



Parking Management Strategy

Project: Finchwood Park Parcel 10

Client: Vistry Thames Valley

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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 Vistry Thames Valley to prepare a Parking Management Strategy for Parcel 10 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 256 dwellings alongside the provision of public open space and play areas, cycle ways, footpaths and Sustainable Urban Drainage Systems (SuDS). Approval was granted in December 2023 and the application reference is 231095.

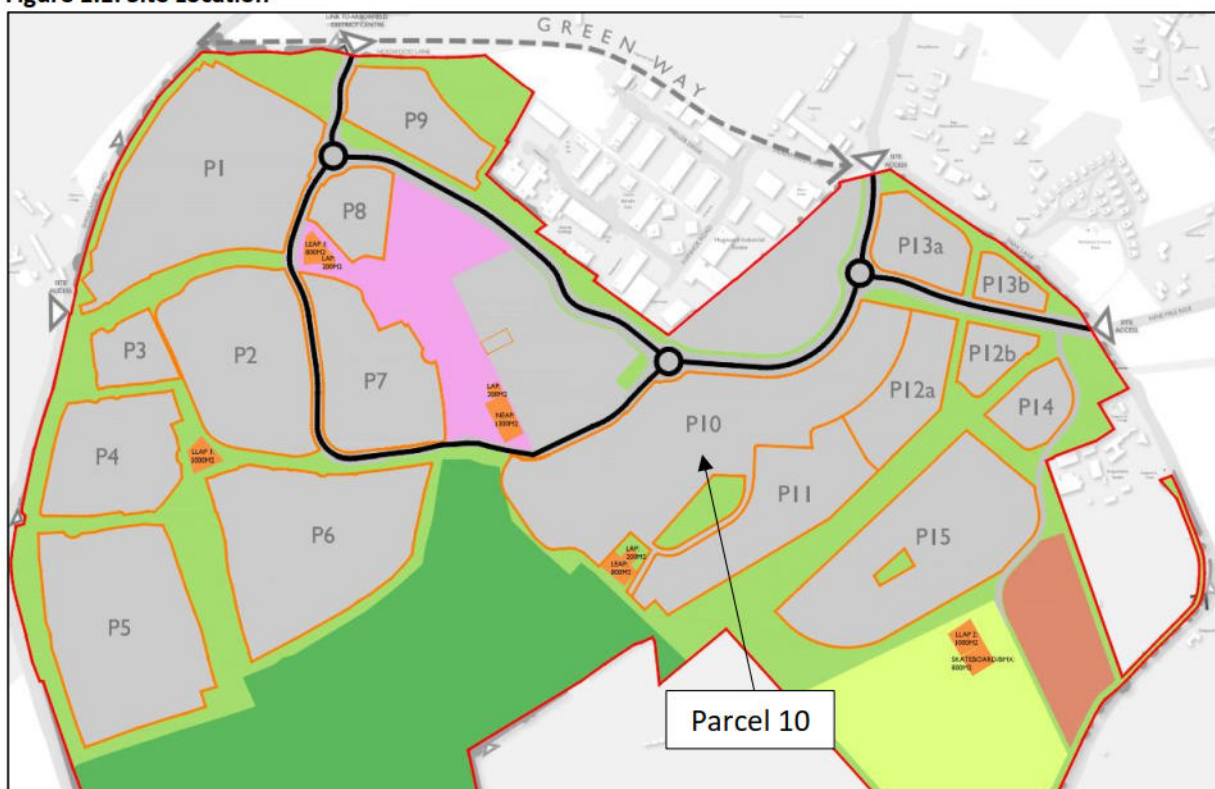
1.1.3 Condition 12 of the decision notice states the following:

"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 Parcel 10 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 Parcel 10, including the allocated and unallocated parking provision.
- **Section 3 - Parking Management Strategy:** outlines the measures proposed to manage parking within the site.
- **Section 4 - Summary:** This section provides a summary of the parking management plan.

2 DEVELOPMENT PROPOSALS

2.1 Introduction

- 2.1.1 The development will comprise 256 dwellings of mixed tenure and dwelling type. This section summarises the access arrangements and parking provision across the site.

2.2 Site Access Arrangements

- 2.2.1 Parcel 10 will be served by three vehicle access points with the wider highway network, two of which are along the northern boundary, and one is along the southern boundary, connecting to Parcel 15.
- 2.2.2 The access points along the northern boundary are summarised as follows:
- The westernmost access forms a priority junction with the Southern Bus Loop (SBL).
 - The easternmost access forms a priority junction with the Nine Mile Ride Extension South (NMRES), east of the roundabout with the SBL. The bellmouth of this junction was constructed as part of the NMRES and so falls outside the red line boundary of Parcel 10.
- 2.2.3 The two northern junctions will be linked by the internal road layout through Parcel 10.
- 2.2.4 An access road will also connect the internal road layout of Parcel 10 with the internal road layout of Parcel 15 to the south. This route was initially proposed as a link for emergency service vehicles only but was later amended to provide a link for all vehicles.
- 2.2.5 There are several junction stubs within the red line boundary of Parcel 10 which will ultimately link to the internal road layout of Parcel 11. This Parcel will access the wider highway network via Parcels 10 and 15.

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:
- The primary secondary street forms a U-shaped road and links the junction with the SBL to the junction with the NMRES, extending along the southern boundary of the site. A secondary street also continues towards the north-east corner of the site, where it will ultimately continue into Parcel 11. The link to Parcel 15 is also considered a secondary road.
 - The secondary roads are adjoined by a network of tertiary streets, which are typically slightly narrower and are not through routes.
 - Private drives and parking courts are accessed from the secondary and tertiary streets.

2.4 Allocated Parking Provision

- 2.4.1 A total of 281 allocated spaces are provided throughout the development, with no garages. Only houses have allocated parking, with 2, 3 and 4 bedroom dwellings all having 2 allocated spaces per plot.
- 2.4.2 Owing to the lack of garages, parking is provided in a tandem arrangement for most dwellings with 2 spaces.
- 2.4.3 The parking plan, which was approved under the Reserved Matters application, is provided as **Appendix A** (drawing 3112-A-1700-PL Rev D).
- 2.4.4 All parking for the apartments across the site will technically be unallocated, meaning that they will not be legally conveyed to any particular property and will be controlled by the appointed management company.
- 2.4.5 While it is expected that the spaces will operate as though they are allocated and signage or road markings will denote where residents should park in accordance with their apartment number, this strategy ensures that the spaces are communally maintained and can be adapted in the future to be wider and associated with any M4(2) compliant dwellings within each apartment block.
- 2.4.6 All apartments have 1 or 2 bedrooms and will have 1 space per dwelling.
- 2.4.7 The plots contained within the block for 633-644 are for specialist housing provision, which will have a total of 7 spaces. Four of these spaces will be designated as accessible bays.

2.5 Visitor Parking Provision

- 2.5.1 Visitor parking provision was discussed at length with WBC during the consultation period for the reserved matters application and has been informed by the forecasted demand within WBC's 'Parking Demand Calculation Spreadsheet'.
- 2.5.2 It was agreed that two versions of the parking calculator would be prepared – one which counted the apartment spaces as having one allocated space per dwelling and another which assumed the apartments had no allocated parking provision.
- 2.5.3 It was ultimately decided that a total of 54 visitor spaces would be provided, equating to a ratio of 0.21 visitor spaces per dwelling. This was considered to strike the balance between the two parking calculators which were prepared.
- 2.5.4 With regards to distribution, this was also discussed with WBC. The site is divided into 5 areas and the ratio of visitor parking to dwellings has been assessed within each area. This showed that each area of the site has between 0.16 and 0.28 visitor spaces per dwelling, with an average of 0.20 throughout the site. Some visitor spaces along the loop between Plots 781 and 788 were removed for the benefit of the wider site design and the location of each removed space was agreed with WBC.

3 PARKING MANAGEMENT STRATEGY

3.1 Introduction

- 3.1.1 The wording of Condition 12 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 Access to Parcel 15

- 3.2.1 As detailed in Section 2.2, the secondary access road between Parcel 10 and Parcel 15 will not be restricted to any particular vehicle type e.g. emergency access vehicles only. The alignment of the road is generally straight, with a shallow bend towards the middle.
- 3.2.2 The access road has a width of 5.5m, which is considered sufficient for an emergency service vehicle (e.g. a fire tender or ambulance) to pass a moving or stationary car if required.
- 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 access road connecting the Parcels for the following reasons:
- Over half of this section of road will service dwellings within Parcel 11, with dwelling frontages, parking and driveways along it. This breaks up the available sections of road where a car could park without blocking an off-carriageway parking space. In addition, one visitor space will be located along the road.
 - While there is a lower concentration of visitor bays in Parcel 10 to the north, on-plot parking is provided to a standard acceptable to WBC. The carriageway width and the straight alignment of the road are sufficient to accommodate occasional on-street parking, if necessary, without precluding access for any larger vehicles which are passing.
 - Those visiting or residing in Parcel 15 benefit from six visitor parking bays on the south-west side of the access road and two on the north-west side. The dwellings in this area also have a suitable amount of on-plot provision. These spaces offer dedicated off-carriageway parking and form part of more direct routes to adjacent dwellings, likely eliminating any desire or need to park along the access road from Parcel 10.
- 3.2.4 With regards to the other vehicular access points with the SBL and NMRES to the north, visitor parking bays have been located close to the junctions to ensure that vehicles are able to park off carriageway rather than on it. This aims to ensure that parked vehicles do not impede the entry and exit movements of any large vehicles which are turning.
- 3.2.5 As such, no further parking management measures are considered necessary to ensure the suitability of any access points, including the link to Parcel 15, 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 Aside from apartments, 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, which are legally unallocated but will not be operated as such for the reasons set out in Section 2.4.
- 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 Vistry. 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, Vistry will be able monitor any parking which occurs on future allocated spaces for unoccupied dwellings. If this occurs, Vistry 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 Vistry.

4 SUMMARY

- 4.1.1 This Parking Management Strategy has been undertaken to support the discharge of Condition 12 under planning consent 231095. The consent permits reserved matters associated with the construction of 256 dwellings at Parcel 10 of the Finchwood Park development in Wokingham.
- 4.1.2 Condition 12 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 throughout the site. The distribution of spaces accounts for the density of dwellings in each area of the site, ensuring a ratio of 0.2 spaces per dwelling is achieved. 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 road connecting Parcel 10 to Parcel 15 will accommodate all vehicle traffic. In the event that a car does park on the road connecting Parcel 10 to Parcel 15 or along other roads within the development, the 5.0m-5.5m width is sufficient to ensure an emergency access vehicle can pass a stationary or moving vehicle on the straight sections of road. Visitor bays are provided close to the junctions with the SBL and NMRES to discourage the need for on-street parking in the path of a turning vehicle.
- 4.1.5 Management of the unallocated and visitor parking spaces would fall to Vistry 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



49 PLOTS - 6 SPACES
0.12 SPACES PER PLOT

32 PLOTS - 7 SPACES
0.22 SPACES PER PLOT

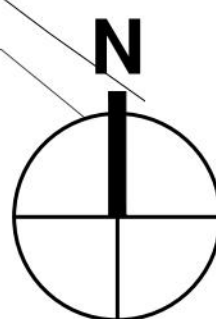
69 PLOTS - 19 SPACES
0.28 SPACES PER PLOT

50 PLOTS - 10 SPACES
0.20 SPACES PER PLOT

56 PLOTS - 13 SPACES
0.23 SPACES PER PLOT

KEY

- P1 ALLOCATED PARKING SPACES - 281
- U UNALLOCATED PARKING SPACES - 103
- V VISITOR PARKING SPACES - 54
- SH SPECIALIST HOUSING PARKING SPACES - 7
- TOTAL PARKING SPACES - 445
- CYCLE STORAGE LOCATION



0 m 10 m 20 m 30 m 40 m 50 m 100 m

Scale



Client: Cala Homes
Drawing Title: Parking Plan
Scale: 1:500 @ A0

Revision	Drawn	Check	Date
1	MAP	---	18.10.23
2	MAP	---	06.12.23
3	MB	---	15.12.23



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