

Date: 3rd September 2025
Application: 251263



**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: 251263

Applicant: Countryside Properties (UK) Ltd

Site Address: Parcel 6, Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY

Parish: Finchampstead

Grid Reference: Easting - 476779, Northing - 164213

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 140 dwellings, together with associated internal access roads, parking, landscaping, footpath 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 251263. 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 Highways Development		
Service	SDL Highways	App No:	251263
Address:	Parcel 6, 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 140 dwellings, together with associated internal access roads, parking, landscaping, footpath 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:	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

This document provides a further consultation response from the Local Highways Authority (LHA) for application no. 251263 which is a Reserved Matters Application for 140 dwellings and internal access roads, car parking, landscaping, footpaths and Sustainable Urban Drainage Systems (SUDS).

The LHA initially provided comments on 3rd September 2025. Amended drawings were submitted on 19th December 2025. Additional comments dated 21st January 2026 are provided below in **Blue**. Further comments dated 19th March 2026 are provided below in **Green**.

Car Parking

1. The LHA accept the number of car parking spaces proposed on site. The application proposes 140 dwellings, 233 allocated car parking spaces, 53 unallocated spaces and 53 garages.

2. The proposed parking spaces measure 2.5m x 5.0m. The aisles within parking courts measure 6.0m. The parking therefore complies with the minimum dimensions required by the Wokingham Living Streets Guidance (2019).

Cycle Parking

3. The shed specification provided is considered acceptable to provide cycle parking for the dwellings proposed on the development site.
4. The number of cycle parking spaces shown within Blocks 1, 2, 3, 4 and 5 are considered an acceptable number of cycle parking spaces for these blocks. Blocks 1, 2, 3, 4 and 5 all provide 5 Sheffield stands each, providing 10 cycle parking spaces in each block for 6 flats in each block.

Trip Generation

5. The trip generation of the application site was assessed within the Outline Consent (O/2014/2179) for 1,500 dwellings. It is understood the 140 dwellings within Parcel 6 fall within the total of 1,500 dwellings. Therefore, the LHA do not have additional comments to make regarding trip generation and impact on junction capacity or queue lengths.

Forward Visibility

6. The LHA require submission of a Drawing which demonstrates suitable forward visibility for the internal streets and at the site's internal junctions. The SSD should be 25m, meeting Manual for Streets requirements for a 20mph design speed on site in accordance with the requirements of the Wokingham Living Streets Guidance (2019).

a) 21.01.26: The LHA require forward visibility to be demonstrated around all bends on the site. Many appear to have been omitted. Forward visibility has been provided for all bends where visibility extends near or beyond back of footpath. Junction visibility is also shown for all junctions.

i. 19.03.2026: The LHA accept that suitable forward visibility and junction visibility splays have been demonstrated at all locations necessary around the layout.

Traffic Calming/Speed Control

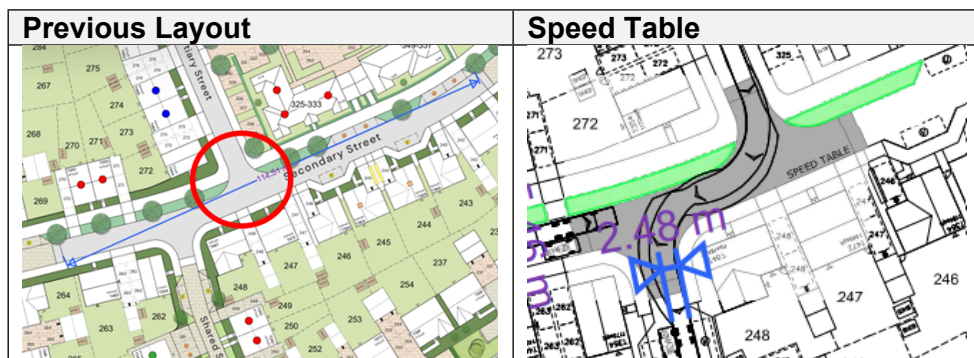
7. The LHA require inclusion of traffic calming/speed control measures on the sites internal access roads every 50m – 80m. It appears some speed tables are provided at internal site junctions; due to differentiation in the surfacing material (however this should be labelled as such on the submitted site plan).

a) **21.01.26: The LHA note that speed tables are now labelled on the plan displaying forward visibility which has been submitted to the LHA. The Drawing should become one of the approved drawings (Morgan Civil + Structural Drawing No. MCS-XX-XX-DR-C-3650-Rev-P01 titled 'Forward Visibility and Visibility at Junctions', dated 17.11.25).**

8. There is a straight distance of c.114m without changes in the alignment of the road or any traffic calming features and therefore additional traffic calming features should be introduced.

9. The junction circled below would also benefit from a tabled crossing to prioritise pedestrians and cyclists using the 3.0m wide shared use path.

a. **19.03.26: The LHA note that a raised speed table is now shown at the junction in question. This request is resolved.**



Internal Access Roads

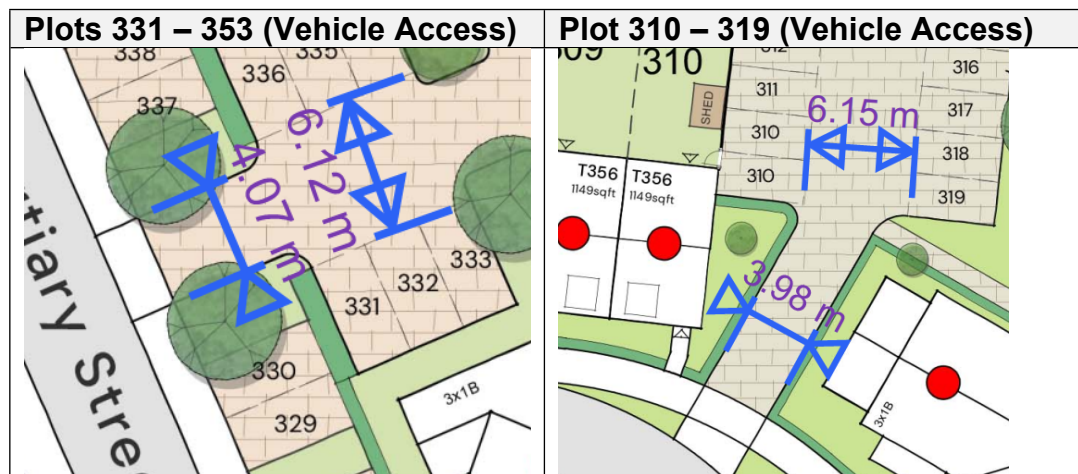
10. Many of the private drives, shared surfaces and car park accesses on the proposed site plan only measure 4.1m wide, which is not wide enough for two modern vehicles to pass each other. The LHA require these accesses to be 4.5m wide. The Wokingham Living Streets Guidance (2019) specifies a minimum width of 4.5m for accesses to Mews, Housing Squares and Parking Courts. This is to allow two vehicles to pass each other and prevent vehicles needing to reverse out onto the main streets when confronted with a vehicle travelling in the opposite direction.

11. The internal access only measures 4.07m wide for parking spaces 331 – 357 for plots 334 – 357. A minimum width of 4.8m should be provided to allow two vehicles to pass each other; otherwise, vehicles will need to reverse out onto the street. Given this car park has 20 spaces, it is likely cars will encounter one another frequently.

a. **21.01.26: The LHA consider this request resolved, the access to the spaces for 331 - 337 now appears 4.8m wide.**

12. The access is also 4.0m wide for the parking at plots 310 - 319. This should also be increased to a minimum of 4.8m wide.

- a. The LHA also consider this request resolved. The access to the spaces for 310 – 319 now appears to be 4.8m wide.



Refuse Collection and Servicing

13.21.01.26: The LHA require amendments to the swept paths and to the highway geometry to demonstrate vehicles will not need to reverse excessive distances to allow refuse collection. The NPPF states in Paragraph 117 that *'Applications for development should: Allow for the efficient delivery of goods, and access by service and emergency vehicles'*.

Bin collection points are to be utilised to reduce reversing distances. BCP proposed outside plots 267 & 287.

- a. 19.03.26: The LHA accept this solution and are grateful for confirmation that BCP points will be used to reduce reversing distances and drag distances for collection operatives.

14. The LHA require the following changes to swept paths:

- a. Swept paths should demonstrate that the RCV can pass a large car. The swept paths show a 'DB32 Private Car' which only measures 1.715m wide. This is an outdated design vehicle given Design Bulletin 32 was published in 1977. A modern large car should be used. A large car now measures c.2.0 – 2.2m wide (including mirrors). Examples include an Audi Q8 (2.190m wide), a Mercedes GLS (2.15m wide) and a Land Rover Discovery (2.209m). **Drawing C-3600 has been updated with a modern large car used.**

- i. 19.03.26: The LHA note the swept paths now include a large car measuring 2.032m wide. The swept paths are now accepted.

- b. The swept paths should provide 300mm clearance between the vehicle tyres and the kerb face. The swept paths show vehicles tyres touching the kerb face which is unrealistic. **300mm**

clearance used for swept path apart from where RCV passes large car, as not unrealistic for vehicles to pull in to pass each other.

- c. Additional drawings should be provided which demonstrate that a large car and a delivery van can pass each other (A Mercedes Sprinter 6.96m long and 2.35m wide should be used). Whilst a refuse vehicle may visit only once a week, there are likely to be online delivery vans on the site every day of the week from supermarkets, Amazon, DPD or associated with tradespeople and removals. **Drawing C-3604 updated to include modern large car and delivery van.**

- i. 19.03.26: The LHA accept the swept paths now that they demonstrate a modern large car can pass a modern delivery van.

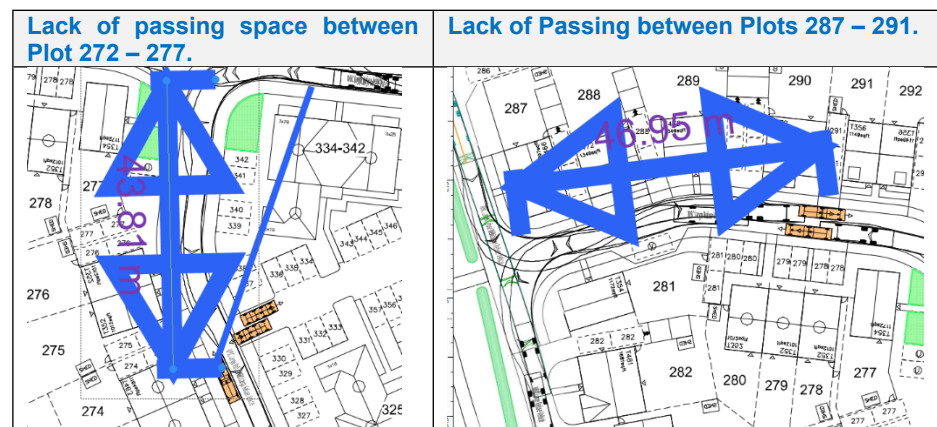
15. The following adjustments should be made to the highway geometry:

- a. The highway geometry will need adjusting to accommodate modern vehicles, for which swept paths should be provided (as outlined above). **Swept paths updated for modern vehicles.**

- i. 19.03.26: The LHA are now satisfied that the swept paths have been updated to show modern vehicles and that the highway geometry will be suitable.

- b. The section of street between plot 272 and 277 will require widening to provide additional passing space between a large car and refuse vehicle. Only one passing point is shown. It appears a vehicle could have to reverse c.43m if confronted with a RCV coming around the corner. A similar problem occurs between Plots 287 – 291. **Second passing points shown.**

- i. 19.03.26: The LHA are now satisfied that suitable passing space is demonstrated.



c. The passing places should have suitable forward visibility of the approaching Refuse Collection Vehicle to allow vehicles to stop and wait for the RCV to pass. **Forward visibilities have been added.**

i. 19.03.26: The LHA are now satisfied that suitable intervisibility exists between the passing places between the refuse vehicle and an approaching car.

d. In numerous instances on the site plan, the private car would not have suitable forward visibility of an approaching RCV whilst it turns the corner. Blue lines illustrate where a car would have forward visibility of the RCV obstructed by a dwelling: **Forward visibility added for first case, others are junctions and therefore forward visibility does not apply.**

i. 19.03.26: The LHA accept this explanation.



Date:

19th March 2026

Signed:

Ben Amey