

Date: 2 April 2026
Application: 260814



WOKINGHAM
BOROUGH COUNCIL

SDL Highways

Development Management &
Compliance

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Dear SDL Highways,

Discharge of condition Consultation

Application Number: 260814

Applicant: Mr Kevin Paldano

Site Address: Arborfield Green District Centre, Arborfield Green, Arborfield, Berkshire

Parish: Barkham

Grid Reference: Easting - 477006, Northing - 165107

Type of Development:

Proposal: Application for submission of details to comply with the following conditions of planning consent 230872 dated 17/10/2023. Condition 7 relates to landscape management and condition 11 to a Parking Management Strategy.

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 260814. 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 **25 April 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	TH / BA		
Service	SDL Highways	App No:	260814
Address:	Arborfield Green District Centre, Arborfield Green, Arborfield, Berkshire.		
Proposal:	Application for submission of details to comply with the following conditions of planning consent 230872 dated 17/10/2023. Condition 7 relates to landscape management and condition 11 to a Parking Management Strategy.		
Type of Development:			
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

TW Comments 05.05.2026

General

The applicant has provided information with the aim to comply with Condition 11 associated with the Reserved Matters Application for mixed-use development (Ref: 230872) as part of the Arborfield Green District Centre site (outline planning ref: 140977).

WBC Highways have provided their comments on Condition 11 which is as follows:

“Parking Management Strategy

The LHA note that Condition 11 can only be partially discharged by the submission of this document. The PMS states that other applicants will be responsible for discharge of Condition 11 for other buildings within the site such as the community centre, pub, supermarket and pre-school elements within the parcel and Reserved Matters application boundary. The ‘Parking Management Strategy’ (PMS) is dated 2026 and prepared by i-Transport.

The LHA require the agent to submit the plan demonstrating visibility splays mentioned within the PMS.

To confirm this is a Taylor Wimpey error on the cover letter. Visibility splays do not form part of this submission (discharge of condition 11). Please see attached updated cover letter to suit.

The cover letter prepared by Taylor Wimpey states that the submitted documents show visibility splays for the relevant dwellings within the development. This has not been provided. It would be welcomed if the applicant can clarify if any visibility drawings are to be provided.

As above, Visibility Splay drawing not required to satisfy Condition 11, please ignore.

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.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP18 and MDDL policies CC07 and TB20."

Car Parking Design and Allocation

Section 2 of the PMS states that the parking layout was approved as part of a non-material amendment application (Ref: 260099). The approved drawing is P25-1107-DE-01-C-09 as included as Appendix A of the PMS. The level of parking across the residential areas within the parcel are acceptable, and in line with the approved plan.

Appendix B of the PMS consists of a plan showing the proposed active EV charging locations. In line with Building Regulations Part S, one active EV charging unit per dwelling with an allocated space is to be provided, which is welcomed. It is noted that the parking area which serves apartment blocks 2 (flats 44 to 49) and 3 (flats 50 to 69) is shown in the approved parking plan (Drawing P25-1107-DE-01-C-09 as part of Planning Ref: 260099) as being unallocated (consisting of 24 unallocated standard bays, and 2 unallocated disabled bays). The bays labelled as 47 and 56 are not shown as disabled bay dimensions in the drawing in Appendix B. It is not an issue if these bays are to be provided with active EV charging, however it would be welcomed if the provision and allocation of these bays is confirmed, as the plans in Appendices A and B seem to differ in this location.

Appendix B plan is for reference only to denote where active and passive EV charging space will be provided. Bays 47 and 56 will be provided with disabled bay dimensions, as per Appendix A.

Process for Activating Passive EVC Spaces

The applicant is to confirm whether a resident living in an apartment without allocated parking will be expected to fund the activation of a EVC parking space. If so, would this space still be considered unallocated? The level of unallocated parking is to remain in line with the approved parking plan.

Section 3.5 of the PMS sets out the process for activating passive electric vehicle charging spaces. Residents in apartments without an allocated space will be able to request the provision of an active EV space through the management team. Upon agreement of charges, the management team will facilitate the implementation of a charging unit.

Every space for the block 2 and 3 apartments will be unallocated and provided with active EV charging facilities from the offset. The management company will manage the number of cars able to use the parking area, where residents of the block 2 and 3 apartments only will have to apply for use of the unallocated bays via the management company.

Management of Parking Spaces (Residential spaces only)

As aforementioned, this PMS is associated with the residential aspects of the parcel. The management of public spaces associated with the non-residential land uses are to be provided to fully discharge this condition.

The PMS states that residents will be made aware of what spaces are allocated to their property and be issued with a copy of the parking plan which is welcomed. Allocated parking spaces provided within the curtilage of individual properties will be used and managed by the residents which is acceptable.

For unallocated / visitor parking spaces, they will be clearly identified. The applicant is to confirm if / how they will be signed. These spaces will be monitored by on-site management team and landlords via surveys and feedback from residents.

Private parking areas for residents and their visitors will be signed at the entrance / exit. Image 3-1 in the PMS identifies three areas where this is the case, however it would be welcomed if the applicant confirms there are no other areas where this signage would be appropriate.

Signage will be erected at the entrance / exit of the proposed parking area (Image 3.1), indicating that the spaces are on private property and reserved for use by residents (and their visitors) of the development only.

Visitor bays within the adopted highway can be marked with a 'V' or signposted accordingly.

If it is deemed additional signage is required as a result of the parking surveys, this can be provided accordingly.

Mitigation Measures

In terms of mitigation, the applicant states a contribution will be made to the WBC 'My Journey Wokingham' to encourage sustainable modes which is welcomed.

This contribution will be provided in accordance with the s106 agreement (outline app ref: O/2014/2280) at £450.00 per dwelling, which is being fulfilled by Crest Nicholson.

Parking controls and restrictions may be introduced subject to support of WBC as an outcome of the monitoring surveys and feedback from residents, which is acceptable for parking within the public highway.

Monitoring and Review of Parking

The on-site management team will deal and log any complaints which will be made available to WBC upon request. Any incidents or safety issues are to be logged to WBC, and the on-site management team and landlords will work with WBC to suitably revise the PMS, which is welcomed.

The PMS is a live document which will be reviewed by the on-site management team and landlords who will also be in charge of arranging monitoring surveys and managing the use of spaces. The first survey is to be undertaken following six months of full occupation. The scope of survey and reporting methodology are to be agreed with WBC prior to occupation. The bullet pointed minimum info set out in para. 3.4.4 in the PMS would benefit from a weekday and weekend survey. The applicant is to confirm the timescale for the monitoring period and whether any additional surveys will be undertaken.

The scope of surveys will include 1no. survey on a weekday and 1no. survey on a weekend, following six months of full occupation.

The contact details of the on-site management team are to be provided to WBC upon their appointment.

Traffic Regulation Orders

The LHA require amendment of the PMS to confirm that the site owner or site management company will bear the cost of any TRO applications. Paragraph 3.6.2 states that: *'The management company will support WBC with the preparation of one TRO consultation and it's implementation'* but does not state which organisation will bear the cost of submitting the TRO application and implementation of the TRO restrictions'.

If a TRO application is required, the management company will bear the cost of submitting the TRO application and implementation of the TRO restrictions.

Summary

WBC Highways have no objection to the PMS in principle but have requested some minor information to be confirmed. To reiterate, as this PMS has only noted the residential aspects of the parcel, it would only partially discharge the condition and an amended or second PMS would be required for the remaining parking areas.

Conditions & Reasons (if required)

Date:	29/04/2026	Signed:	TH / BA
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