

Reserved Matters Transport Statement

**Finchwood Park, Finchampstead
– Parcel 13**

**Prepared for
Countryside Properties (UK) Ltd
by
Stuart Michael Associates Limited**

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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Ltd (SMA) has been appointed by Countryside Properties (UK) Ltd, to prepare a Transport Statement (TS) in support of a Reserved Matters (RM) application for development of 56 dwellings on Parcel 13 of the wider Finchwood Park, Finchampstead development site.
- 1.2 The site forms part of the southern half of a wider development site known as Arborfield Garrison. Parcel 13 is situated along the eastern edge of the wider development site known as Hogwood Farm. Hogwood Farm forms the southern half of Arborfield Garrison, which was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic Development Location (SDL). Policy CP18 of the plan identifies Arborfield Garrison as providing a location for the development of a sustainable, well-designed community to accommodate circa. 3500 dwellings, employment use, appropriate retail facilities, physical and social infrastructure.
- 1.3 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; and various types of open space together with provision for access and movement. Consent was granted for the outline planning application (Planning Ref: o/2014/2179) and this was subsequently varied by a Minor Material Amendment (Application Ref: 181194). This TS relates to Parcel 13 for the Reserved Matters Application only. **Figure 1.1** shows the location of Parcel 13 in the context of the wider Finchwood Park development.
- 1.4 To facilitate the wider development of the Finchwood Park development (of which Parcel 13 is part of) key infrastructure including links to the existing highway and pedestrian networks will be provided. The Nine Mile Ride Extension (NMRE) will ensure access to all the different development parcels.
- 1.5 Parcel 13 comprises of a mix of 11 apartments and 45 houses, along with vehicular and pedestrian access from the NMRE and Park Lane. Landscaping, sustainable drainage and other related infrastructure will also be constructed as part of the development. A copy of the Site Masterplan, showing Parcel 13 is attached as **Appendix A**.

Report Structure

- 1.6 The purpose of this Transport Statement is to provide the context for the transport and highway components for Parcel 13, thereby aiding consideration of the proposals.
- 1.7 A number of transport and highways matters have already been addressed through the determination of the Outline Application as a scoping opinion was sought and a Transport Methodology was submitted and agreed prior to the submission of the Outline Planning Application. These include the principle and quantum of residential development on the site, the access arrangements, and the off-site traffic impacts. The Developer will accord with the principles set out in the consented Outline Planning Application.
- 1.8 WBC requires a monetary contribution to the MyJourney scheme for WBC to put towards active transport measures for the site. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.
- 1.9 As such this TS addresses matters relating to the internal road layout, along with details of servicing arrangements, as well as parking provision.

2.0 ACCESSIBILITY FOR ALL MODES OF TRAVEL

- 2.1 The sites are located to the south of Arborfield Green, which is approximately 6km southwest of the centre of Wokingham. The sites form part of the southern section of the Arborfield Garrison SDL.
- 2.2 The western and southern boundary of Parcel 13 will be bound by the Nine Mile Ride Extension. To the north east is Park Lane.
- 2.3 Parcel 13 will be accessed via the NMRE, provided as part of the SDL scheme. The NMRE runs east to west across the wider site and ultimately runs north through the former garrison site and connects onto the A327 by way of a roundabout junction. This will form the primary route through the entirety of the SDL.
- 2.4 The link to Park Lane will consist of a reconfigured junction at the Hogwood Industrial Estate access. This would provide a safer access to the industrial estate.
- 2.5 The site is well related to existing and planned communities and facilities within the Wokingham and Reading areas. Facilities within reasonable walking distance include Arborfield and Finchampstead and facilities within reasonable cycling distance include Wokingham and Reading Town Centres and railway stations.
- 2.6 The Proposed Development has been designed to facilitate all modes of travel. Priority will be given to sustainable modes of travel to encourage and facilitate journeys on foot and by bike within the SDL. The site will provide a permeable layout that will enable pedestrians and cyclists to travel along routes close to their natural desire lines thereby shortening their journeys within the SDL.
- 2.7 The development has been designed and will be constructed in line with best practice guidance including Manual for Streets (MfS), Manual for Streets 2 and the Living Street Highway Design Guide, among other documents.

Proposed Access Arrangements

- 2.8 The Main access to Parcel 13 is to be constructed off of the NMRE. The proposed access arrangements are shown on **Drawing 7292.021**.

- 2.9 Parcel 13 will be accessed via a ghost island right turn lane junction. A 3.0m wide right turn lane will be provided on the NMRE, with 3.0m wide northbound and southbound lanes provided.
- 2.10 Visibility splays of 2.4m x 43m are achievable in both directions from the site access, good forward visibility will be provided. The visibility splays are shown on **Drawing 7292.021**
- 2.11 The 3.0m wide site wide shared cycle/footway will continue across the site access via an uncontrolled crossing facility in the form of dropped kerbing and tactile paving.
- 2.12 Pedestrians will be able to access the site via a 2m footway. Cyclists will be able to access the site via the highway which has been designed to accommodate all modes of transport. The 2m wide footway will continue throughout the site allowing access to all dwellings on both sides of the internal access road.
- 2.13 A secondary minor access will be provided off Park Lane in the eastern most corner of the site. This access will provided access for 5 units. Visibility splays of 2.4m x 43m are achievable in both directions from the site access, good forward visibility will be provided. The visibility splays are shown on **Drawing 7292.021**.

Walking and Cycling

- 2.14 Walking is recognised as the most important form of transport at the local level and has the potential to replace short car journeys. Guidelines provided within the CIHT publication “Guidelines for providing for Journeys on Foot” (2000) suggests that for commuting, school, and recreational trips, walking distances of up to 2km can be considered, with desirable and acceptable distances being 500m and 1000m, respectively.
- 2.15 The site will benefit from being part of the SDL, and as such the site will be within walking distance of a wide range of facilities such as a primary school, a neighbourhood centre (use Classes A1/A2/A3/A4/A5 and D1), commercial land uses (B2) recreation and sports facilities, as well as Suitable Alternative Green Space (SANG).

- 2.16 In addition to the facilities provided as part of the SDL the site is conveniently located in proximity to a number of facilities such as the Hogwood Industrial Estate, Oak Tree Day Nursery and Finchampstead Village Centre.
- 2.17 The site is designed to connect pedestrian routes within the wider SDL itself to places that people want to go to within and beyond the wider site boundary. The layout will support and encourage activity by being safe, well overlooked and not dominated by motorised vehicles. Formal and informal play spaces; street furniture and art will also encourage use of the public realm.
- 2.18 The SDL is part of a comprehensive network of Greenways and pedestrian/cycle routes which will serve the whole of Wokingham borough. The Greenways will allow safe and convenient connections via walking and cycling to facilities in proximity to the site.
- 2.19 Pedestrian/ cycle crossing facilities will be provided at regular intervals along the NMRE throughout the SDL.
- 2.20 Approximately 50m south of the Parcel 13 site access there is a 3-arm roundabout on the NMRE. Uncontrolled crossing facilities in the form of dropped kerbing and tactile paving, with central refuges, are provided on all arms.
- 2.21 These crossing facilities will provide a safe crossing point for pedestrians/ cyclists, allowing access to the rest of the SDL and the wider area. Similar crossing facilities will be provided throughout the SDL.
- 2.22 The crossing points and the footway/cycleways will ensure safe access for pupils to local schools in line with the guidance set out in the Safer Route to School (SRTS) assessment.
- 2.23 In proximity to the SDL the existing roads are typically flat residential streets and, therefore, offer potential for walking and cycling on safe, permeable, well-lit streets.
- 2.24 As set out in the TA that accompanied the outline planning application, the development benefits from potential for a large number of trips to/from the development by sustainable travel modes such as cycling and walking. Through the planning process the development has sought to encourage sustainable travel modes and this has been supported by Wokingham Borough Council and the developer will accord with these principals.

Public Transport

Bus Services

- 2.25 Bus stops will be located throughout the SDL ensuring that bus services are suitably accessible for Parcel 13. This will allow convenient access to the site via regular public transport, being provided as part of the wider development.
- 2.26 The Leopard, Number 3 service, operated by Reading Buses, running from Reading to Wokingham, will operate on the NMRE and serve the site and the SDL. The route operates a 20-minute frequency service Monday – Friday and a 30minute frequency service on weekends.

Rail Services

- 2.27 The two key rail stations within proximity of the site are Reading and Wokingham and can both be accessed via the Number 3, The Leopard bus service.
- 2.28 Reading Station provides a direct link into London Paddington and London Waterloo. A fast service to Paddington has an approximate journey time of 30 minutes. Reading Station is a hub which provides connections across the UK with links to Birmingham, Manchester, and Cardiff.
- 2.29 Wokingham Station provides a direct link to London Waterloo with a journey time just in excess of an hour. This station is located within 5km of Hogwood Farm and as such is considered to be within a reasonable cycle trip. Cycle parking is provided at the station, which is covered, secure and well lit.
- 2.30 Both stations have secure cycle and car parking facilities in addition to being accessible via the Number 3, The Leopard bus service.

Local Highway Network

- 2.31 The construction of the NMRE allows access to the A327 to the west which forms a strategic route in the Thames Valley region providing access northwards through Arborfield and Shinfield to Reading and via the B3270 to the M4 motorway.
- 2.32 To the east connections to Nine Mile Ride will provide a link towards Bracknell town centre.

- 2.33 To the north of Parcel 13 the land is mostly rural with local road access via Park Lane to local dwellings.

Accessibility Summary

- 2.34 It is considered that the site is situated within proximity to a good network of lit residential streets and is close to a number of key destinations, including schools, various services and the public transport links. The site also benefits from good pedestrian/cycle links on the surrounding road and has access to public transport services along the NMRE.
- 2.35 The development will be constructed in line with the proposals set out in the consented outline planning permission and as such will encourage sustainable travel behaviour by the residents.

3.0 PROPOSED DEVELOPMENT

Residential Units

- 3.1 Parcel 13 will consist of 56 residential units, comprising of a mix of apartments and houses.
- 3.2 The development will provide 11 apartments, 5 one-bedroom dwellings and 6 two-bedroom dwellings. Of the 45 houses, Parcel 13 will provide 3 two-bedroom houses, 33 three-bedroom houses and 9 four-bedroom houses. Of the 9 four-bedroom houses, 2 will be affordable rented housing.

Internal Road Network

- 3.3 The main internal access road for the site will be 5.0m wide with a 2m wide footway on at least one side of the carriageway. Private drives and shared surfaces will provide access to the dwellings situated off of the main internal road.
- 3.4 The dwellings fronting on the NMRE will be provided with direct access onto the pedestrian network. All parking facilities will be contained within Parcel 13
- 3.5 **Drawing 7292.021** illustrates internal site visibility splays for Parcel 13.

Car and Cycle Parking

- 3.6 Adequate car parking provision will be provided for all units throughout the site and will be in line with the provision of the rest of the wider development and WBC's parking standards. **Appendix B** provides a copy of the WBC Parking Demand Calculation Sheet. EV charging points will be fitted to all dwellings.
- 3.7 Parcel 13 will provide a total of 116 car parking spaces. Of the 116 parking spaces, 97 spaces will be allocated with an additional 7 unallocated parking spaces. A further 12 visitor car parking spaces will be conveniently located throughout the Parcel. **Appendix A** provides a plan showing the location of all of the various parking spaces.
- 3.8 The above car parking provision is deemed adequate for the development and in line with the provision provide for the rest of the SDL and required by WBC's parking standards.

- 3.9 Individual cycle parking for each dwelling house will be provided in all rear gardens. Apartments will be provided with dedicated secure and covered cycle stores.

Refuse Vehicle Swept Paths

- 3.10 **Drawing 7292.022** shows an 11.2m refuse vehicle autotrack swept paths entering the site in forward gear, manoeuvring through the site and exiting the site in forward gear.
- 3.11 For some dwellings, the refuse vehicle will be required to turn using the turning heads provided throughout the site. The autotrack swept path analysis confirms that these manoeuvres can be completed safely.
- 3.12 **Drawing 7292.022** confirms that the bin carry distance for both the residents and bin collection crews is in line with best practice guidance.

Vehicle Swept Paths

- 3.13 Additional autotrack swept path analysis has been undertaken for a standard saloon car (**Drawing 7292.024**) and a fire tender (**Drawing 7292.023**). These drawings confirm that the site can be accessed by all vehicles in a safe manner.

Road Adoption Plan

- 3.14 A plan showing the proposed highways adoption agreement is shown on **Drawing 7292.027**.

4.0 TRAFFIC GENERATION AND DISTRIBUTION

- 4.1 The traffic generation and distribution for the site was set out and agreed with WBC as part of the wider SDL Transport Assessment that was submitted in support of the consented outline planning application.
- 4.2 The trips for the site were derived from the trip rates set out within the WSTM. The trip rates have been set out below in **Table 4.1**:

Table 4.1 – Approved Trip Rates

	Arrivals	Departures
AM Peak	0.130	0.400
PM Peak	0.330	0.200

- 4.3 The approved site trip rates have been applied to the 56 units which will be constructed in Parcel 13. The anticipated trip rates are summarised in **Table 4.2**.

Table 4.2 – Anticipated Trip Generation Parcel 13 (56 units)

	Arrivals	Departures
Parcel 13		
AM Peak	7	22
PM Peak	18	11

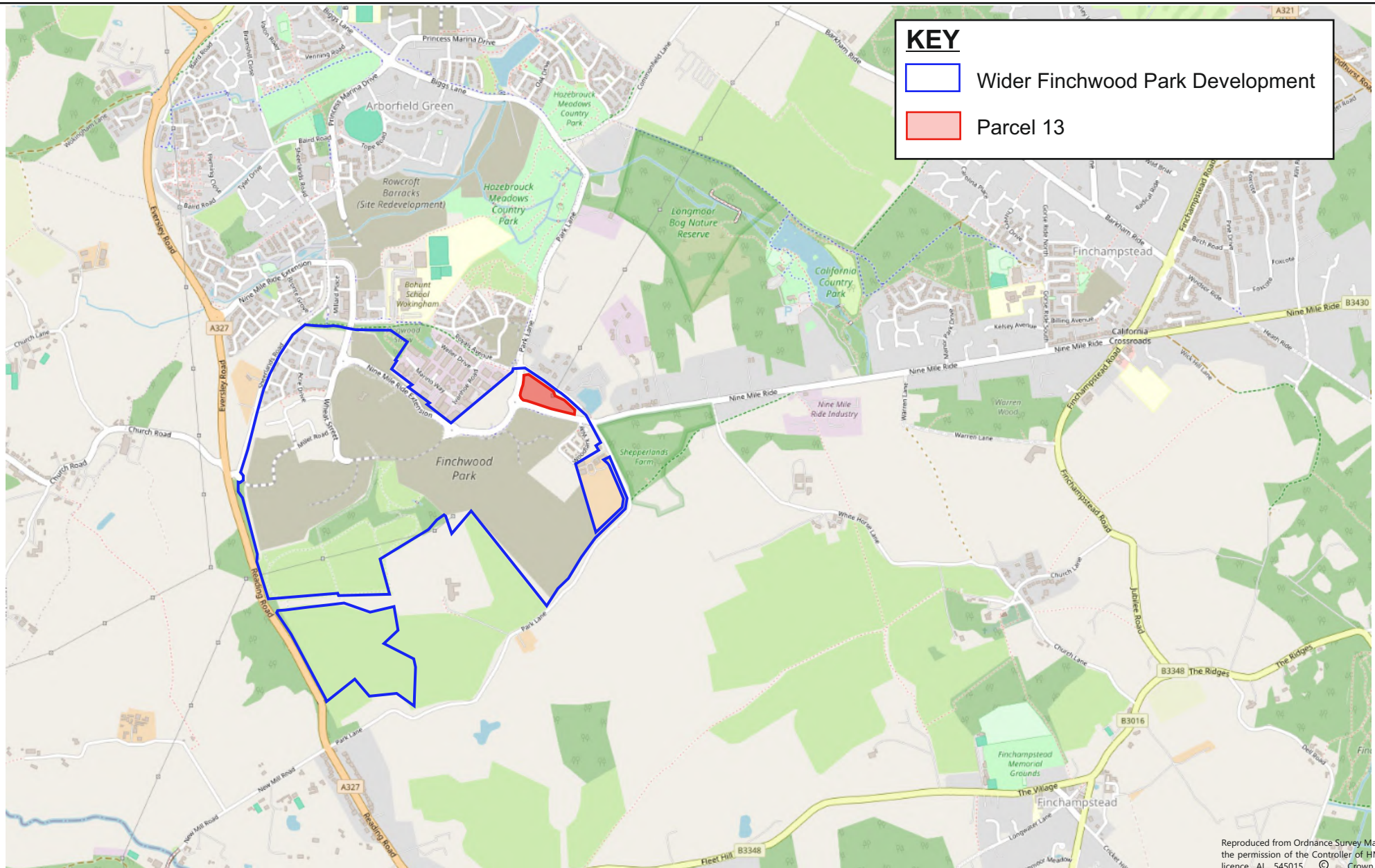
- 4.4 As Table 4.2 highlights the site will generate 29 two-way movements in both the AM and the PM peak period. These vehicle movements can be considered insignificant when considered in respect to the wider scheme (1500 units).
- 4.5 As set out in the TA submitted as part of the consented Outline Planning Application, a number of the aforementioned trips would be captured by the facilities provided within the SDL, as such any trips that leave the SDL will be absorbed in the daily fluctuations in traffic on the highway network.

5.0 SUMMARY

- 5.1 Stuart Michael Associates Ltd (SMA) has been appointed by Countryside Properties (UK) Ltd, to prepare a Reserved Matters Transport Statement (TS) in support of a development of 56 dwellings on Parcel 13 of the wider Finchwood Park, Finchampstead development site.
- 5.2 The site forms part of the southern half of a wider development site known as Arborfield Garrison. Arborfield Garrison was identified by Wokingham Borough Core Strategy Development Plan (January 2010) as a Strategic development Location (SDL).
- 5.3 A hybrid planning application for this site was submitted to WBC in 2014 for outline and full planning permission (as specified) for a development comprising of 1500 new homes; employment land; a village centre; a primary school; for the southern half of the Arborfield Garrison development. Consent was granted for the outline planning application (planning ref: o/2014/2179) and, as such, this TS relates to Parcel 13 for the Reserved Matters Application only.
- 5.4 Parcel 13 will provide 56 dwellings & will provide a mix of flats and houses that will become part of the wider allocated scheme. As such the development will link to future development parcels. The site layout has been designed taking this into account.
- 5.5 Parcel 13 will be accessed via a ghost island right turn lane junction constructed off the Nine Mile Ride Extension (NMRE). Visibility splays of 2.4m x 43m will be provided in both directions at both junctions. Good forward visibility will also be provided. A minor access for 5 dwellings will also be provided from Park Lane in the eastern most corner of the site. Pedestrian and cycle access to each parcel will be provided from the access junctions.
- 5.6 The proposed parking provision for both cars and pedal cycles has been reviewed, and it is confirmed it will be in line with standards agreed for the wider SDL.
- 5.7 Autotrack swept path analysis has confirmed all refuse collection will be within WBC's standards.

- 5.8 WBC requires a monetary contribution to the MyJourney scheme. This will be paid as part of the Developer's S106 obligations and is payable prior to the 1st occupation of each parcel.
- 5.9 The development will conform to the principles which were agreed with WBC at the outline planning stage including the Travel Plan and the anticipated trip generation and traffic impact.

FIGURES



APPENDICES

APPENDIX A



D	04.03.25	Drawing amended after client comments	KP	DP
C	18.02.25	Drawing amended after comments	KP	DP
B	12.02.25	Issued for comment	KP	DP
A	17.01.25	Layout Updated	KP	DP
L	14.11.24	Final Issue	DP	AK
Rev	Date	Revision Details	Dr	Ch

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Client's Name
Vistry Group

Job Title
Parcel 13, Finchwood Park

Drawing Title
Presentation Site Layout

Scale
1:500 @ A0 / 1:1000 @ A2

metres 10 20 30 40 50

Drawn	Checked	Date
KB	DP	14.11.24

Job No	Drawing No	Rev
7527	PL1005	D

Status
APPROVAL

APPENDIX B

PARKING DEMAND CALCULATION SHEET

Search your development location area by postcode

RG40 4BY

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

Find Postcode

Total number of properties

56

Total allocated spaces

97

Total unallocated spaces

19

Select your development location from a map

Access Map

click "access map" and click on where your development is located

Development location

Village

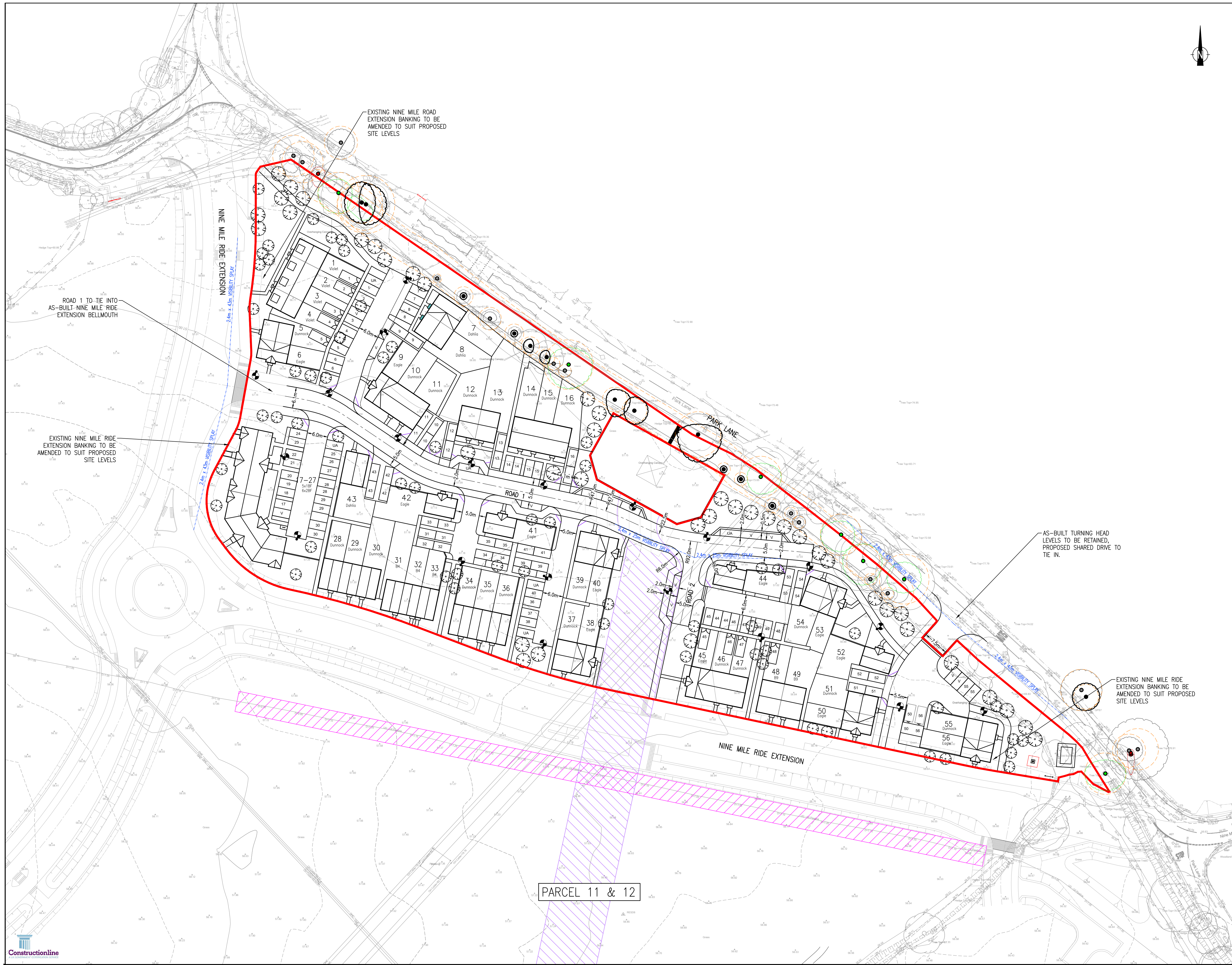
Reset Sheet

Development composition

Plot

Property type	Tenure	no. habitable rooms	no. allocated spaces per property, excluding garages	Total number of properties	Total number of garages for property type	unallocated spaces (including visitor parking and 50% for garages)	allocated spaces (including 50% garages)
House or flat (choose from drop down list)	Owned or rented/shared (choose from drop down list)	1 to 4+ (choose from drop down list)	0-2				
Choose from drop down lists				Enter below			
1 House	shared/rental	6	2	1	0	0.3	2.0
2 House	shared/rental	6	2	1	0	0.3	2.0
3 House	shared/rental	6	2	1	0	0.3	2.0
4 House	shared/rental	6	2	1	0	0.3	2.0
5 House	owned	5	2	1	0	0.3	2.0
6 House	owned	5	2	1	0	0.3	2.0
7 House	owned	6	2	1	0	0.4	2.0
8 House	owned	6	2	1	0	0.4	2.0
9 House	owned	5	2	1	0	0.3	2.0
10 House	owned	5	2	1	0	0.3	2.0
11 House	owned	5	2	1	0	0.3	2.0
12 House	owned	5	2	1	0	0.3	2.0
13 House	owned	5	2	1	0	0.3	2.0
14 House	owned	5	2	1	0	0.3	2.0
15 House	owned	5	2	1	0	0.3	2.0
16 House	owned	5	2	1	0	0.3	2.0
17 Flat	shared/rental	2	1	1	0	0.3	1.0
18 Flat	shared/rental	2	1	1	0	0.3	1.0
19 Flat	shared/rental	2	1	1	0	0.3	1.0
20 Flat	shared/rental	2	1	1	0	0.3	1.0
21 Flat	shared/rental	2	1	1	0	0.3	1.0
22 Flat	shared/rental	3	1	1	0	0.4	1.0
23 Flat	shared/rental	3	1	1	0	0.4	1.0
24 Flat	shared/rental	3	1	1	0	0.4	1.0
25 Flat	shared/rental	3	1	1	0	0.4	1.0
26 Flat	shared/rental	3	1	1	0	0.4	1.0
27 Flat	shared/rental	3	1	1	0	0.4	1.0
28 House	owned	5	2	1	0	0.3	2.0
29 House	owned	5	2	1	0	0.3	2.0
30 House	owned	5	2	1	0	0.3	2.0
31 House	shared/rental	4	2	1	0	0.2	2.0
32 House	shared/rental	4	2	1	0	0.2	2.0
33 House	shared/rental	4	2	1	0	0.2	2.0
34 House	owned	5	2	1	0	0.3	2.0
35 House	owned	5	2	1	0	0.3	2.0
36 House	owned	5	1	1	0	0.8	1.0
37 House	owned	5	1	1	0	0.8	1.0
38 House	owned	5	1	1	0	0.8	1.0
39 House	owned	5	2	1	0	0.3	2.0
40 House	owned	5	1	1	0	0.8	1.0
41 House	owned	5	2	1	0	0.3	2.0
42 House	owned	5	2	1	0	0.3	2.0
43 House	owned	6	2	1	0	0.4	2.0
44 House	owned	5	2	1	0	0.3	2.0
45 House	owned	5	2	1	0	0.3	2.0
46 House	owned	5	2	1	0	0.3	2.0
47 House	owned	5	2	1	0	0.3	2.0
48 House	shared/rental	6	2	1	0	0.3	2.0
49 House	shared/rental	6	2	1	0	0.3	2.0
50 House	owned	5	2	1	0	0.3	2.0
51 House	owned	5	2	1	0	0.3	2.0
52 House	owned	5	2	1	0	0.3	2.0
53 House	owned	5	2	1	0	0.3	2.0
54 House	owned	5	2	1	0	0.3	2.0
55 House	owned	5	2	1	0	0.3	2.0
56 House	owned	5	2	1	0	0.3	2.0

DRAWINGS



NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.
- AS-BUILT LAYOUT BASED ON DRAWINGS: 'WMHP-PBA-NMRE-DR-HI-0118-0120' DRAWN BY STANTEC.
- AS-BUILT EASTERN TURNING HEAD LAYOUT BASED ON DRAWINGS: 'WMHP-PBA-NMRE-DR-HI-0160-0161' DRAWN BY STANTEC.
- TREE CONSTRAINTS BASED ON DRAWINGS: '5287_701-704' DRAWN BY RPS.
- DRAWING BASED ON TOPOGRAPHICAL SURVEY TITLED 'XREF 18215-Hogwood Farm 2D 21.12.17' RECEIVED ON 25.10.2024.

KEY

- PARCEL BOUNDARY
- UNDERGROUND DIVERSION EASEMENT OF EXISTING OVERHEAD ELECTRIC CABLE
- EXISTING OIL MAIN EASEMENT
- TREE ROOT PROTECTION AREA
- INDICATIVE PROPOSED TREES
- CHAINAGE
- 2.4m x 4.3m VISIBILITY SPLOY VISIBILITY SPLOY
- INDICATIVE LIGHTING CLOUMN
- 2m x 2m DRIVEWAY VISIBILITY SPLOY

ST	Rev	Description	Drn	Chk	Date
P03		SITE LAYOUT UPDATED	AS	TA	28.02.25
P02		SITE LAYOUT UPDATED	AS	TA	14.02.25

REVISIONS

Revision	Description	Submitted	Issued	As Built
Preliminary Issue	Submitted for S104			
Planning Issue	Issued for Tender			
Submitted for S38	Issued for Construction			
Submitted for S278	As Built			

DRAWING STATUS

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Bovis Homes Linden Homes COUNTRYSIDE Countrywide
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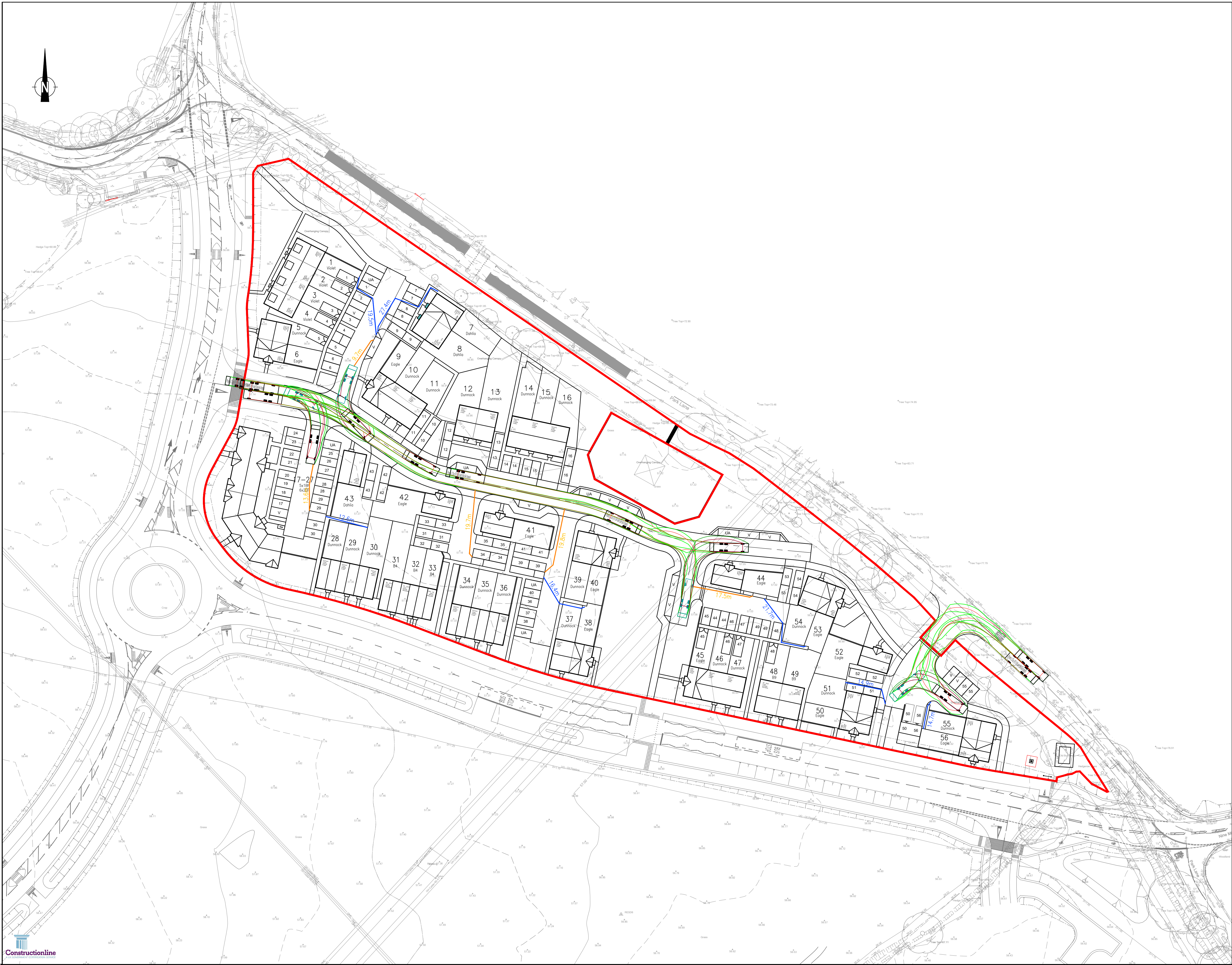
FINCHWOOD PARCELS 11, 12 & 13

PARCEL 13 GENERAL ARRANGEMENT

DATE	DESIGN	CHECKED	SCALE	BY
FEB 2025	AS	KJM	1:500	0A1

7292.021 P03 SO

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- KEY
- SITE BOUNDARY
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE
 - 21.7m RESIDENT WALKING DISTANCE
 - 16.8m REFUSE WORKER WALKING DISTANCE

VEHICLE PROFILES

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

-	P03	SITE LAYOUT UPDATED	AS	TA	28.02.25
-	P02	SITE LAYOUT UPDATED	AS	TA	14.02.25
ST	Rev	Description	Drm	Chk	Date
REVISIONS					
Preliminary Issue		✓	Submitted for S104		
Planning Issue		✓	Issued for Tender		
Submitted for S38			Issued for Construction		
Submitted for S278			As Built		
DRAWING STATUS					

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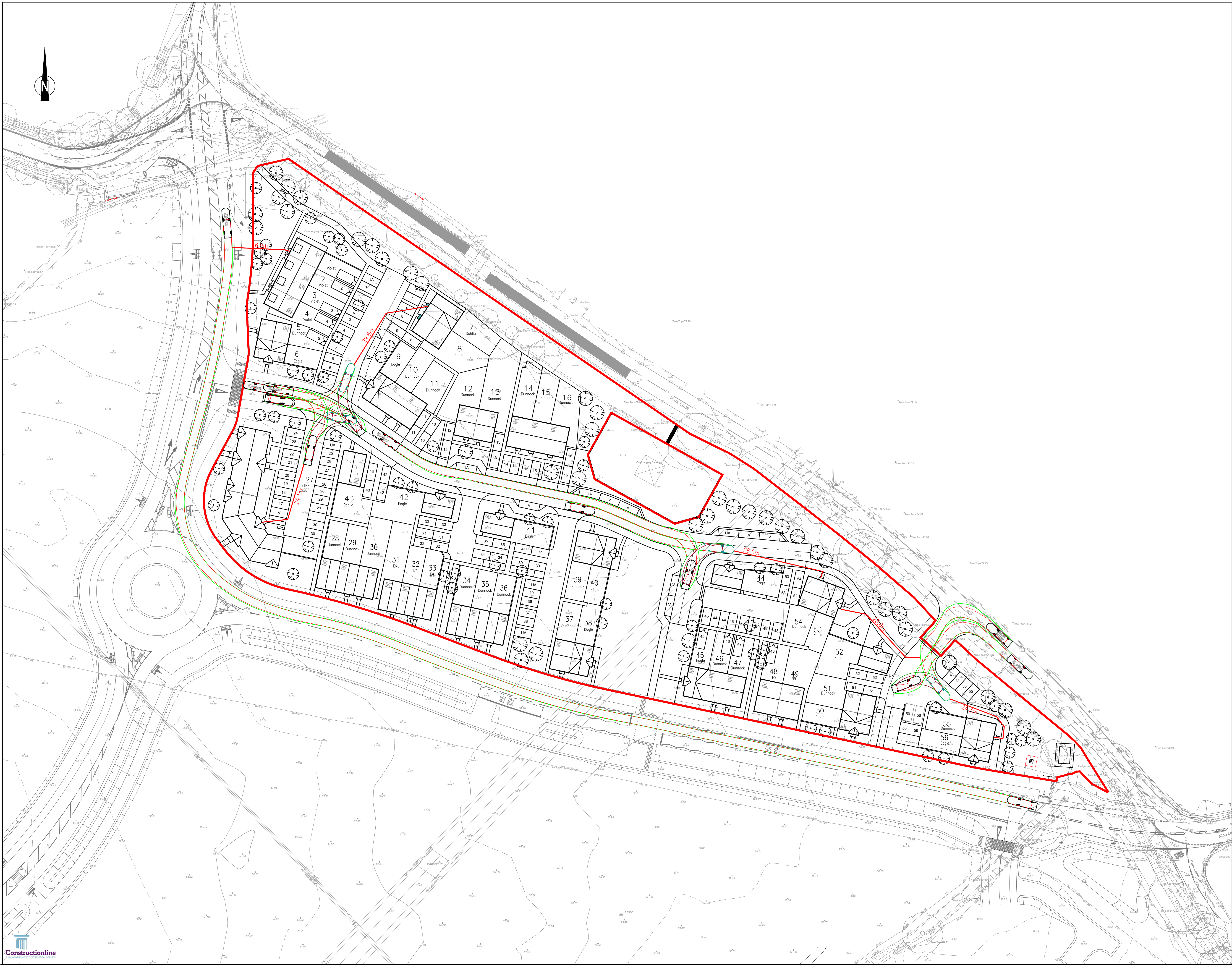
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FINCHWOOD PARCELS 11, 12 & 13

PARCEL 13
REFUSE VEHICLE TRACKING

DATE	DRAWN	CHECKED	SCALE	BY
FEB 2025	AS	KJM	1:500	0A1
7292.022				P03 SO

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 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.

KEY

- SITE BOUNDARY
- BODY OUTLINE
- CHASSIS OUTLINE
- VEHICLE PROFILE
- REVERSING BODY OUTLINE
- REVERSING CHASSIS OUTLINE
- REVERSING VEHICLE PROFILE
- 24.1m FIRE HOSE DISTANCE

VEHICLE PROFILES

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.537m
Max Track Width	2.121m
Look to lock time	6.008m
Kerb to Kerb Turning Radius	7.910m

-	P03	SITE LAYOUT UPDATED	AS	TA	28.02.25
-	P02	SITE LAYOUT UPDATED	AS	TA	14.02.25
ST	Rev	Description	Dwn	Chk	Date
REVISIONS					
Preliminary Issue		✓	Submitted for S104		
Planning Issue		✓	Issued for Tender		
Submitted for S38			Issued for Construction		
Submitted for S278			As Built		
DRAWING STATUS					

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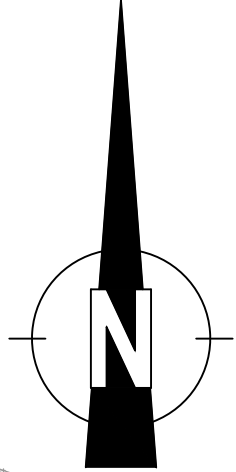
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FINCHWOOD PARCELS 11, 12 & 13

PARCEL 13
FIRE TENDER VEHICLE TRACKING

DATE	DRAWN	CHECKED	SCALE	SHEET
FEB 2025	AS	KJM	1:500	041
7292.023				P03 SO

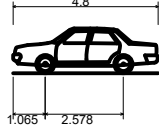
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- KEY
- SITE BOUNDARY
 - BODY OUTLINE
 - CHASSIS OUTLINE
 - VEHICLE PROFILE
 - REVERSING BODY OUTLINE
 - REVERSING CHASSIS OUTLINE
 - REVERSING VEHICLE PROFILE

VEHICLE PROFILES



Saloon 4.8m
Overall Length 4.900m
Overall Width 1.765m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 5.100m

-	P04	TRACKING REVISED	AS	TA	03.03.25
-	P03	SITE LAYOUT UPDATED	AS	TA	28.02.25
-	P02	SITE LAYOUT UPDATED	AS	TA	14.02.25
ST	Rev	Description	Drn	Chk	Date

REVISIONS					
Preliminary Issue	✓	Submitted for S104			
Planning Issue	✓	Issued for Tender			
Submitted for S38		Issued for Construction			
Submitted for S278		As Built			

DRAWING STATUS



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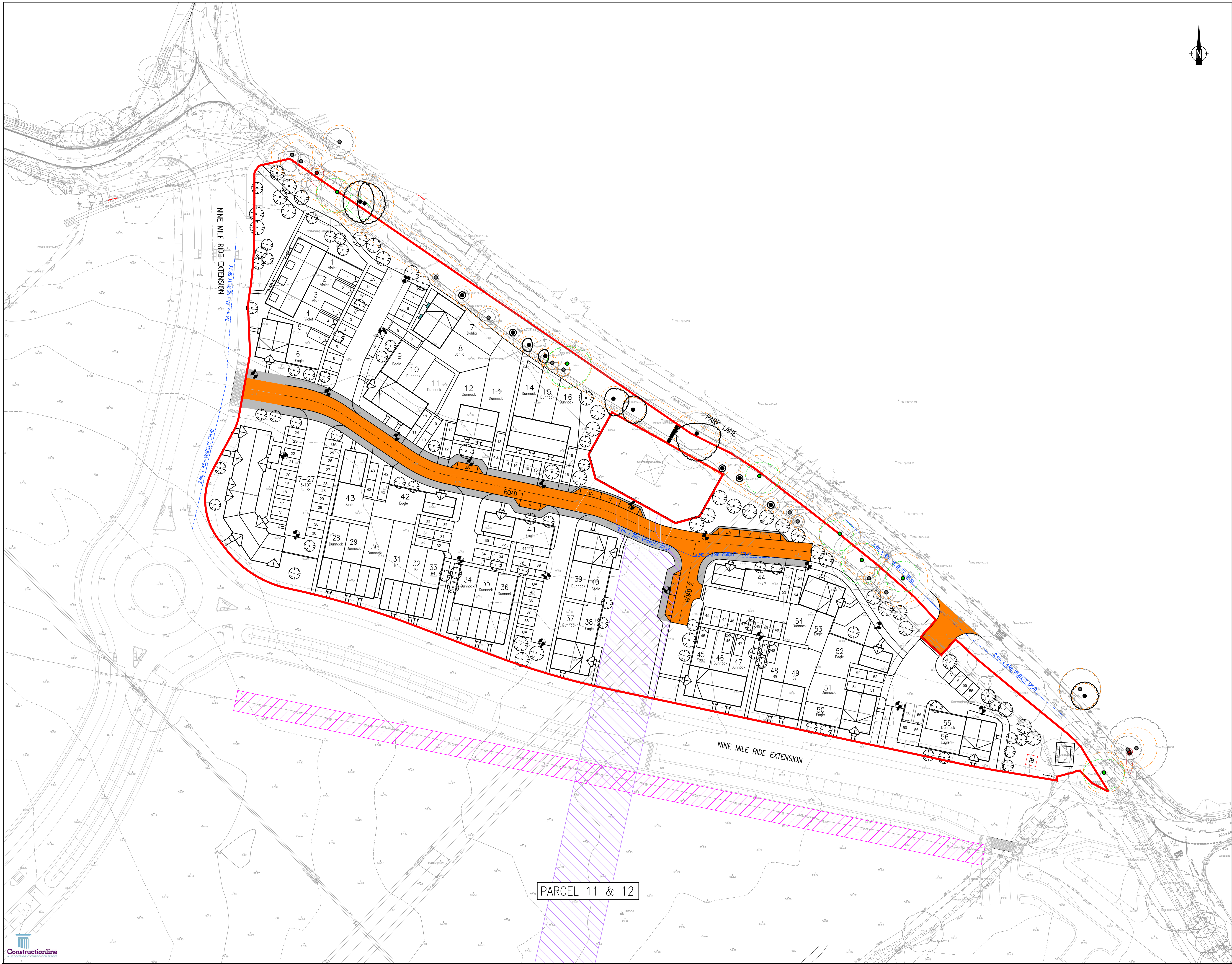
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FINCHWOOD PARCELS 11,
12 & 13

PARCEL 13
CAR VEHICLE TRACKING

DATE FEB 2025 DRAWN AS CHECKED KJM SCALE 1:500 ©A1
7292.024 P04 SO

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 4. AS-BUILT LAYOUT BASED ON DRAWINGS: 'WMHP-PBA-NMRE-DR-HI-0118-0120' DRAWN BY STANTEC.
 5. AS-BUILT EASTERN TURNING HEAD LAYOUT BASED ON DRAWINGS: 'WMHP-PBA-NMRE-DR-HI-0160-0161' DRAWN BY STANTEC.
 6. TREE CONSTRAINTS BASED ON DRAWINGS: '5287_701-704' DRAWN BY RPS.
 7. DRAWING BASED ON TOPOGRAPHICAL SURVEY TITLED 'XREF 18215-Hogwood Farm 2D 21.12.17' RECEIVED ON 25.10.2024.

KEY

- PARCEL BOUNDARY
- CHAINAGE
- 2.4m x 43m VISIBILITY SPLAY
- VISIBILITY SPLAY
- INDICATIVE LIGHTING CLOUD
- CARRIAGEWAY TO BE ADOPTED
- FOOTWAY TO BE ADOPTED

S01 P03	UPDATED TO SUIT LATEST LAYOUT	AS	TA	28.02.25
S01 P02	UPDATED TO SUIT LATEST LAYOUT	HF	AS	14.02.25
ST Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary Issue	✓	Submitted for S104		
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DRAWING STATUS				

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JOB TITLE
FINCHWOOD PARCELS 11, 12 & 13

DRAWING TITLE
PARCEL 13
ADOPTION LAYOUT

DATE	DRAWN	CHECKED	SCALE	BY
FEB 2025	TA	KJM	1:500	0A1
7292.027				P03 SO

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