

Date: 23 July 2025
Application:



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

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Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 251457

Applicant: Miss Kristina King

Site Address: Parcel 8, Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY

Parish: Finchampstead

Grid Reference: Easting - 476850, Northing - 164622

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 37 dwellings, together with associated internal access roads, parking and landscaping. Details of access, appearance, landscaping, layout and scale to be considered.

Case Officer: Adriana González

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 251457. 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:	BA/JP		
Service	SDL Highways	App No:	251457
Address:	Parcel 8, 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 37 dwellings, together with associated internal access roads, parking and landscaping. 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

Initial comments were issued on 15th July 2025. Further comments dated 2nd October 2025 are provided in **Green**.

Introduction

This is a RM application for 37 dwellings as Parcel 8 of Hogwood Farm development. It is understood that the applicant has submitted another concurrent application (Ref. 251476) for 40 dwellings, also on Parcel 8.

Pre-application advice (Ref. 220662) for the wider site (Parcels 7-9) has been provided by the HDC, under the council's response letter dated 22nd March 2022, for early-stage comments and directions prior to this application.

A Transport Statement (TS) prepared by Stuart Michael Associates and a Design and Access Addendum prepared by Thrive Architects Ltd have been submitted in support of the planning application. The LHA require the submission of further information and amended plans in order to be content with the reserved matters application.

Vehicle Access

1. Drawing No. PLN-8-4005 (Rev. E) dated 28th February 2025 demonstrates visibility splays of 2.4m x 25m at internal site access junctions. This complies with the Manual for Streets visibility standard for the proposed 20mph speed limit. Corner radii of 4m and 6m are displayed for the access road north (hereafter 'A(N)') and south (hereafter 'A(S)'), respectively.



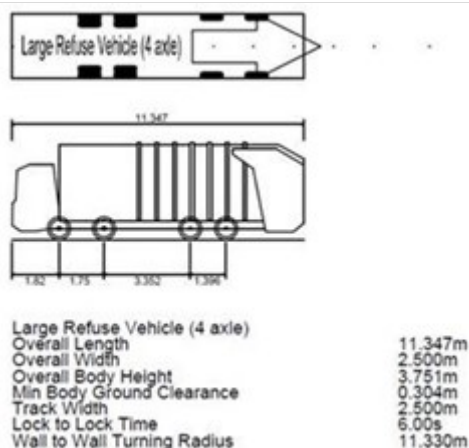
2. As A(N) provides access for 14 households, the minimum access road width is recommended to be 4.8m. As this road also provides access for refuse vehicle, the minimum width of the road should be no less than 5m.
 - a) The revised site plan displays an access measuring 5.0m wide. This is now considered acceptable.
3. The LHA require visibility to be measured using a 2.4m setback from the give-way line for the site access. The visibility splay has been measured from 1.6m at the primary site access junction, as shown on Stuart Michael Associates Drawing No. PLN-8-4005-Rev-E titled 'Visibility Splays Parcel 8 dated Feb 2022'. Any landscaping within these splays will need to be maintained to a maximum height of 0.6m and therefore it is crucial the splay is correctly demonstrated in accordance with MfS requirements.
 - a. The visibility splay now appears to be measured from a 2.4m setback from the give-way line and is considered acceptable.
4. The LHA require provision of a tabled crossing over the primary vehicle access junction to prioritise cyclists using the cycle link which passes the site.
 - a. Barratt's confirm that the cycleway sits outside of the redline and therefore they cannot provide a tabled crossing. Therefore this is no longer requested.



- ## Pedestrian Access to Rear Gardens

- ### Site Layout and Swept Paths of Fire Tender and Refuse Vehicle

7. The swept paths for a fire tender are acceptable.
8. While the LHA would have expected the following dimensions of refuse vehicle to be used for swept path analysis, in particular for the differences between turning radius of two refuse vehicles, the LHA advises revision of the swept paths submitted.



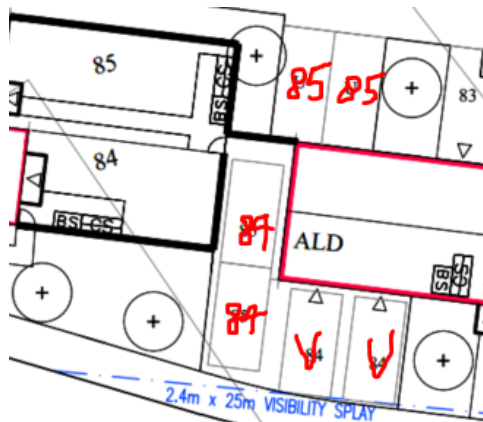
9. The swept paths for a refuse vehicle show that the refuse vehicle body and chassis would overrun the highway verge to the north of Plot 75.
10. The swept paths should show that a refuse vehicle and a large can pass each other.
11. The LHA require the applicant to adjust the carriageway width, corner radii and provide amended swept paths which demonstrate a refuse vehicle will not overrun the highway verge and encroach the public highway.
 - a. **The LHA are satisfied with the updated drawings which now include swept paths for the correct refuse vehicle and the swept paths demonstrate.**

Overall No. of Car Parking Spaces

12. The LHA consider the number of parking spaces proposed acceptable. The number of parking spaces has been determined by using the WBC Parking Calculation Spreadsheet for developments in a village location, which is welcomed.
13. Parcel 8 will provide a total of 59 car parking spaces, which include: 39 allocated spaces with an additional 5 visitor parking spaces and 15 unallocated parking spaces.
14. An addition of 12 garage bays of suitable dimensions for car parking are proposed, but these have not counted towards the parking provisions. This is welcomed by the LHA.
15. However, independent accesses to parking are required to all individual properties. The applicant has to clarify which household(s) will own the garage parking at Plots 82 and 83, with the allocated parking spaces for Plot 75 and 84 in front of garages, if these garage spaces will be expected to be utilised for parking.
 - a. **The cover letter states that Plots 82 and 83's car ports will fall to the Plots that have allocated spaces in front of them.**
16. According to WBC Parking Standards, 0.2 visitor space shall be provided per dwelling, so that 8 visitor parking spaces are required. The applicant shall redistribute the quantum of visitor and unallocated parking.
 - a. **This point and point 18 have now been addressed by the addition of 3 unallocated spaces which have been amended to Visitor spaces and distributed across the site.**

Distribution and Arrangement of Parking Spaces

17. A minimum of 6m driveway clearance has been provided at the parking court of the flat blocks, for vehicle manoeuvring at forwards gear when leaving the highway. This is welcomed.
18. The proposed unallocated parking spaces are clustered around the flat blocks SB42, and similarly visitor parking spaces are clustered around the parking court opposite to Plots 70 and 71. The LHA recommend the visitor and unallocated spaces to be better distributed across the site.
19. The applicant shall explore the possibility for providing the parking spaces for Plot 75 on the same side of the dwelling.
20. To prevent additional parking that obstructs the turning head, it is recommended to reduce the driveway length for Plots 76-79, between the edge of carriageway and the garage, to no more than 13m.
 - a. **The LHA understand that the turning head cannot be amended without moving the garage and causing problems in deliverability and surface run-off/rainwater.**
21. If these garages for Plots 82 and 83 are not utilised for car parking, the LHA would recommend the applicant to convert the two unallocated parking adjacent to Plot 83 to visitor parking, and swap these parking spaces with Plots 84 and 85, as indicated below:
 - a. **The LHA understand the parking spaces cannot be relocated without locating the visitor spaces in front of the garages instead.**



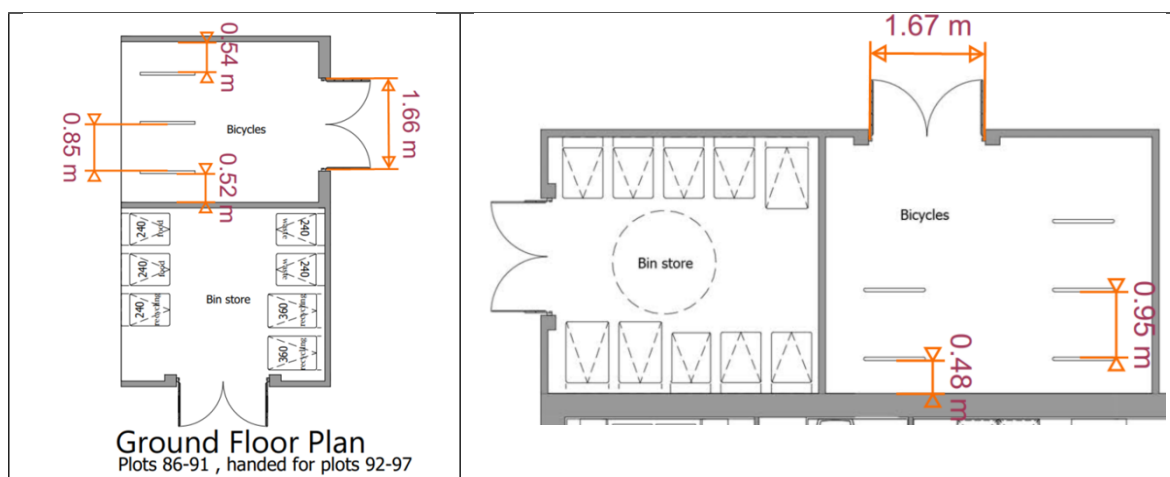
22. Alternatively, if these garages will be utilised for car parking, the LHA would recommend these to be provided in form of tandem parking via carport.

Cycle Parking

23. The LHA require the applicant to confirm the method of entry to the cycle store (i.e. swipe card or pin pad), provide sliding doors instead of swing doors to improve ease of access and confirm the provision of lighting and CCTV for the store. The WBC Parking Standards refer to Sustrans sheet FF37 which identifies these as features of a good cycle store design.

24. The cycle stores in the rear garden for each dwelling (except Plots 82 and 83) have not been provided. This has to be provided either in this proposal or when discharging the condition.
25. Cycle parking for Plots 82 and 83 are proposed to be provided within the garage. The LHA will assess if the garages are of suitable sizes for cycle storage, subject to the nature of the garages have been clarified.
26. For the 21 flats proposed, there are 22 cycle parking spaces proposed with the following distribution:
- Plots 61 – 69: 10 spaces (5 Sheffield Stands) for 9 dwellings.
 - Plots 86 – 91: 6 spaces (3 Sheffield Stands) for 6 dwellings.
 - Plots 92 – 97: 6 spaces (3 Sheffield Stands) for 6 dwellings.
27. According to Table 11-2 of LTN 1/20, the LHA recommend increasing the spacing of between stands to 1.2m (recommended) or 1m (minimum), and increasing to gap between stand and wall to 0.7m (recommended) or 0.5m (minimum), which may require to increase the dimensions of the proposed communal cycle stores as shown in the following Drawings:
- PLN-8-3000 (Rev. B) (Flat Block: SB32 Floor Plans and Elevations, dated 12.03.25).
 - BCS.01 (Rev. A) (Bin and Cycle Stores Floor Plans and Elevations, dated 19.03.25).

a. Points 23 – 27: The LHA accept the revised cycle store drawings. The revised site plan shows cycle storage with correct spacing between stands and this cycle storage is now accepted.



Electric Vehicle Charging

28. The Planning Statement confirms in Paragraph 4.17 that at least one active Electric Charging Points will be fitted to all dwellings (houses and flats). This is welcomed by the LHA, but LHA also expect the location of the EVCP to be indicated on the parking plan.
29. This may be subject to further authorisation via Building Control.

Trip Generation

30. The LHA have no objection to the proposals due to vehicular trip generation of the site. The trip generation and distribution of these trips was agreed with the LHA as part of the planning permission for the wider Strategic Development location.

	Arrivals	Departures
AM Peak	0.130	0.400
PM Peak	0.330	0.200

31. The TA includes a forecast of trip generation based on the previously agreed trip rates and applying these trip rates to the proposed 37 dwellings, which expecting the site will generate 13 two-way movements in both the AM and PM peaks.

	Arrivals	Departures
Parcel 8		
AM Peak	3	10
PM Peak	8	5

32. However, by applying these trip rates to the proposed 37 dwellings, the anticipated trip generation shall be as follows:

	Arrivals	Departures
AM Peak	5	15
PM Peak	12	7

33. While revision is required, 22 and 19 two-way movements during the AM and PM peaks, respectively, are still considered acceptable.

Deliveries, Servicing and Refuse Collection

34. The LHA are satisfied that the max. drag distances for refuse collection for houses, which the drawing demonstrates that bins are within 30 metres of the collection points where a refuse vehicle could stop.

35. However, for all blocks of flats (which are understood to use 1100L Bulk Bins), the bin store should be no more than 10 metres from the parked collection vehicle or the adopted highway and a dropped kerb in place. This is contained in the Borough's latest guidance (Section 10). The site plan should be amended to ensure that the bin stores are designed to latest standards. This can be found here:

<https://www.wokingham.gov.uk/rubbish-and-recycling/waste-collection/waste-information-developers>

- a) The LHA are satisfied with the amended plan which demonstrates the proposed bin stores are located within the maximum drag distances.**

Date:	2 nd October 2025	Signed:	BA/JP
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