

Date: 6 July 2026
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: Land to South of, Tope Crescent, 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.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 252379.

The new details are as follows: **Revised plans received with amendments to the scheme including reduction to 65 no. dwellings and changes to the layout to address officer's comments during consultation.**

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **20 July 2026**. If you need any more information, please do not hesitate to contact the case officer Adriana González.

MEMORANDUM

From:	Ben Amey Principal Highways Management Officer	To (Case Officer):	Adriana González
Service	SDL Highways	App No:	252379
Address:	Land to South of, Tope Crescent, Arborfield Green, Berkshire.		
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 65 dwellings with associated infrastructure, access and landscaping. Details of appearance, landscaping, layout and scale to be considered.		
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. A consultation response was previously provided by the Local Highways Authority (LHA) dated 14th November 2025. These comments dated 4TH August 2026 are provided on the amended plans.

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.

Highways Adoption

3. A Highways Adoption plan has been submitted to the council which outlines which sections of highway are to be adopted by WBC.

4. The LHA will require that the 0.5m servicing strip is widened to a 1.0m on the southern access road within the site. This can be secured at detailed design stage/via the adoption agreement.

Speed Reduction Measures

5. The LHA are satisfied that the site includes speed reduction measures. The crossroads is tabled and buildouts are proposed every 50 – 60m to ensure vehicle speeds on site do not exceed 20mph. The crossroads will need to be designed with suitable give-way lines and signage at the detailed design stage.
6. 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.
7. 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).

Allocated Car Parking Spaces

8. 122 marked parking spaces appear to be allocated to dwellings, which is considered acceptable. A further 15 garage spaces can be considered as allocated parking spaces, creating a total parking allocation of 137 car parking spaces for 65 dwellings.
9. Allocated provision of 137 spaces is considered compliant with the WBC Parking Standards (Table C3-3). The allocation of 2 spaces per dwelling results in a requirement of 0.1 unallocated spaces per dwelling ($65 \times 2 = 130$ + 65×0.1 unallocated = 6.5. Total requirement of 137 car parking spaces).
10. Whilst only 15 garages can be counted as parking spaces, 30 garages are proposed which exceed the dimensions to be counted as a parking space (3m x 6m). Only 15 of the 30 are accepted as allocated because the WBC Parking Study (2011) and the Managing Development Delivery Plan (2014) Paragraph 1.13.6 states that only 50% of garages proposed maybe counted as useable parking spaces, as research suggests that a high proportion of garages are used for storage rather than car parking.
11. The allocated parking spaces appear to comply with WBC's required minimum dimensions of 2.5m x 5.0m for a standard parking space.

Visitor Car Parking

12. 9 car parking spaces are demarcated for visitors on the proposed site layout.
13. 14 visitor spaces would be required for 67 dwellings by the WBC Parking Study (2011) which requires 0.2 parking spaces per dwelling in residential developments ($67 \times 0.2 = 13.4$ spaces, rounded up to 14).
14. WBC Highways sought 14 visitor spaces. However, removal of some spaces was requested by the landscape architect as they impacted on the linear park proposed to the south. The developer has not identified alternative locations for these spaces within the site layout.

Electric Vehicle Charging Plan

15. The applicant provided an Electric Vehicle Charging Plan (Drawing No. P24-1739_DE_01_C14, dated 22.09.2025). 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.

Deliveries and Servicing

16. The LHA consider the previously submitted swept paths for the refuse vehicle acceptable. It has been demonstrated that a refuse vehicle can ingress and egress the site in a forward gear.
17. 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.
18. 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.

Recommended Conditions for Approval

The planning conditions regarding transport/highways in the Outline Permission should be retained for the Reserved Matters application.

Date:	4 th August 2026	Signed:	Ben Amey
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