

Date: 31 October 2024
Application: 242696



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: 242696

Applicant: N/A

Site Address: Hogwood Farm, Sheerlands Road, Arborfield, Wokingham, RG40 4QY

Parish: Finchampstead

Grid Reference: Easting - 477609, Northing - 164068

Type of Development: Major All other developments

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 sports pitches, sports pavilion, allotments, car parking and play areas; along with associated landscaping, highways and drainage infrastructure. 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 242696. 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.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control		
Service	SDL Highways	App No:	242696
Address:	Hogwood Farm, 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 sports pitches, sports pavilion, allotments, car parking and play areas; along with associated landscaping, highways and drainage infrastructure. Details of access, appearance, landscaping, layout and scale to be considered		
Type of Development:	Major All other developments		
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

Comments in red concern additional information submitted to highways in March 2025

General

1. Highways understands that this is a reserve matters application for three sports pitches (one informal), pavilion, allotments and parking for a location south of P15.
2. Highways welcomes that pre-application discussion have taken place.
3. This application is supported by a transport statement and travel plan.

Parking

4. It is proposed that for the sports pitches and pavilion there would be 94 spaces. This is welcome as this number of spaces is above Borough standards.
5. It is proposed that there would be 2 disabled bays. To be in line with standards, there would need to be 6 spaces. **An additional 6 spaces have been provided close to the access in the main car park which is welcome.**

6. The spaces appear to be 5m x 2.5m and there is ample space behind them for safe manoeuvring.
7. For the allotments it is proposed that there would be 13 spaces. The Borough does not have a standard for allotments and the level of spaces would need to be agreed with the Borough's Green Infrastructure Team. **No further comments.**
8. **Whilst car sharing has been included in the travel plan, highways would have expected to see these spaces shown on a parking plan. However, highways is content to secure the details of parking through a planning condition.**

Cycle Parking

9. It is proposed that cycle parking would be in line with Borough standards which is welcome.
10. Highways would recommend that the proposed cycle spaces in the car park are moved to the north of the pavilion. **All cycle parking has been consolidated in one location close to the pavilion which is welcome.**
11. Highways would also have expected to see details of the cycle parking. **In the response it is stated that this is shown on plan CSA/6689/143, however this has not been submitted. Highways is content to secure these detail through a planning condition.**

Electric Vehicle Charging

12. The only mention of electric vehicle charging spaces is in the BREEAM assessment on page 5 of the transport statement.
13. The provision of charging spaces needs to be in line with Building Control Regulations Approved Document S and shown on a plan. **It is proposed that the first 10 spaces will have active charging and 20% of the remainder will be passive which is acceptable.**

Access

14. It is proposed that a gated 4.8m wide access into the sports ground will be provided from the carpark.
15. The accesses into the car park and the allotments has been included in the planning application for the 48 dwellings that has been submitted alongside this application and these access are acceptable.
16. Highways would recommend that the gate at the access into the pavilion is moved further into the site to avoid any blocking of the parking spaces. **This has been proposed which is welcome.**

Swept paths

17. Swept paths for a refuse vehicle and coach with acceptable dimensions have been submitted and these are acceptable.
18. Swept paths of a fire tender have been submitted which are also acceptable.
19. However, highways would have expected to see swept paths of the largest maintenance vehicle access and egressing the site. **This has been discussed**

and has been agreed that any maintenance vehicle would be smaller than the refuse vehicle, therefore the swept paths are acceptable.

Pedestrian and Cycling

20. Due to the quiet residential nature of the access roads through the neighbouring development, there is no need to provide cycling routes to the site.
21. Pedestrian and cycling access will be provided through the exiting byway which is welcome.
22. Whilst looking at the site plan, it does look like pedestrians would also have to walk through the car park to access the site.
23. As the proposed 48 house adjacent to the site, is subject to its own separate planning application, highways would recommend that a better pedestrian connection is proposed to allow pedestrians to access the site away from the car park. **The plan has been amended to have a direct pedestrian link from the 48 homes which is welcome.**
24. Pedestrian access to the allotments is proposed through a gated access which is welcome.
25. Highways would need to see dropped kerbs and tactile paving where pedestrians have to cross an access. **These will be included in the detailed design which is welcome.**
26. **This the application has been submitted and reviewed, discussions have been held on the walking and cycling link to Park Lane. Visibility splays have been submitted which is welcome. These have been reviewed and are acceptable. It is proposed that this route would not be heavily used, however highways would need to see a barrier to prevent cycles from going straight onto Park Lane. In addition, highways would have expected this cycle way to have been wider. Highways is content to secure the details of such a barrier through a planning condition.**

Sustainability Assessment

27. A sustainability and BREEAM assessment has been submitted which is welcome.
28. Please note that the nearest bus stops are on NMRE to the west of Woodlark Way and not Park Lane.
29. Whilst it is some distance from a bus stop, the site is in an acceptable walk and cycle distance from within Hogwood Development.

Travel Plan

30. A Travel Plan (Document M44541-JNP-66-XX-RP-T-1002) has been submitted which is welcome.
31. Highways questions the need for a travel plan for such a land use. A travel plan statement would have been acceptable.
32. In this document, the applicant measures car sharing schemes. Whilst this is welcome, this would be under the control of whoever manages the site and the clubs that use the site.

33. The document also goes on to state that car sharing spaces would be provided close to the access. If so, this needs to be shown on a plan. **This is still required.**
34. With reference to cycle spaces (Table 2.1 point 13), these need to be provided in line with the Borough standards for this land use and not retail.
35. In Table 2.1 point 15, this is a pavilion for sports pitches with proposed changing rooms and showers being proposed. It is welcome that lockers would be provided but these are not shown on the layout plan. This point also includes “pupils” this is probably incorrect.
36. Please note that the nearest bus stop is now on Nine Mile Ride extension.
37. This document states that there will be no electric vehicle charging spaces proposed, however, the BREEAM assessment in the transport statement states the opposite.
38. There are no proposed mode shares or targets included in the document.
39. **No responses have been provided on the travel plan comments. Highways is content to secure the travel plan through a planning condition.**

Construction Management Plan

40. Highways would have expected to see a framework construction management plan. However, this has been secured under condition 43 of the outline approval which is welcome.

Conditions & Reasons (if required)

CF9 – details of cycle parking

CJ3 – Travel Plan Statement

Parking details required

Prior to the commencement of the development there shall be submitted to and approved in writing by the local planning authority, details of off-street parking space including car share, disabled and electric vehicle charging within the site. The sports pitches and pavilion] shall not be brought into operation until the parking spaces so approved have been provided in full accordance with the approved details. The parking spaces shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.

To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Cycle Barrier on Park Lane

Prior to commencement of the development, details of the cycle barrier onto Park Lane be submitted and approved in writing by the local planning authority. The sports pitches and pavilion] shall not be brought into operation

until the cycle barrier so approved has been provided in full accordance with the approved details.

To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Date:	23rd April 2025	Signed:	Gordon Adam
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