



Arborfield District Centre – Residential Elements Parking Management Strategy

Client: Taylor Wimpey

i-Transport Ref: PH/HC/EN/ITL211106-001 R

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i-Transport LLP

33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL211106-001A	FINAL	24/03/2026	EN / HC	PH

File Ref: L:\PROJECTS\210000 SERIES\211106 - Arborfield District Centre - PMS\Admin\Report and Tech
Notes\ITL211106-001 R Parking Management Strategy.docx

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SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 This Parking Management Strategy (PMS) has been prepared on behalf of the applicant, Taylor Wimpey, to partially discharge condition 11 of the Reserved Matters (RM) planning consent (RM application reference: 230872), granted for the provision of a mixed-use development at the Arborfield District Centre.

1.1.2 Condition 11, of the RM planning consent states:

"11. Prior to the first occupation of any part of the development, a Parking Management Strategy for all parking spaces (residential and public) shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include details of the management of all parking spaces, the monitoring of parking throughout the development, a process for activating passive Electric Vehicle Charging spaces, and the ability to request and fund Traffic Management Orders if required."

1.1.3 Accordingly, this PMS details the parking provision and proposed management measures that will be implemented to ensure the parking is controlled for the residential parcels (Western Residential Parcel, Central Zone, Eastern Residential Parcel and Parcel RE) and associated commercial elements (High Street) of the Arborfield District Centre only.

1.1.4 It should be noted that the community centre, Pub, Supermarket & Pre-school elements within the Arborfield District Centre are to be discharged by separate applicants.

1.1.5 The site is located within the administrative boundary of Wokingham Borough Council (WBC), who are the combined local highway authority (LHA) and local planning authority (LPA).

1.2 Structure

1.2.1 The remainder of this report is structured as follows:

- **Section 2** – Summarises the parking layout and allocation of spaces
- **Section 3** – Sets out the proposed management and mitigation measures

SECTION 2 CAR PARKING DESIGN AND ALLOCATION

2.1 Overview

- 2.1.1 This section details the proposed provision of car parking spaces, the site layout and the extent of adopted highway within the site.

2.2 Site Layout

- 2.2.1 The proposed parking plan, which was included as part of a recent non-material amendment (NMA) application (NMA planning application reference: 260099), is provided in full within **Appendix A** with an extract provided at **Image 2-1**.

Image 2-1: Proposed Site Layout



Source: IESIS CIVILS, Dwg Ref: 22585-02-00

2.3 Car Parking Provision and Allocation

- 2.3.1 To determine an appropriate number of car parking spaces for the Western Residential Parcel, Central Zone, Eastern Residential Parcel and Parcel RE development, the WBC Parking Demand Calculator has been assessed in consideration of the site layout.
- 2.3.2 The Western Residential Parcel, Central Zone, Eastern Residential Parcel and Parcel RE development includes a total of 362 parking spaces. The type and number of parking spaces is set out in **Table 2-1**.

Table 2-1: Parking Provision

Type of Parking	No. of Parking Spaces
Allocated Spaces	270
Garage	52
Visitor Spaces / Unallocated	38
Disabled Spaces (Unallocated)	2

Allocated Spaces / Garages

2.3.3 As shown in **Table 2-1**, the development provides a total of 270 allocated parking spaces. All house units are provided with a minimum of two dedicated spaces. These spaces are to be provided as one of the following mixes:

- 2x marked parking bays; or
- 1x marked parking bay plus 1x space garage unit.

2.3.4 All apartment block units are provided with one dedicated space per dwelling, with the exception of apartment blocks 2 and 3 which are not provided any allocated spaces.

2.3.5 Additionally, to the rear of apartment block 7, five parking bays are provided for use by staff of the on-site commercial units.

Unallocated Spaces

2.3.6 A total of 38 unallocated / visitor spaces are provided throughout the site.

2.3.7 Six of the proposed unallocated spaces will be provided to the rear of apartment blocks 5 and 6, within the Central Residential Zone. These spaces have been provided with the intention of allowing visitors wishing to access the high street somewhere to park off-street.

2.3.8 A further 24 of the 38 unallocated / visitor spaces are providing in the car parking area adjacent apartment blocks 2 and 3. Whilst these spaces are unallocated, they will be reserved for use by residents of the above-mentioned apartment blocks only.

2.3.9 The remaining eight spaces are provided intermittingly around the site, namely:

- Two spaces within the Western Residential zone by house numbers 6 and 7;
- Four spaces within the Eastern Residential Zone along the spinal road; and
- Two spaces within Eastern Residential Zone in the cul-de-sac by house numbers 170 and 173.

Disabled Spaces

- 2.3.10 Disabled parking spaces will be provided for as and when required, where reasonably practicable. These will be the responsibility of the site management company / landlords and will allow for the removal of the space when / if no longer required
- 2.3.11 From the outset, it is proposed to provide two unallocated disabled spaces adjacent apartment blocks 2 and 3.

Electric Vehicle Charging Provision

- 2.3.12 Electric Vehicle (EV) charging units will be provided in line with Building Regulation Part S. As such, one active EV charging unit will be provided per dwelling with an allocated space.
- 2.3.13 A plan showing the proposed active EV charging locations for the residential elements of the development in red is provided in **Image 2-2** and in full within **Appendix B**.

Image 2-2: Proposed Active EV Charging Locations



Source: Pegasus Group, Dwg Ref: P21-2598_05

2.4 **Adopted Highway**

- 2.4.1 A plan showing the extent of roads to be adopted within the site boundary is provided in full within **Appendix C**, with an excerpt provided within **Image 2-3**.

Image 2-3: Plan of Adopted Highway



Source: Pegasus Group, Dwg Ref: P21-2598_DE_18D-Adoption Plan

2.4.2 As can be seen in **Image 2-3**, the majority of the roads within the site curtilage will be adopted by WBC and made public highway.

SECTION 3 PARKING MANAGEMENT STRATEGY

3.1 Overview

3.1.1 This section sets out Parking Management Strategy for the Arborfield District Centre (Western Residential Parcel, Central Zone, Eastern Residential Parcel and Parcel RE) development which comprises:

- Management of Parking Spaces;
- Mitigation measures;
- Monitoring and Review of Parking Spaces;
- Process for Activating EV parking spaces; and
- Process for requesting Traffic Regulation Orders.

3.1.2 The site management team / landlords will be responsible for implementing and managing car parking at the development in accordance with the strategy set out in this document.

3.2 Management of Parking Spaces

3.2.1 All residents will be made aware of the car parking arrangements at the site, including whether they have been assigned an allocated bay or not, upon initial occupation. They will also be provided a copy of the car parking plan (**Appendix A**).

3.2.2 As detailed in **Section 2** above, the majority of parking spaces at the development are proposed to be allocated. All allocated parking provided will be for the use of residents of the associated dwelling and thus have been positioned as close to the relevant residential unit as possible, minimising walking distance for residents. This will ensure that the spaces are provided with passive surveillance and result in a degree of self (resident) management.

3.2.3 Unallocated / visitor spaces within the development will be clearly identified and will be monitored by the on-site management team / landlords via surveys, queries and feedback from residents of the site.

3.2.4 The site layout has been designed to prevent parking other than in designated bays. All provided car parking bays are clearly marked and provided within the immediate vicinity of the residential properties.

Signage

3.2.5 Where unallocated private parking is provided off the highway extent to be adopted by WBC, appropriate signage will be erected at the entrance / exit of the proposed parking areas, indicating that the spaces are on private property and reserved for use by residents (and their visitors) of the development only. These areas will include:

- The 26 spaces within the Western Residential Zone adjacent apartment blocks 2 and 3;
- The two spaces within the Western Residential zone by house numbers 6 and 7; and
- The six spaces within the Central Residential Zone to the rear of apartment blocks 5 and 6.

3.2.6 The indicative locations of the signs to be erected are shown in **Image 3-1**.

Image 3-1: Location of Signage



3.3 Mitigation Measures

3.3.1 Allocated parking is provided within the curtilage of each individual property. This will ensure clear ownership and use of these spaces and thus deter their improper use.

3.3.2 In the cases of the unallocated spaces provided by apartment blocks 2 and 3, to the rear of blocks 5 and 6, and by house numbers 6 and 7; given the proximity of the unallocated car parking spaces to the residential units, they will be provided with passive surveillance from the residents. It is considered that this, alongside clear signage indicating that the parking is for residents' usage only, will dissuade visitors to the site from parking in these spaces long-term.

3.3.3 The development will be supported by a financial contribution to the My Journey Wokingham Scheme operated by WBC. This will assist in encouraging the uptake of sustainable modes of travel and help to reduce the demand for parking within the site.

3.3.4 In the cases of any complaints received, this will be picked up by the management team and remedial actions will be taken if necessary. Details of all complaints of parking space misuse will be logged and made available to the local authority upon request, the details to be logged are:

- Nature of complaint;
- Name and address of complainant; and
- Time of complaint.

3.3.5 Should it be required parking enforcement measures would be introduced (subject to the support of WBC) in the form of parking controls / restrictions. The requirement for this will be determined by the results of the monitoring surveys and feedback received from residents.

3.4 Monitoring and Review of Parking

3.4.1 The PMS will be a 'live' document which will be kept under review by the site management team / landlords. It will be the duty of the site management team / landlords to organise monitoring surveys and manage usage of the car parking spaces.

3.4.2 The areas that will be monitored as part of this PMS are shown in red within

3.4.3 .

Image 3-2: Areas to be Monitored

Monitoring

3.4.4 The management team / landlords will arrange for a survey to be undertaken at the development following six months of full occupation. Prior to commissioning the surveys, the scope as set out in broad terms would be agreed with WBC, however it is expected that the surveys at minimum will comprise of the following:

- Usage of the unallocated bays;
- Usage of the disabled bays;
- Details of whether a resident owns an EV vehicle; and
- Survey of any uncontrolled on-street parking.

Review

3.4.5 The results of the monitoring surveys in combination with any feedback received from residents will be reviewed by the management team. The management team will also log and review any incidents that occur (particularly incidents that are detrimental to health and safety) and provide the results of the surveys and incident logs to WBC. If deemed necessary, the management team / landlords will work with WBC to make determine appropriate remedies and make suitable revisions to the parking strategy.

3.5 Process for Activating Passive Electric Vehicle Charging Spaces

- 3.5.1** Residents of the apartment units without an allocated space will be able to make a request to the management team for the provision of an active EV charging space, with proof of ownership of an EV vehicle. The management team will then facilitate the implementation of the EV charging unit and activate a passive space (subject to any agreed charges).

3.6 Traffic Regulation Orders

- 3.6.1** As the majority of road within the site is to be adopted by WBC and made public highway, the statutory arrangements for requesting and implementing Traffic Regulation Orders (TRO) will be followed.
- 3.6.2** This entails making an application to WBC who will then decide on the merits of the application whether the TRO is necessary and is granted permission. The requirement for a TRO will be discussed with WBC following the outcome of any monitoring or as a consequence of resident feedback. Subject to the agreement of WBC an appropriate TRO will be consulted upon and if acceptable implemented. The management company will support WBC with the preparation of one TRO consultation and its implementation.

APPENDIX A. Car Parking Plan



KEY: PARKING STRATEGY		
	APPLICATION BOUNDARY	
PARKING TYPOLOGIES:		
	HARDSTANDING (ALLOCATED)	270
	GARAGE	48
	GARAGE V2	04
	RESI VISITOR/ UNALLOCATED	37
	INDICATIVE PUB PARKING	53
	NURSERY	06
	DISTRICT CENTRE/LEISURE CENTRE/COMMUNITY CENTRE	126
	INDICATIVE SUPERMARKET	115
	RESI/UNALLOCATED DISABLED	2

APPENDIX B. Electric Vehicle Charging Plan



PARCEL N - INDICATIVE

LEAP

ARBORFIELD GREEN
LEISURE CENTRE

- Active EV Fast Charger 7kW x 201
- Passive EV (Ductwork only, may require future capacity upgrades) x 20

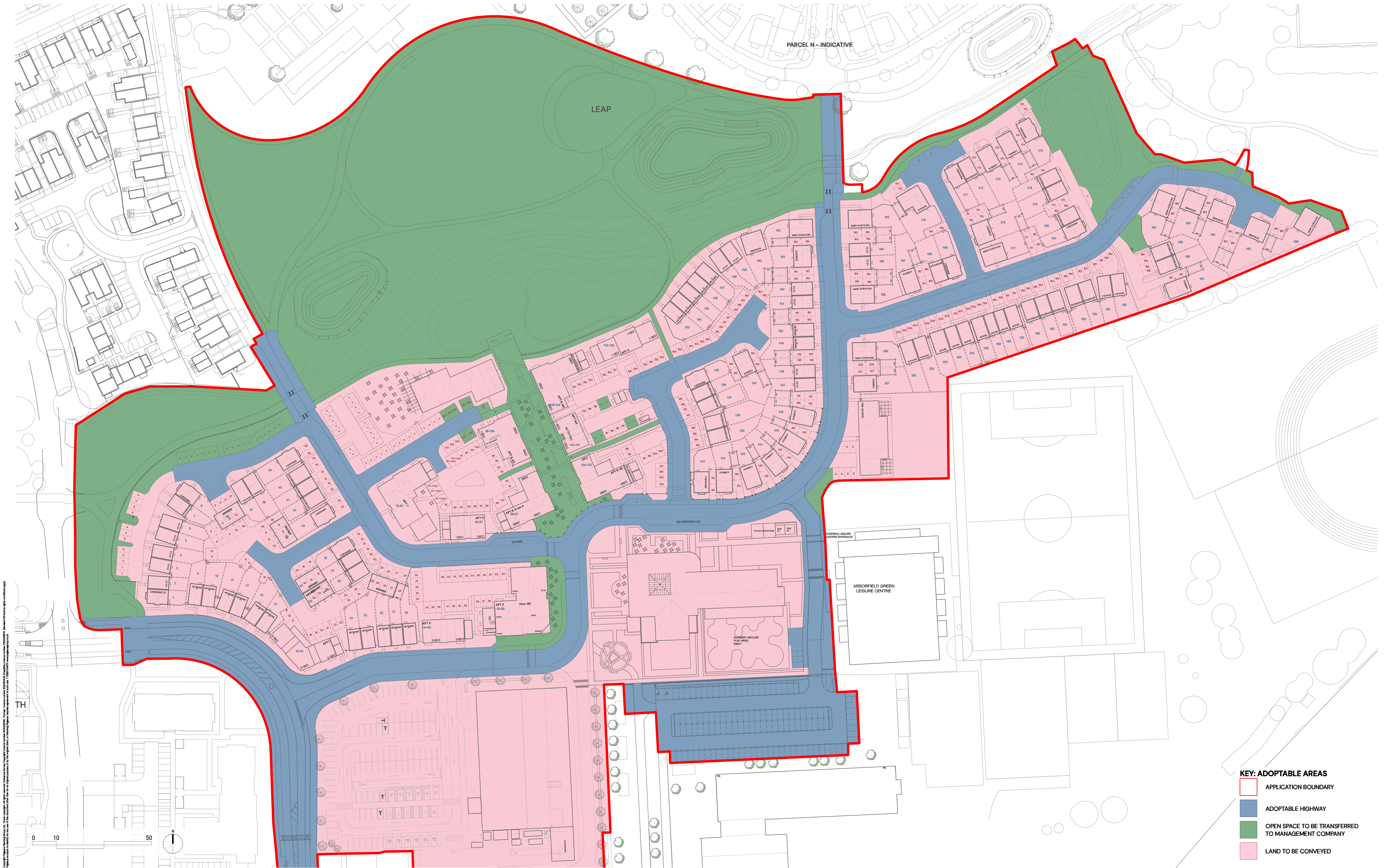
- Passive EV (Ductwork only, may require future capacity upgrades) x 20

ARBORFIELD GREEN DISTRICT CENTRE

ELECTRIC VEHICLE CHARGING PLAN

DRWG: AGDC-EV001 rev A

APPENDIX C. Highway Adoption Plan



ARBORFIELD GREEN DISTRICT CENTRE - ADOPTION PLAN

PEGASUS
GROUP

