

Date: 12th September 2025
Application: 250819



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

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Dear SDL Highways,

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.

MEMORANDUM

From:	Ben Amey Principal Highways Development Officer		
Service	SDL Highways	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:	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

The LHA previously provided comments dated 10th June 2025 and dated 23rd July 2025 in response to application no. 250819.

The LHA was reconsulted on 15.08.25 on plans dated 25.07.25. The LHA can confirm that the amended plans do not alter the previous comments dated 23.07.25. The previous acceptance of the visibility splays, swept path analysis, internal street layout and emergency access remain relevant.

Vehicle Access

1. The LHA require the applicant to provide a drawing demonstrating suitable intervisibility between cyclists and vehicles at the Coopenhagen crossing. The Coopenhagen crossing is located 5.1m from edge of public carriageway

which provides space for 1 car to wait without obstructing the free flow of traffic.

The adoption plan demonstrates a visibility splay of 2.4m x 43m (Drawing No. 7292.027 titled '*Parcel 13, Adoption Layout*', dated Feb 2025). This accords with the Manual for Streets standard for a 30mph road.

- a) The LHA are satisfied with the amended drawing which shows a visibility splay of 2.4m x 25m between cyclists and vehicles exiting the site (Stuart Michael Drawing No. 7292.021-Rev-P05, dated 18.07.25 titled '*Parcel 13 General Arrangement*').

Forward Visibility

- 2. The LHA require a drawing which demonstrates suitable forward visibility for vehicles travelling along the internal site access road.
 - a. The LHA are satisfied with the amended drawing which shows forward visibility of 25m along the internal access road and this meets the MfS requirement for forward visibility on a 20mph road. At the eastern end the forward visibility crosses an area of grass/landscaping and therefore planning conditions/covenants should be agreed for this area to be kept free of obstructions, planting or fences exceeding a height of 600mm and a width of 550mm. (Stuart Michael Drawing No. 7292.021-Rev-P05, dated 18.07.25 titled '*Parcel 13 General Arrangement*').

Streetscape & Speed

- 3. The design should naturally convey appropriate design speeds to drivers, with a target speed of 20-25mph on estate roads. Such a requirement relies on features at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.
 - a. The LHA are satisfied with the amended design of the site spine road which encourages lower vehicle speeds by providing a bend outside plots 43/42, a tabled crossing outside plot 40 and a bend between plot 40 and plot 44. (Stuart Michael Drawing No. 7292.021-Rev-P05, dated 18.07.25 titled '*Parcel 13 General Arrangement*').
- 4. The internal site access road is circa. 170m long thus vehicle speeds would not be controlled by the road alignment alone. It will be necessary to revisit this part of the design.
 - a. This comment is resolved as per comment 3a.

Car Parking

5. The site layout plan proposes at total of 116 car parking spaces comprising 97 allocated car parking spaces, 7 unallocated parking spaces and 12 visitor car parking spaces.
6. Notwithstanding the above comments, the majority of parking spaces appear to measure 5.0m x 2.5m which is acceptable (according to measurements taken from the submitted site plan).

Trip Generation

7. The potential trip generation impact has already been assessed during the Outline Planning Permission (Reference No. o/2014/2179). Therefore, the LHA do not have additional comments to make on highway capacity or trip generation.

Electric Vehicle Charging Points

8. The LHA are satisfied with the number of Electric Charging Points proposed on site. The application proposes 52 electric vehicle charging points (1 space per household, shared points for flats).
9. The LHA also require 2 visitor EV Charging points within the visitor spaces proposed on site.
 - a. The response note does not offer 2 visitor EV Charging Points as required. The LHA recommend agreement of a planning condition for any Reserved Matters Approval issued which secures 2 visitor EV Charging Points.
10. The NPPF requires that applications for development facilitate the charging of electric vehicles. Furthermore, UK Building regulations require the provision of 1 active EV Charging Point per dwelling.

Road Width and Swept Path Analysis

11. The LHA request the submission of improved swept paths which demonstrate a refuse vehicle and van can pass a car and that there is suitable turning space on-site for a refuse vehicle. If these swept paths do not demonstrate suitable passing/turning space; then the LHA may require localised carriageway widening, amendment of corner radii or require the full carriageway width to be widened from 5.0m to 5.5m to allow two vehicles to pass.
 - a. Whilst the LHA still consider passing space limited, the LHA accept the explanation that a refuse vehicle can pass a car along the majority of the spine road and that there is suitable forward visibility to/from any

pinch points on the spine road and that the refuse vehicle only visits the site once per week.

12. The preapplication submission and the outline application O/2014/2179 did not include swept paths for the internal site roads on this plot and therefore the swept paths should be provided in support of this application.

13. The LHA also require further information is included with the swept path analysis:

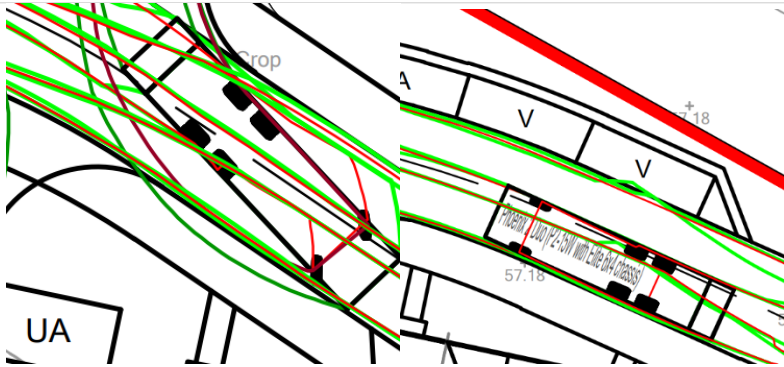
- Details of vehicle speed used for tracking of all vehicles.
- Details of clearance between wheels and kerbface. 300mm clearance required between wheels and kerbface.
- Large car measuring c.5.0m long and c.1.9m wide. The car tracked measures 1.769m wide and 4.8m long, which is narrower and shorter than many modern cars.
- Fire Tender tracking for a [Royal Berkshire Fire Service Volvo F8](#) which measures 8.51m long x 2.46m wide. The applicant has shown a DB32 Fire Appliance which only measures 2.18m wide.

a) The LHA are satisfied with the submitted vehicle speed, confirmation that vehicles can pass each other with 300mm clearance and revised tracking showing the correct fire tender for the Royal Berkshire Fire Service.

14. Swept path analysis has been provided which demonstrates an 11.2m long refuse vehicle can ingress/egress the site in a forward gear. However, the tracking appears to indicate no space between the kerb vehicle and the kerb face. The LHA require minimum clearance of 300mm between the kerb face and the vehicle wheels.

15. The swept paths show several instances where the refuse vehicle overruns the kerb, visitor parking spaces or the centre line, as shown below.

a. The LHA consider the revised swept paths acceptable. The amended road alignment and swept paths resolve the previous overrun areas where the refuse vehicle overran the footway or conflicted with parked vehicles along the access spine road. (Stuart Michaels Drawing No. 7292.022-Rev-P05 dated 18.07.2025, titled 'Parcel 13 – Refuse Vehicle Tracking').



Conditions Recommended for Approval

Visibility Obstructions

Prior to the occupation of the development the proposed vehicular access and vehicle access road shall have been formed and provided with visibility splays shown on the approved drawing number (Stuart Michael Drawing Number: 7292.021-Rev-P05 dated 18.07.25 titled 'Parcel 13 – General Arrangement'). The land within the visibility splays and forward visibility on the site access road shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times. In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Electric Vehicle Charging

Prior to commencement of development, details of on-site infrastructure and specification for the *active* Electric Vehicle Charging point(s) indicated on the approved drawing shall be submitted and approved in writing by the LPA. The details included should provide 1 active EV Charger per dwelling and 2 active EV Chargers within visitor spaces. The EVC point(s) shall be installed in accordance with the approved drawing and shall be permanently retained and made available for the purpose of charging a vehicle, unless agreed otherwise, in writing, by the LPA.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

Car Parking

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

REASON: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the

interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Turning Space

The dwellings shall not be occupied until the turning space has been provided in full accordance with the approved plans. The turning space shall thereafter be retained in accordance with the approved details and shall be used for no other purpose.

REASON: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant policy: Core Strategy policies CP3 & CP6.

Construction Management Plan

It is understood that the CEMP condition from the outline planning permission (181194 – condition 43) is still applicable and will help manage/mitigate possible impacts of construction.

Date:	12 th September 2025	Signed:	Ben Amey
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