

Date: 13 April 2026
Application: 260736



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 260736

Applicant: Mr Ned Rooney

Site Address: Land Off Eversley Road, adjacent to Highfield Park, Arborfield, Berkshire

Parish: Arborfield and Newland

Grid Reference: Easting - 476104, Northing - 165910

Type of Development: Minor Gypsy and traveller pitches (1-9)

Proposal: Full application for the proposed change of use of land for the stationing of 1 no. static caravan for occupation by Gypsies / Travellers with associated access.

Case Officer: Helen Maynard

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 260736. 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 **5 May 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP [ML]		
Service	WBC Highways	App No:	260736
Address:	Land Off Eversley Road, adjacent to Highfield Park, Arborfield, Berkshire.		
Proposal:	Full application for the proposed change of use of land for the stationing of 1 no. static caravan for occupation by Gypsies / Travellers with associated access.		
Type of Development:	Minor Gypsy and traveller pitches (1-9)		
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

General

The proposals are for the change the use of land for the stationing of one static caravan and associated access arrangements.

The applicant states that the proposal will seek to improve the existing access to the site. However, given the existing conditions and the absence of approved council record, unless the applicant can justify that it is an existing lawful access for vehicles, it is to be considered as a new access, which is discussed further below. It has therefore been referred to throughout this response as '*the proposed access*'. The proposed access is onto the A327 Eversley Road.

The proposed access will lead to an access road consisting of unbound track, circa 170m in length, at the end of which is the proposed caravan plot and a turning head.

It is noted that other applications have been submitted to WBC (Ref: 260735 and 260737) which utilises the same proposed access, though the proposals for the access road differ. Due to these other applications, the access track is considered to be a shared access for both plots.

The traffic generated from one plot of caravan is unlikely to have significant impacts on the wider highway network.

Access

Proposed Access

Drawing 2509(p)133a has been submitted which sets out the proposed access arrangements. The proposed access comprises of a bell mouth junction with 6m radii each side which forms access to a 10m strip of tarmac with a width of 5.5m with 2m either side.

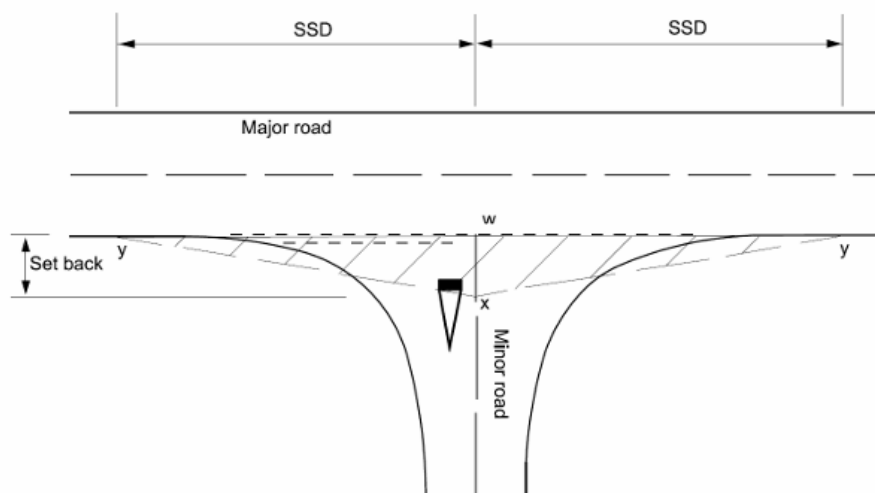
As the proposed access is situated near a street lighting column, a telegraph pole and what appears to be a utilities box, the WBC Streetworks / Highway Assets teams may need to be consulted by the applicant.

A Stage 1 Road Safety Audit report is required for a new access onto an A-road which is to be submitted by the applicant. It should be noted that speed survey results are required to be reported. Depending on the AADT, further highway works may be required, such as implementing a ghost island, in line with DMRB CD123.

The visibility splays of 2.4m x 120m (for a 40mph road in line with DMRB) have been shown in Drawing 2509(p)132a. This section of the A327 is subject to a 50mph speed restriction therefore 2.4m x 160m visibility splays are to be shown on a revised plan. Alternatively, this can be assessed based on the speed limits of the 85-percentile speed provided by the applicant submitting full speed survey results for the road where the access is located. This is to set out the Annual Average Daily Traffic (AADT) flows.

The guidance given in DMRB CD 123 'Geometric design of at-grade priority and signal-controlled junctions' should be followed. Visibility should be measure from 2.4m set back from the major road edge of carriageway, and the splay should be taken from the set back to the nearside edge of the carriageway at the corresponding SSD for the speed of the major road:

Figure 3.4 Priority junction visibility splays



The proposed plans do not highlight the street lighting column, telephone pole or road sign located on the A327 just to the north-east of the proposed access. To add,

the vegetation to be removed on the plan appears much less than the vegetation present along the northwestern edge of Eversley Road. The applicant is to demonstrate that visibility splays to be provided in accordance with Figure 3.1 of DMRB CD 109, with no obstruction to the required sightlines between a driver's eye height of 1.05 m and an object height of 0.26 m over the full stopping sight distance. Within the visibility splay, the sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility between 0.6m and 2.0m in height.

Proposed Access Road

Regardless of the site roads are offered for adoption or remained private, the internal road layout will need to be built to highway standards.

Following the initial 10m of tarmac from the site access, the width of the access road narrows to 3.5m and then widens to 5.5m again just south of the access to the caravan plot access.

As the proposed access is shared with other plot(s), the applicant is to justify the proposed reduction in width along the access road. The internal road would have to be designed in line with WBC living Streets: Highways Design Guide (2019). For residential development with less than 10 plots, the shared access road will need to be upgraded to a minimum width of 4.1m to accommodate two-way traffic. A 4.5m wide shared access will be required to accommodate up to 25 residential plots.

It is noted that the planning application 260735 shows a continuous 5.5m wide access road with 2m strips on both sides for the total length of the access road, which is a preferable arrangement as this would provide two-way vehicle movement.

Swept Path Analysis

The furthest point of the proposed caravan is well outside of the 40m threshold from the public highway for emergency access. In turn, the applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in the forward gear with the below dimensions:



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

It is welcomed that a turning head has been incorporated into the design to accommodate larger vehicles manoeuvring. However, the swept path analysis is to be shown on a plan.

Swept path analysis of the site access is to be shown on a plan for cars, fire tender, refuse vehicles (noted below in 'Refuse Collection Strategy') to and from both directions of the A327. It should be noted that under no circumstances shall vehicles reverse from the site access into the A327, and all manoeuvring is to be shown to occur within the red line.

The applicant is to confirm the largest vehicle, which is anticipated to access the site, and provide additional swept path analysis of this vehicle if it is different to the refuse vehicle, as noted below. The applicant is required to show that the largest vehicle and a large saloon car can pass each other at the site access.

Pedestrian Access

The proposals have not proposed any improvement along the A327 or surrounding area which would provide pedestrian access into the site at the proposed access, or along the proposed access road to access the caravan plot. There is a 2m strip of tarmac shown above the bell mouth for just over 10m, however this does not provide connection with existing pedestrian or cyclist network. This is also shown either side of the northern end of the access road near the entrance to the caravan plot and turning head.

The lack of pedestrian access strategy is to be considered by the applicant as WBC Highways would likely object to the proposals on this basis.

Pedestrian connections are required for the sustainability of the site, which is discussed further below.

Sustainability

The applicant has submitted a statement titled '*Access to Services & Amenities*' (dated May 2025), which is welcomed. However, the distances to local amenities and facilities within the document exceed the preferred maximum of IHTs Guidelines for Providing Journeys on Foot.

Despite the distance to services, there are no pedestrian or cycle connections between the site and surrounding infrastructure, or a crossing point near the proposed access to provide continuous connection with the pedestrian and cycle network along Eversley Road and Baird Road. Should the applicant wish to continue with the proposals, WBC Highways would expect the applicant to suggest suitable improvements to enhance the site sustainability and accessibility.

The implementation of a footway and crossing in the location of the proposed access will have to consider potential impacts on services, land ownership, drainage and utilities to determine its viability.

Given the site will be access via the A327 Eversley Road, a Stage 1 RSA will be expected for any proposed alteration that will impact on road user behaviours, or change the outcome of a collision.

Due to the above, Highways would object to the proposals on the grounds of sustainability unless the applicant can suggest any suitable contributions and/or improvements.

It is noted that the plans provided show an area marked by a blue line which connects the proposed access road to the existing access road to the caravan site to the south-west. The applicant is to clarify whether this area is intended for use as a pedestrian link.

Parking

Parking is to be provided in line with WBC Parking Standards, and the minimum dimensions of each parking space is 2.5m x 5m. Drawing 2509(p)135a shows the proposed floor plans of the static caravan which is to have three habitable rooms.

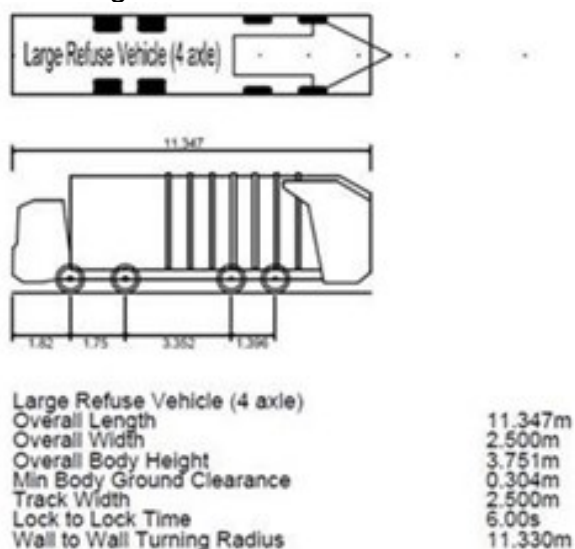
For a proposed dwelling of this scale in a 'village' location, two parking spaces are required. The proposed plans show 2 parking spaces of suitable dimensions, which is welcomed. This is an acceptable parking provision in line with WBC's Parking Standards.

Cycle Provision

Cycle storage is to be provided in line with WBCs Parking Standards. One cycle parking allocation will be required per caravan for 3 or less habitable rooms. The plans show sufficient space within the plot area for cycle storage, however the proposed cycle storage is to be indicated on the plan.

Refuse Collection Strategy

In line with MfS, the maximum carrying distances for households is 30m, and refuse collection operators is 25m from a refuse collection point. Given the distance of the caravan plot from the public highway, a refuse vehicle will have to enter the site to undertake refuse collection. In turn, swept path analysis is required to demonstrate the manoeuvring of a refuse vehicle entering and leaving the site access in the forward gear with the below dimensions:



It is recommended that the applicant consults with the councils Cleaner & Greener team regarding refuse collection as this is a shared access.

Summary

WBC Highways have provided comments on this application noting other applications have also been submitted (Ref: 260735 and 260737) which are similar and utilises the same proposed access. This response considers the access as a shared access.

The applicant considers the proposals to consist of improvements to an existing access. However, unless the applicant can justify its lawfulness, WBC Highways consider this to be a new access. Additional information is required regarding visibility and a Road Safety Audit Stage 1 for the new proposed access. The applicant is also advised to consult TM, and the WBC Streetworks / Highway Assets teams accordingly.

The design of the access road is to be revised to ensure it is in accordance with the WBC Highways Design Guide.

Swept path analysis is required for several vehicles to ensure that the site access and turning head have been designed appropriately.

The above information is required; however, it should be noted that WBC Highways would likely object to this application given the lack of pedestrian connectivity and access to the site unless the applicant can suggest any suitable contributions and/or improvements.

Conditions & Reasons (if required)

Date:	30.04.2026	Signed:	JP [ML]
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