

Date: 28 August 2025
Application: 251984



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

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Dear WBC Highways,

Approval of Reserved Matters Consultation

Application Number: 251984

Applicant: The Owner and/or Occupier

Site Address: Land south of Bridge Farm, Reading Road, Arborfield, Berkshire, RG2 9HT

Parish: Arborfield and Newland

Grid Reference: Easting - 474995, Northing - 167296

Type of Development: Major Heavy industry/storage/warehouse

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent 223083 (as varied by 243190) for the erection of up to 11 no. commercial units to provide 6,986sqm GIA commercial / employment development predominantly within Class B8 and/or Class E (g) uses with supporting facilities within Class E uses comprising ancillary offices, trade counters and food/drink facilities with highway works and strategic landscaping. Details of appearance and landscaping to be considered.

Case Officer: Kieran Neumann

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 251984. 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 September 2025**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highway Management Officer		
Service	WBC Highways	App No:	251984
Address:	Land south of Bridge Farm, Reading Road, Arborfield, Berkshire, RG2 9HT.		
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Type of Development:	Major Heavy industry/storage/warehouse		
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

Introduction

This document provides the LHA (Local Highways Authority) comments on application no. 251984. The Local Highways Authority have no objection to the proposed development and do not consider it contrary to Local or National Planning Policy.

This is a reserved matters application for 11 commercial units providing 6,984sq.m GIA Commercial/employment development within use Class B8/Class E. Outline permission was previously granted on 2nd February 2024 (Ref. 223083) for 6,986sq.m GIA of Class B8/Class E use across 11 no. commercial units.

A Transport Technical Note (dated 23.07.2025) produced by ADC Infrastructure has been submitted in support of the planning application.

Vehicle Access

1. The vehicle access was approved under outline permission no. 223083. A 6.0m wide extension to the existing site road was proposed and the accesses to existing uses on the site would become priority junctions. It was confirmed that the access roads would be maintained as private highway and that the roads will be built to adoptable standards.
2. The outline application included drawings demonstrating suitable visibility from the proposed junction and drawings providing swept paths of a 16.5m long articulated vehicle, which were accepted by the LHA.

Deliveries and Servicing

3. The LHA is satisfied the site provides suitable turning space for vehicles making deliveries to the proposed B8 Class Units. The applicant has provided swept path analysis which demonstrates suitable turning space for a 16.5m long articulated truck within the site car park. Swept paths have also been provided for a 12m long rigid truck and an 8m long box van.

Car Parking

4. The LHA are satisfied with proposals for 128 car parking spaces on the site. This is above the 95 required for B8 land use by the parking standards and below 128 required for the 176 spaces required for B2 land use.
5. The LHA consider 128 parking spaces suitable to meet the likely parking demand from the proposed development and do not expect there to be an overspill of car parking onto the surrounding roads.
6. The Transport Technical Report provides a forecast of parking accumulation from the proposed B2 Use. The report forecasts that there will be a maximum parking accumulation of 57 vehicles on site, which would fall well within the 128 spaces proposed.
7. A calculation of the empty parking spaces and the forecast parking demand is provided in the table below.

Unit	Size	Parking Spaces	Forecast Demand	Empty Spaces	Max. Occupancy
1	1,226	24	10	14	42%
2	548	8	5	3	63%
3	539	9	5	4	56%
4	883	15	7	8	47%
5	1,013	16	8	8	50%
6	1,542	32	12	20	38%
7	1,231	24	10	14	42%
Total	6982	128	57	71	

8. The requirements of the Wokingham Parking Standards for B2 and B8 use are provided in the table below:

Site Compliance with WBC B2 and B8 Parking Standards						
Unit	Size (Sq.)	WBC Requirement		Provided	B2	B8
		B2	B8			
1	1,226	30	15	24	80%	160%
2	548	16	11	8	50%	73%
3	539	16	11	9	56%	82%
4	883	23	13	15	65%	115%
5	1013	25	14	16	64%	114%
6	1542	36	16	32	89%	200%
7	1231	30	15	24	80%	160%
Total	6982	176	95	128	73%	135%

Electric Car Charging Points

9. The LHA accept the proposed Electric Vehicle Charging Strategy which is considered compliant with the WBC Policy for EV Charging at new developments.
10. The applicant proposes 13 Active EV Charging Spaces and 23 Passive EV Charging spaces (of a total 128 parking spaces). This equates to 10% of spaces being fitted with active EV Chargers and a further 17% being fitted with passive provision for further activation.

Blue Badge / Disabled Parking

11. Seven Car Parking spaces on the proposed site plan are designed and demarcated for Blue Badge users. This equals 5.4% of the 128 car parking spaces proposed on site.
12. This accords with the DfT Guidance '*Inclusive Mobility (2021)*' for employment generating facilities which requires 5% of total parking capacity designed for Blue Badge Use.
13. DfT Data released in March 2023 which showed there were 2.57 million blue badge holders (4.6% of the UK population).

Cycle Parking

14. The proposed site masterplan labels 6 areas for cycle storage at the 7 units, but does not confirm the number of cycle spaces provided. Suitable planning conditions should be agreed which secure details of the type of cycle stands to be provided on site.
15. However, the LHA are satisfied the 35 cycle stands required could be provided. Each area for cycle storage appears to measure 2.6m x 4.7m. This appears suitable to allow 4 Sheffield Stands (8 spaces) per unit given the WBC standards require 900mm spacing between Sheffield Stands.

16. The WBC Parking Standards require a total of 35 cycle stands on the basis that 1 cycle parking space per 200m² of B2 Industrial land is required for 6,986sq.m B2 Industrial.

Trip Generation

17. The trip generation potential of the site was previously assessed by highways and considered acceptable. The LHA do not expect this development to have a significant impact on queue lengths or on the capacity of the surrounding highway network.
18. The worst-case scenario is if the entire development was occupied by a single tenant operating B2 Land Use. The net trip generation impact is 15 additional vehicle trips in the AM Peak Hour and a reduction of 3 vehicle trips during the PM Peak Hour. This equates to 0.8% of the 1725 vehicles recorded at the Reading Road/Observer Way roundabout.

Junction Capacity

19. The junction assessments for the previous application confirmed spare capacity on the surrounding road network. The Highways Authority was content that: *'Traffic from this development would not have an adverse impact on the highway network'*.
20. Two junctions were modelled as part of this transport assessment, namely Observer Way/Reading Road and the access with Reading Road. Classified turning counts were undertaken for these junctions on 15th June 2022.
21. The TA concluded that there was sufficient spare capacity at the site access/Reading Road junction and the Reading Road/Observer Way roundabout.

Recommended Conditions and Informatives

The LHA recommend that approval remains subject to transport conditions included in the Outline Planning permission (Ref. 223083) relating to Construction Impact, Highway Construction Details, Visibility Splays, Cycle Link to Observer Way, Cycle Parking, Electric Vehicle Charging, Delivery and Servicing Plan, Lighting and Parking Management Strategy.

The LHA recommends agreement of additional/varied conditions relating to Gate Set Back, Parking/Turning and Cycle Parking.

CH7 - GATE SET-BACK

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall

be erected unless set back a distance of at least 20m metres from the highway boundary and so as to open away from the highway.

RH7: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

CF6 - PARKING AND TURNING (AS APPROVED)

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking and turning space has been provided in accordance with the approved plans. The vehicle parking and turning space shall be retained and maintained in accordance with the approved details and the parking space shall remain available for the parking of vehicles at all times and the turning space shall not be used for any other purpose other than vehicle turning.

REASON: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety and convenience and providing a functional, accessible and safe development and in the interests of amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

CF9 - CYCLE PARKING (TO BE APPROVED)

Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose..

REASON: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Date:	29.09.25	Signed:	Ben Amey
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