision notice states the following:

*"No part of development hereby approved shall be occupied until a Parking Management Strategy has been first submitted to and approved in writing by the Local Planning Authority.*

*Reason: to ensure the proper functioning of a secondary route for emergency vehicles and a satisfactory development in the interests of amenity and highway safety. Relevant policy: Wokingham Borough Core Strategy Policies CP1, CP3 and CP6."*

1.1.4 Figure 1.1 denotes the location of Parcels 4 and 5 in relation to the wider development.

**Figure 1.1: Site Location**



## 1.2 Report Structure

1.2.1 The Parking Management Strategy comprises the following sections:

- **Section 2 - Development Proposals:** summarises the consented proposals for Parcels 4 and 5, including the allocated and unallocated parking provision.
- **Section 3 - Parking Management Strategy:** outlines the measures proposed to manage parking within the site and along the secondary access road.
- **Section 4 - Summary:** This section provides a summary of the measures which will be utilised to manage parking within Parcels 4 and 5.

## **2 DEVELOPMENT PROPOSALS**

### **2.1 Introduction**

- 2.1.1 The development will comprise 185 dwellings of mixed tenure and dwelling type. A total of 130 dwellings (70%) will be offered for private sale, with 55 (30%) of dwellings being affordable housing. This section summarises the access arrangements and parking provision across the site.

### **2.2 Site Access Arrangements**

- 2.2.1 The primary access to Parcels 4 and 5 will be via the internal road layout of Parcel 2 of Hogwood Farm, in the north-east corner of the site. The carriageway is 5.5m wide and a narrowing to 4.5m will be provided in the centre of the carriageway where Parcels 4 and 5 meet Parcel 2.
- 2.2.2 There is an existing access in the south-west corner of Parcels 4 and 5 which forms a simple priority junction with Sheerlands Road. The junction is currently used as a temporary construction access. The parameter plans from the outline approval showed that this would ultimately become an access for emergency vehicles only.
- 2.2.3 During pre-application discussions with WBC for the Parcels 4 and 5 Reserved Matters application, it was agreed that the access should be retained to form a permanent secondary access to provide a more direct route to the A327 Reading Road for residents of Parcels 4 and 5. The access was approved as part of a separate full planning application (ref: 242887) and the road only partially falls within the red line boundary of Parcels 4 and 5.
- 2.2.4 The junctions are to be linked by the internal road layout through Parcels 4 and 5, however it was agreed with WBC that the secondary access should be designed in such a way that it benefits residents but does not become a rat-run through the parcels for the wider development. As a result, the access does not form a direct connection with the primary street through Parcels 4 and 5.

### **2.3 Internal Road Layout**

- 2.3.1 Parcels 4 and 5 feature several street types as envisaged within the Hogwood Farm Masterplan Framework Document (MFD) and applied across other Parcels, which are summarised below:
- A secondary street runs in a north-south direction through the Parcels, connecting to the internal road layout of Phase 2.
  - It is adjoined by a network of tertiary streets, including one which continues to Sheerlands Road, and the secondary access discussed in Section 2.2.3.
  - One shared surface road provides an east-west link in the southern half of the site. The shared surface nature of the road aims to discourage vehicles from using the road as an east-west link or 'rat run' between the secondary access and primary secondary street.
  - Private drives and parking courts are accessed from the secondary street and tertiary streets.

## **2.4 Allocated Parking Provision**

- 2.4.1 A total of 354 allocated spaces are provided throughout the development, as well as 79 garage spaces. This is allocated as follows:
- 1-bedroom flats have 1 allocated space, with no garage provision.
  - 2-bedroom houses have 1 to 2 allocated spaces, with no garage provision.
  - 3-bedroom houses have 2 allocated spaces. Of the 27 3-bedroom dwellings, 16 have a garage.
  - 4-bedroom houses have 2 allocated spaces. There are 74 4-bedroom dwellings and 59 have a single garage and 5 have a double garage.
- 2.4.2 Parking is provided in a tandem arrangement for most dwellings with 2 spaces. In some most instances, the garage is also tandem with the parking bays.
- 2.4.3 The parking plan which was approved under the Reserved Matters application is provided as Appendix A (drawing 3243-A-1700-PL-C).

## **2.5 Unallocated Parking Provision**

- 2.5.1 Unallocated parking has been provided to a level that meets the forecasted demand within WBC's 'Parking Demand Calculation Spreadsheet'.
- 2.5.2 The use of the parking calculator and the counting of garages was raised during pre-application discussions with WBC for the Parcels 4 and 5 Reserved Matters application. It was agreed that two versions of the parking calculator would be prepared – one which factors the garages into the overall parking provision and another which discounts the garages. It was agreed that the latter would be used to determine the level of unallocated and visitor parking spaces for Parcels 4 and 5.
- 2.5.3 When garages are discounted, the unallocated parking requirement is 68 spaces per the calculator. A total of 62 allocated spaces are to be provided throughout Parcels 4 and 5, which is a shortfall of 6 spaces. This is split between a total of 54 visitor parking spaces and 8 unallocated spaces, with the unallocated spaces typically being perpendicular bays within parking courts and private drives.
- 2.5.4 In terms of the distribution of visitor spaces, each plot was assessed to determine the number of visitor or unallocated spaces that are within a 50m walking distance. This was measured as the crow flies, however spaces that were not within a logical walking route of a dwelling were discounted e.g. the visitor space near the apartment building is within 50m of Plot 846, but it is unlikely that Plot 846's visitors would use this space.
- 2.5.5 Table 2.1 provides a summary of how many plots are within a 50m walking distance of 1, 2, 3 and 4 or more unallocated parking spaces.

**Table 2.1 - Walking Distances to Unallocated/Visitor Bays**

| Summary                         | Number of Plots | Percentage of Plots | Cumulative Percentage |
|---------------------------------|-----------------|---------------------|-----------------------|
| Plots with 1 space within 50m   | 12              | 6%                  | 100%                  |
| Plots with 2 spaces within 50m  | 28              | 15%                 | 94%                   |
| Plots with 3 spaces within 50m  | 47              | 25%                 | 79%                   |
| Plots with 4+ spaces within 50m | 99              | 53%                 | 54%                   |

- 2.5.6 As shown in Table 2.1, over half of the plots are within a 50m walking distance of 4 or more visitor/unallocated spaces. In total, 94% of plots are within a 50m walking distance of at least 2 spaces and only 12 plots in total are within 50m of one unallocated space. The quantity and distribution of spaces was therefore considered suitable for ensuring that all dwellings are within a reasonable distance of a visitor or unallocated bay.
- 2.5.7 The distribution of the spaces was reviewed further following receipt of consultation comments from the Development Management team at WBC, particularly in relation to plots 911-934 in the southern half of the site. The viability of achieving a greater distribution of visitor spaces was dismissed when assessed against other design considerations e.g. ecology. Furthermore, there are limited opportunities to increase the visitor parking provision for the dwellings identified, as the central section of the site has a higher density of dwellings.
- 2.5.8 This was accepted by WBC and the review by JNP Group concluded that as all plots were within 50m walking distance of at least 1 visitor parking spaces, but in most instances at least 2 spaces, the likelihood of visitors being unable to park close to the household they are visiting was low.
- 2.5.9 With regards to geometry, driveways are 3.1m wide and parking bays within parking courts are 2.5m x 5m. Parallel bays are 6.5m x 2.5m and have a 1m service margin running through the bays. In some instances, the width of the parallel bays has been increased to 3m as there is no service margin or landscaped area to the rear.

### **3 PARKING MANAGEMENT STRATEGY**

#### **3.1 Introduction**

- 3.1.1 The wording of Condition 10 stipulates that the condition is required to ensure the proper functioning of the secondary route for emergency vehicles and a satisfactory development in the interests of amenity and highway safety. This section of the report details how these matters will be addressed.

#### **3.2 Secondary Access**

- 3.2.1 As detailed in Section 2.2, the secondary access from the development onto Sheerlands Road will not be restricted to any particular vehicle type e.g. emergency access vehicles only.
- 3.2.2 The access road has a width of 4.8m, narrowing to 3.7m for a short section to encourage lower vehicle speeds. The 4.8m width is considered sufficient for an emergency service vehicle e.g. a fire tender or ambulance to pass a moving or stationary car if required on the straight sections of the road, where vehicles would be most likely to park. No vehicles would be expected to park on the narrow section of road as this would restrict traffic flow in either direction.
- 3.2.3 While the geometry allows for two-way traffic flow (including manoeuvring past parked cars), it is considered unlikely that any vehicles would seek to park along the secondary access road for the following reasons:
- There are no footways or pedestrian provisions connecting it to the wider development.
  - There are five visitor parking bays within a reasonable walking distance (100m) of the secondary access/Sheerlands Road junction, which offer dedicated off-carriageway parking and form part of more direct routes to adjacent dwellings.
- 3.2.4 As such, no further parking management measures are considered necessary to ensure the suitability of the secondary access for emergency service vehicles. As the road will be adopted by WBC as Local Highway Authority, further measures e.g. signage and traffic regulation orders should be considered by WBC if any parking concerns arise once the development is operational, though this is not considered likely to be necessary.

#### **3.3 Wider Development**

- 3.3.1 Allocated parking bays will be assigned to the relevant individual plot through the Land Registry. As such, once the plot/dwelling has been purchased, the parking spaces will be privately owned and therefore will be solely managed by the landowner. This also applies to any management companies who are responsible for the apartments.
- 3.3.2 Following the completion of each plot, and prior to the new owner moving in, the management of the allocated parking spaces will be undertaken by Cala Homes. Visitor spaces will be constructed in line with the road serving the dwellings being constructed nearby. This means that the availability of unallocated spaces will be proportionate to the amount of the site that is available to be occupied.
- 3.3.3 As construction progresses, Cala Homes will be able monitor any parking which occurs on future allocated spaces for unoccupied dwellings. If this occurs, Cala Homes will be able to

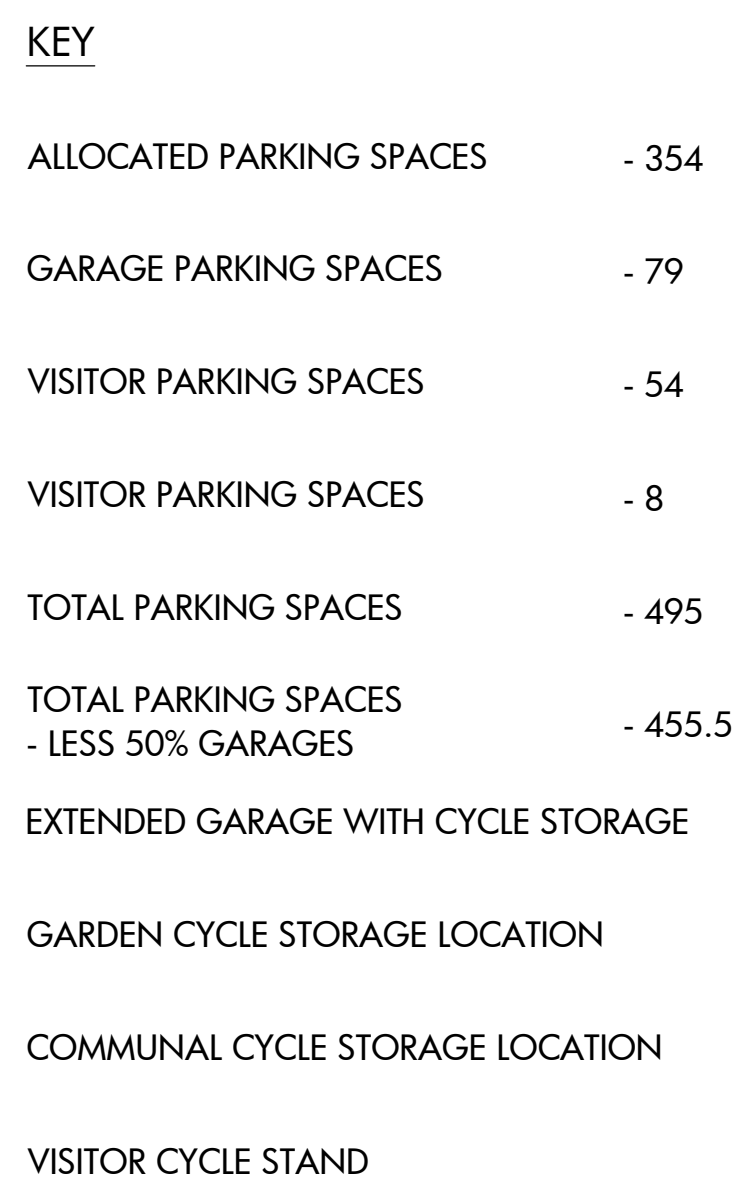
advise residents to only park in their allocated spaces and that their visitors should park in designated spaces elsewhere within the site. If required, signage can be provided on the driveways of unoccupied plots to prevent and discourage parking.

- 3.3.4 As detailed in Section 2.5, the unallocated and visitor spaces have been distributed across the site as uniformly as possible to ensure all areas of the scheme benefit from conveniently placed parking. Should any complaints arise that note residents are using visitor spaces or vice versa, these will be dealt with by WBC as Local Highway Authority once the highways are adopted. Prior to the adoption, responsibility of management will fall to Cala Homes.

## **4 SUMMARY**

- 4.1.1 This Parking Management Strategy has been undertaken to support the discharge of Condition 10 under planning consent 241524. The consent permits reserved matters associated with the construction of 185 dwellings at Parcels 4 and 5 of the Finchwood Park development in Wokingham.
- 4.1.2 Condition 10 stipulates that a Parking Management Strategy is required prior to first occupation, to ensure the proper functioning of a secondary route for emergency vehicles and a satisfactory development in the interests of amenity and safety.
- 4.1.3 Allocated and unallocated parking will be provided in quantities that have been previously approved by WBC within the reserved matters application, with 54 visitor parking spaces and 8 unallocated spaces throughout the site. The distribution of spaces has ensured that all plots are within 50m walking distance of at least 1 visitor parking spaces, but in most instances at least 2 spaces. The likelihood of visitors being unable to park close to the household they are visiting is deemed low which reduces the risk of indiscriminate parking throughout the site e.g. on carriageway.
- 4.1.4 The secondary access to Parcels 4 and 5 which adjoins Sheerlands Road will accommodate all vehicle traffic. It is considered unlikely that vehicles will park along the secondary access road, as it is not connected to any nearby dwellings through footway links and is relatively remote from the majority of the site. Furthermore, there are 5 visitor spaces within a reasonable walking distance (100m) of the secondary access which offers a more suitable, dedicated provision for visitors travelling to and from this area of the site.
- 4.1.5 In the event that a car does park on the secondary access road, the 4.8m width is sufficient to ensure an emergency access vehicle can pass a stationary or moving vehicle on the straight sections of road. The road narrows to 3.7m wide for a short section and bends have been incorporated to encourage lower vehicle speeds, which further discourages the use of the road for on-street parking.
- 4.1.6 Management of the unallocated and visitor parking spaces would fall to Cala Homes prior to adoption. Once the roads had been adopted, an appropriate management strategy would be the responsibility of WBC as the Local Highway Authority.

## APPENDIX A – PARKING PLAN



|                                                          |                                      |          |                                                                                       |       |                           |                   |                       |                     |                 |
|----------------------------------------------------------|--------------------------------------|----------|---------------------------------------------------------------------------------------|-------|---------------------------|-------------------|-----------------------|---------------------|-----------------|
| Client<br><b>Cala Homes</b>                              | Drawing Title<br><b>Parking Plan</b> |          |  |       | Project No<br><b>3243</b> | Class<br><b>A</b> | Dwg No<br><b>1700</b> | Status<br><b>PL</b> | Rev<br><b>C</b> |
| Project<br><b>Parcel 4-5, Hogwood Farm, Finchamstead</b> | Scale<br><b>1:500 @ A0</b>           | Revision | Drawn                                                                                 | Check | Date                      |                   |                       |                     |                 |
|                                                          |                                      | A        | MP                                                                                    | JH    | 10.06.24                  |                   |                       |                     |                 |
|                                                          |                                      | B        | MP                                                                                    | SI    | 11.10.24                  |                   |                       |                     |                 |
|                                                          |                                      | C        | MP                                                                                    | SI    | 18.12.24                  |                   |                       |                     |                 |



# JNP GROUP

## CONSULTING ENGINEERS

### **Amersham**

Sycamore House  
1 Woodside Road  
Amersham  
Buckinghamshire  
HP6 6AA

#### **telephone**

01494 771221

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Hartlepool**

The Innovation Centre  
Venture Court (Hub2)  
Queens Meadow Business Park  
Hartlepool  
TS25 5TG

#### **telephone**

01429 800711

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Belfast**

Arthur House  
41 Arthur Street  
Belfast

BT1 4GB

#### **telephone**

02890 027270

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Sheffield**

MBP2 Meadowhall Business Park  
Carbrook Hall Road  
Sheffield  
South Yorkshire

S9 2EQ

#### **telephone**

0114 244 3500

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Brighouse**

Woodvale House  
Woodvale Road  
Brighouse  
West Yorkshire

HD6 4AB

#### **telephone**

01484 400691

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Warwick**

Portobello House  
Portobello Way  
Warwick  
Warwickshire

CV34 5GJ

#### **telephone**

01926 889955

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)

### **Bristol**

Whitefriars,  
Lewins Mead,  
Bristol

BS1 2NT

#### **telephone**

01174 721705

#### **more info**

[www.jnpgroup.co.uk/contact](http://www.jnpgroup.co.uk/contact)