

Date: 14 October 2025
Application: 252379



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

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Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 252379

Applicant: E Walton

Site Address: Parcel N, Arborfield Green, Berkshire

Parish: Barkham

Grid Reference: Easting - 477062, Northing - 165394

Type of Development: Major Dwellings (10+)

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for the erection of 67 dwellings with associated infrastructure, access and landscaping. Details of appearance, landscaping, layout and scale to be considered.

Case Officer: Adriana González

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 252379. 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 **11 November 2025**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey, Principal Highways Management Officer		
Service	SDL Highways	App No:	252379
Address:	Parcel N, Arborfield Green, Berkshire.		
Proposal:	Application for approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2280 for the erection of 67 dwellings with associated infrastructure, access and landscaping. 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

Introduction

1. The comments below form the consultation response regarding application no. 252379 at Parcel N, Arborfield Green, Berkshire.

Public Transport Strategy

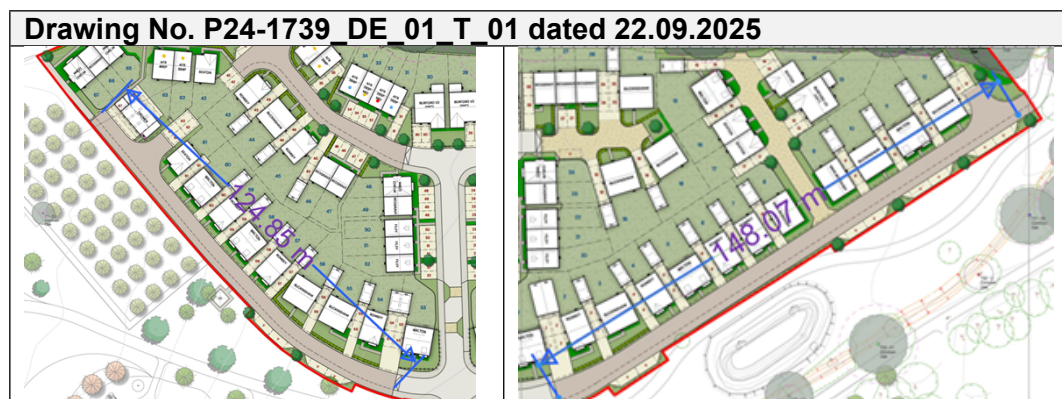
2. The LHA have no objection to the public transport strategy. The WBC Public Transport officers have been consulted and have no objection.

Traffic Calming

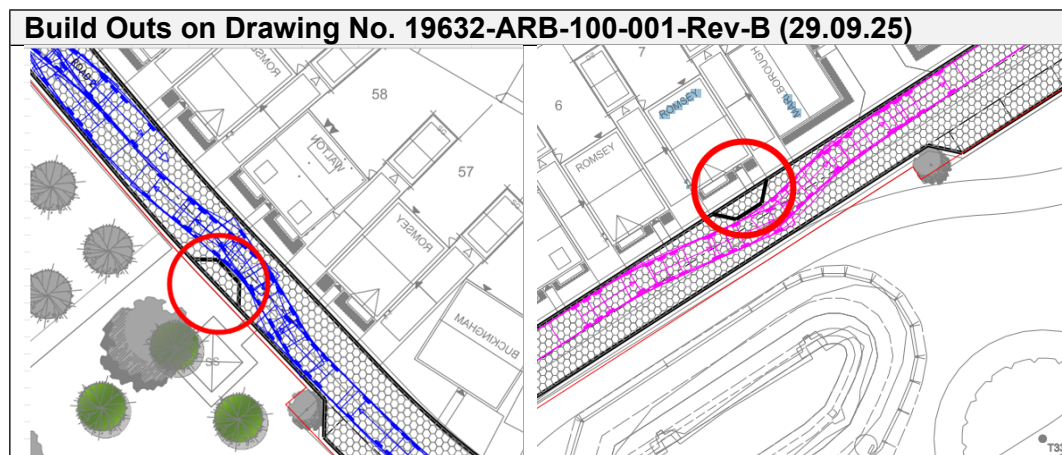
3. The Wokingham Living Streets Guide (2019) requires a 20mph design speed on roads within new developments. The street design should naturally convey a 20mph speed. The LHA require traffic calming features on the two spine roads which splay east and west on the site layout plan. These spine roads are c.120m - 150m long roads which are almost straight. There is concern residents and delivery drivers will exceed the 20mph design speed unless

vertical or horizontal features are introduced which will result in traffic calming.

4. DfT LTN1/07 Traffic Calming advises that *'Speed control measures should be spaced at about 60 to 70 metres apart but not more than 50 metres from any given point unless on cul-de sacs less than 80 metres long...this spacing of traffic calming measures should ensure that the zone is self-enforcing (i.e. vehicle speeds are kept at least at or below an average of 20mph' (Paragraph 3.2.17).*
5. Screenshots are provided below highlighting the areas of concern:



6. The screenshots above appear contrary to the swept path analysis drawings which show build outs on both the western and eastern spine roads.



Footways / Pathways

7. The LHA require clarification of what the 2m dashed line denotes on the southern side of the site masterplan. It should not denote a footway given it appears to reduce the carriageway width to 3.78m - 4.0m which is not wide enough for two vehicles to pass each other.
8. Screenshots of the measurements are shown below for ease of reference:



Visitor Car Parking

9. The LHA require 14 visitor car parking spaces are provided in accordance with the requirements of the WBC Parking Standards for 67 dwellings. The WBC Car Parking Standards outline in Paragraph 5.13.7 that: *'Developers should also include for visitor parking, which is calculated for all dwellings that have 1 or more allocated space on the basis of 0.2 per dwelling'*
10. 14 Car Parking Spaces are shown within the application red line. However, it is understood that the landscape architect requires the relocation of the visitor parking spaces adjacent to the linear park. Therefore, the LHA require these visitor spaces to be relocated to different areas within the application red line.
11. It would not be acceptable to remove these spaces entirely from the site layout because the number of visitor spaces would then fall below the requirements of the adopted WBC Car Parking Standards and there would be the risk of visitors parking dangerously blocking footways, turning heads or visibility splays to the detriment of public highway safety.

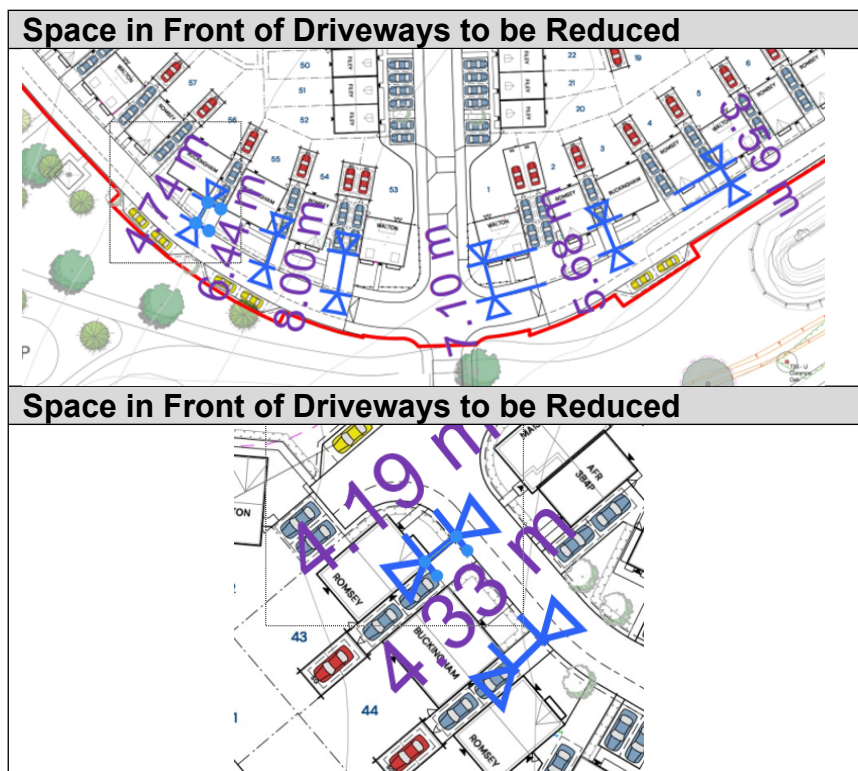
Allocated Car Parking

12. The application is supported by a site parking plan (Drawing No. P24-1739_DE_01_C_09, dated 22/09/2025). The car parking plan displays the following allocation of car parking spaces:
 - a. A total of 156 allocated car parking spaces including:
 - 118 allocated spaces (Hardstanding)
 - 35 allocated garage spaces
 - 3 integral garage spaces
 - b. 14 Visitor Parking Spaces (Unallocated).
13. The application should provide a list of housing types/mix and parking allocation to demonstrate the application provides allocated parking in accordance with the WBC Parking Demand Calculator.

14. The parking spaces appear to comply with WBC's required minimum dimensions of 2.5m x 5.0m for a standard parking space.

Design of Car Parking Spaces

15. Several parking spaces will need to be 'pulled forward' closer to the carriageway; as there is too much space between the parking and the carriageway which will encourage further parking.
16. The WBC Parking Standards study Paragraph 4.2.1 states that *'To prevent parking that obstructs the footway as described in Paragraph 3.1.7 the following regarding setback of garages, gates or carports is recommended (Figure 4.1). The setback distances should be not more than 3 metres where the distance from the back of a footway to the gate would be no more than 1.5 metres'*
17. The parking for Plot 1, Plot 2, Plot 3, Plot 4, Plot 43, Plot 44, Plot 53, Plot 54, Plot 55, Plot 56 as there are large spaces measuring 3.5m – 7.1m long in front of each driveway which would allow additional car parking.



Garages and Car Ports

18. The LHA require the applicant to explore the provision of gated car ports on site instead of garages. WBC have observed elsewhere in the borough that car ports are more likely to be used for car parking than garages (at sites such as Elms Field). Car ports are less likely to be used as household storage than a car port given a car port is not fully enclosed; but can offer security via a door/gate. Research by the RAC shows that just 40% of garages are

regularly used for car parking (<https://www.rac.co.uk/drive/news/motoring-news/nearly-six-million-uk-garages-not-used-for-cars-as-theyre-too-full-of-junk/>)

Electric Vehicle Charging Plan

19. An Electric Vehicle Charging Plan (Drawing No. P24-1739_DE_01_C14, dated 22.09.2025) has been submitted. The plan displays 67 active electric charging points. Therefore, the EV Charging is considered compliant with Part S of The Building regulations which require 1 active EV charger per dwelling.

Swept Path Analysis

20. The swept paths should be amended to demonstrate that the large Refuse Collection Vehicle (RCV) can pass a large car within the proposed site layout (Drawing No. 19632-ARB-100-001-Rev-B, dated 29.09.25). The drawing should demonstrate suitable clearance between the vehicles and between the vehicles and the kerbfaces. If suitable clearance cannot be provided, the highway geometry should be amended.
21. The application includes swept path analysis which demonstrates a Fire Tender (8.6m long) and a large delivery van (7.17m long) have sufficient turning space within the development and they can enter/exit the development in a forward gear.
22. The swept paths demonstrate that a Fire Tender can reach within 45 metres of each dwelling entrance as per paragraph 6.7.3 of the Manual for Streets.

Date:	14 th November 2025	Signed:	Ben Amey
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