

Date: 18 December 2025
Application: 253071



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Approval of Reserved Matters Consultation

Application Number: 253071

Applicant: The Owner and/or Occupier

Site Address: Land To West Of Park Lane, Charvil, RG10 9TS

Parish: Charvil

Grid Reference: Easting - 477511, Northing - 175185

Type of Development: Major Dwellings (10+)

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). Details of appearance, landscaping, layout and scale to be considered.

Case Officer: Benjamin Hindle

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 253071. 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 **18 January 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highway Management Officer		
Service	WBC Highways	App No:	253071
Address:	Land To West Of Park Lane, Charvil, RG10 9TS.		
Proposal:	Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). 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

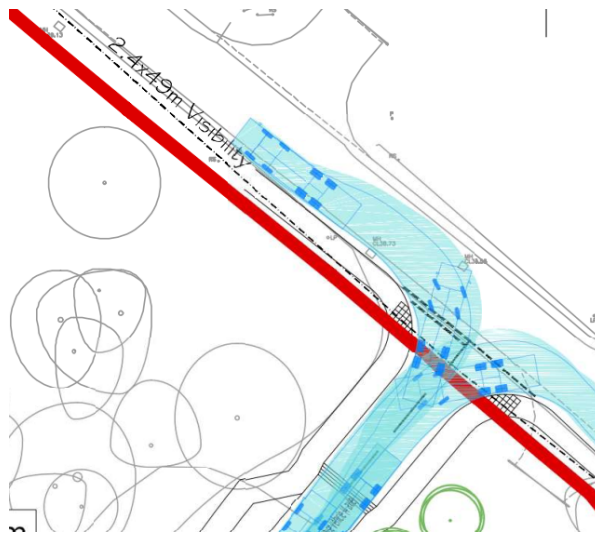
This document provides the Local Highways Authority (LHA) response to planning application no. 253071. The application is supported by a Transport Statement produced by i-Transport. The Reserved Matters application is for 75 dwellings with parking, landscaping and open space.

- The LHA provided a consultation response dated 11th February 2026. Amendments made by the consultant team were received on 11th May 2026.
- The LHA confirmed on 19th June 2026 (**Green Comments**) that all points are addressed by the applicant and there is no objection.
- **15.07.2026:** An amended site plan dated **26th June 2026** was submitted which provided changes to a landscape buffer and a footpath. This masterplan remains acceptable to the LHA. The new masterplan does not change the junction geometry, road widths, visibility sightlines, speed tables or swept paths previously considered acceptable by the Local Highways Authority.

Vehicle Access

1. The LHA note the swept paths show a Refuse Collection Vehicle (RCV) exiting the site uses the full carriageway width of Park Lane. A wider bellmouth junction and wider corner radii are requested to reduce the amount that an RCV will overswing the centre line on Park Lane. Swept paths should also be provided of a large delivery van using the proposed site access, which demonstrate that the delivery van will not overswing the centre line, given delivery vans will likely enter/egress the site on a daily basis.

- a. **19.06.2026:** The LHA consider this point addressed by the applicant's agent. The agent cannot fulfil the request as the land take/site masterplan is now fixed and the site access arrangement was fixed at Outline Application stage. The agent also notes that suitable visibility is available for the driver of a refuse vehicle to identify gaps in traffic.



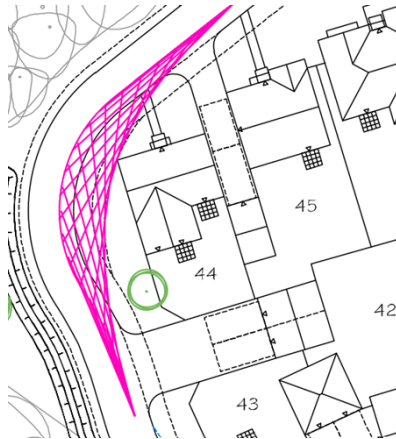
2. Any amended drawings submitted should display the proposed carriageway dimensions and corner radii across the site layout. The drawings should include a scale bar.

- a. **19.06.2026:** This point is considered addressed by the LHA. Drawing ITS210467-GA-001 has been updated to show additional dimensions and corner radii.

3. The LHA require submission of a drawing which demonstrates suitable visibility around all bends on site. Forward visibility only appears to be demonstrated outside plot 44.

- a. **19.06.2026:** This point is considered addressed. Drawing No. ITS210467-GA-002-Rev-F 'Site Layout Review – Visibility, dated 29.10.25'. Suitable forward visibility has been demonstrated across the site in accordance with the 20mph Design Speed required by the Wokingham Living Streets Guidance.

4. The LHA require amendment of the building line outside Plot 44. The sightline passes very close to the building and if OS mapping is inaccurate or the building footprint varies slightly there will not be suitable forward visibility. The LHA also request that the footway outside Plot 44 is widened to allow the forward visibility displayed. This is to ensure the land will not be private and include obstructions to visibility in future such as fences or trees/hedges planted in future.
 - a. **19.06.2026:** This point no longer needs to be addressed given the updated site layout does not include the bend previously shown.

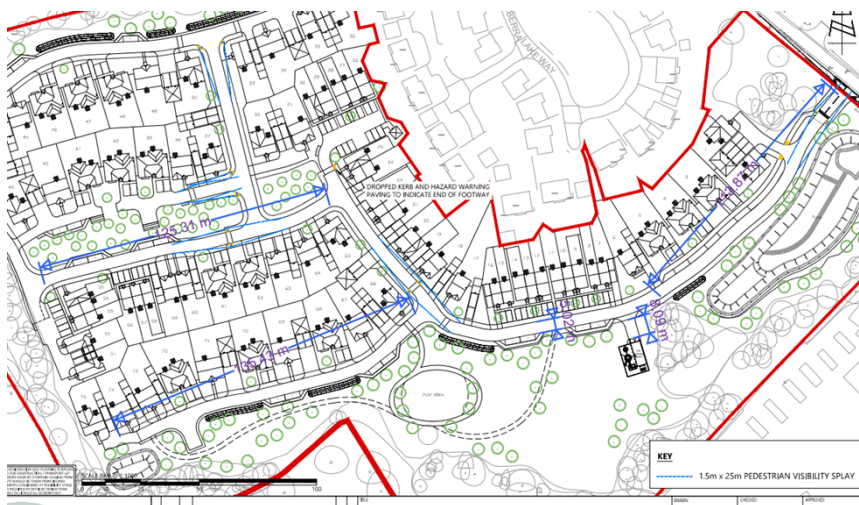


Traffic Calming

5. The LHA require the provision of traffic calming features within the site. 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.
 - a. **19.06.2026:** This point is considered addressed by the LHA. Speed tables are now shown on the site layout as shown on i-Transport Drawing No. ITS210467-GA-001-Rev-F, dated 27.04.26.
6. Tabled crossings would be welcomed in locations where crossings are needed. An additional uncontrolled crossing should be provided to the play area where a path is shown between the visitor parking spaces:
 - a. **19.06.2026:** The LHA consider this point addressed. Crossings are now incorporated into raised tables.



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). A screenshot is provided below highlighting the longer street sections which require speed reduction features:



Site Layout

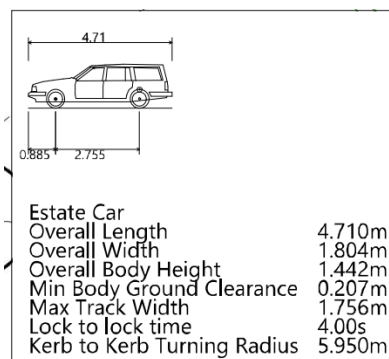
8. Clarification is required of whether cyclists are expected to travel on carriageway with vehicles. If cyclists are expected to travel on carriageway; then a wider internal route should be provided to ensure cars can give cyclists appropriate space whilst passing.
 - a. **19.06.2026:** The internal road is now widened to 5.5m from 5.0m which improves the space available for cycling on carriageway. This meets the absolute minimum lane width of 2.75m (5.5m total width) for cycling alongside traffic on quiet streets. This minimum width is set out by DfT in LTN1/20 – Designing Cycle Infrastructure.

9. It appears that the carriageway width will need to be widened to 5.5m to allow a large car to pass a refuse vehicle or a water tanker.
- a. **19.06.2026:** This point has been addressed. The internal road is now 5.5m wide allowing more space for a car/delivery van to pass a refuse vehicle or a water tanker.
10. The LHA require swept path analysis of the site which demonstrates that the large refuse vehicle and the water tanker can pass a modern large car (measuring c.2.07m wide including the mirrors). If suitable space cannot be demonstrated; then the carriageway should be widened or passing places provided which can be used on collection day.
- a. **19.06.2026:** This point has been addressed by the applicant. The swept paths simulation demonstrates a Water Tanker and refuse vehicle can pass a Volvo XC40 using the wider 5.5m access road.
11. The LHA also require swept paths demonstrating a modern large car can ingress/egress the site and pass a large delivery van such as a long wheelbase Mercedes Sprinter (2.35m wide x 6.96m long). Whilst a refuse vehicle will visit the site once a week, delivery vans associated with online deliveries can be expected on site every day. If the two vehicles cannot pass then the highway should be widened to ensure both vehicles can pass.
- a. **19.06.2026:** The LHA consider this point addressed by the applicant and the swept paths of a delivery van are now provided.
12. The swept paths of an estate car (Drawing No. ITS210467-GA-005-Rev-D, dated 29.10.25, titled '*Site Layout Review – Swept Path Analysis*') display an estate car which measures 4.710m x 1.804m. It is not clear if the 'Overall Width' of 1.804m includes wing mirrors. This vehicle spec will not be considered wide enough to demonstrate suitable width for a car to pass a refuse vehicle, water tanker or delivery van.
- a. **19.06.2026:** This point is now addressed and a modern car has been used.
13. A list of the Top 10 selling cars in 2025 and their overall width is provided below. The majority of these vehicles are 20cm-30cm wider than the estate tracked.

2025 Total New Registrations				
Make and Model	Number of Registrations ¹	Length ²	Width (Mirrors Out)	Width (No Mirrors)
Ford Puma	55,488	4.186m	1.930m	1.805m
Kia Sportage	47,788	4.485m		1.855m
Nissan Qashqai	41,141	4.425m	2.084m	1.835m
Vauxhall Corsa	35,947	4.060m	1.960m	
Nissan Juke	34,773	4,210m	1.983m	1.80m
VW Golf	32,478	4.284m	2.073m	1.789m
Volvo XC40	30,404	4.440m	2.034m	1.910m
MG HS	30,191	4.670m	2.066m	1.89m
VW Tiguan	39,857	4.539m	2.099m	1.839m
Hyundai Tucson	28,613	4.480m	2.065m	1.850m
Delivery Van Dimensions				
Ford Transit		4.973 (L1)	2.272m	2.080m
Mercedes Sprinter (L1)		5.267m	2.345m	
Sprinter (L3)		6.96m	2.345m	
VW Crafter		5.986m	2.427m	2.040m
Vauxhall Combi		4.753 (XL)	2.107m	
Vivar Electric		5.331 (XL)	2.204m	

Notes

1. RAC, 7th January 2026, Top 10 Car Registrations in the UK, Barney Cotton.
<https://www.rac.co.uk/drive/advice/buying-and-selling-guides/the-top-10-most-popular-cars-in-the-uk/>
2. Dimensions Taken from Manufacturers websites.



Number of Car Parking Spaces

14. The LHA accept the number of car parking spaces proposed by the applicant. The TS highlights that 167 car parking spaces are required by the WBC Parking Standards for the site. The WBC parking standards require 108 allocated car parking spaces and 59 unallocated parking spaces including 15 visitor spaces.
15. The Transport Technical Note clarifies a total of 167 parking spaces are proposed across the site:
 - 138 allocated spaces;
 - 16 unallocated resident spaces;
 - 13 visitor parking spaces; and
 - 51 garage parking spaces (additional to the 167 required).
16. The number of unallocated spaces is lower than required by the WBC standards; this is offset by development meeting the total requirement of 167 spaces through more allocated spaces being provided.

17. It should be noted that unallocated spaces are better used to meet parking demand where flats are provided and unallocated spaces can result in more efficient use of communal car parks. The higher number of allocated spaces at this site reflects the site consisting solely of houses where residents would wish to have guaranteed driveway parking outside their home.

Car Parking Space Dimensions / Orientation

18. The LHA require parking spaces (and garage) outside numerous plots to be pulled further forwards closer to the carriageway. This includes Plot 6, Plot 7, Plot 42, Plot 43, Plot 44, Plot 49, Plot 64, 65, Plot 66, Plot 67, Plot 69, Plot 71, Plot 73 and Plot 74.

a. **19.06.26:** The LHA are satisfied that this point is addressed by the applicant.

19. These dwellings appear to have excess driveway space between their parking spaces and the proposed carriageway; which could result in residents attempting to squeeze in additional parked cars and could result in parked cars overhanging the footway.

20. Otherwise, there is space in front of spaces which could result in use as informal parking spaces (but may not be large enough for a car) and this could result in vehicles overhanging the footway and encourage higher levels of car ownership/parking.

21. Some examples are provided below:



Electric Vehicle Charging

22. The TS outlines that active electric vehicle chargers will be provided for all dwellings. The LHA are satisfied that this level of provision which meets the NPPF requirement for developments to provide EV Charging and also meets the requirement of the Building Regulations Part S to provide 1 active EV Charging Point per dwelling within a development site.

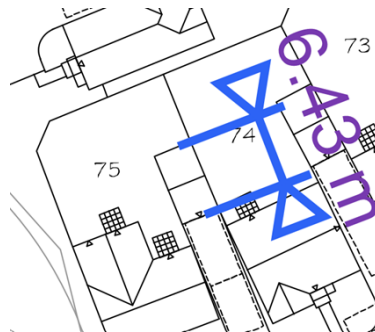
Cycle Parking

23. The LHA require amendment of the site plan to display the sheds which will be used for cycle storage. Some dwellings are displayed without a bike shed or a garage provided.

a. **19.06.2026:** The LHA are satisfied with the agents response which states the site masterplan has been updated to show the cyclestore sheds.

24. Garages should be enlarged to 7m x 3m. The garages appear 6.5m x 3m on the site plan which does not meet the WBC dimensions required for a garage to be considered large enough for car parking and cycle parking (WBC Parking Study 2011).

a. **19.06.2026:** The agent has clarified that the garages are not counted within the car parking provision. Therefore, they do not need to be enlarged as it is not essential for garages to be used for cycle storage AND car parking on this site.



25. The TS outlines that cycle parking will be provided within the garages for each dwellings or sheds for dwellings without garages.

Conditions

The LHA are satisfied that the planning conditions for the Outline Planning application will secure the provision of the highway's amendments agreed during this Reserved Matters process such as road widths, visibility splays, pedestrian crossings and speed tables.

Date:	15.07.26	Signed:	Ben Amey
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