

Date:
Application: 250931



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

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Dear WBC Highways,

Consultation from adjoining LA Consultation

Application Number: 250931

Applicant: Countryside Properties (UK) Ltd

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

Parish:

Grid Reference:

Proposal:

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. 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.

Yours sincerely,
Development Management

MEMORANDUM

From:	Ben Amey Development Control		
Service	WBC Highways	App No:	250931
Address:	Finchwood Park, Sheerlands Road, Arborfield, Wokingham, RG40 4QY.		
Proposal:	RM on O/2014/2179 - 161 dwellings parcels Parcel 11 and Parcel 12		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☒ Request further information before determination as **stated below**.

Comments On Proposal

Introduction

The Local Highways Authority (LHA) require the submission of further information and amended plans in order to be content with the reserved matters application.

Preapplication advice dated 25th January 2025 was previously issued by the Wokingham Highways Development Team. A Transport Assessment (TA) produced by Stuart Michael Associates has been submitted in support of the planning application.

Initial comments were provided on 26th June 2025. Revised plans were submitted and additional comments dated 17th October are provided in **Green**.

Vehicle Access

1. Drawing No. 7292.002-Rev-P03 dated Nov.2024 demonstrates visibility splays of 2.4m x 25m at internal site access junctions. This complies with the Manual for Streets visibility standard for a 20mph speed limit. Corner radii of 6m are displayed.

Traffic Calming Features

2. The LHA require the provision of physical speed reduction features between Plots 175 – Plot 186. This section of straight road is c.127m long and would result in vehicles exceeding the target speed of 20mph.

- Features reducing vehicle speeds should be provided at 50-80m centres. Whilst this could take the form of traffic calming, good design should avoid the need for engineering features.
- The design should naturally convey appropriate design speeds to drivers, with a target speed of 20mph specified in the Wokingham Living Streets Guidance(Link:<https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf>).

a. The road alignment has been reviewed and a raised table is now proposed to the front of Plots 178-180. This is now considered acceptable.

Pedestrian Access to Rear Gardens

3. Gates should be displayed and provided at entrances to pedestrian access alleys to rear gardens (Plot Nos. 59, 62, 96, 114, 169)

Site Layout and Swept Paths of Refuse Vehicle

4. The swept paths for a refuse vehicle show that there are 3 areas where a refuse vehicle body and chassis would overrun the footway to the south-west of Plot 186.

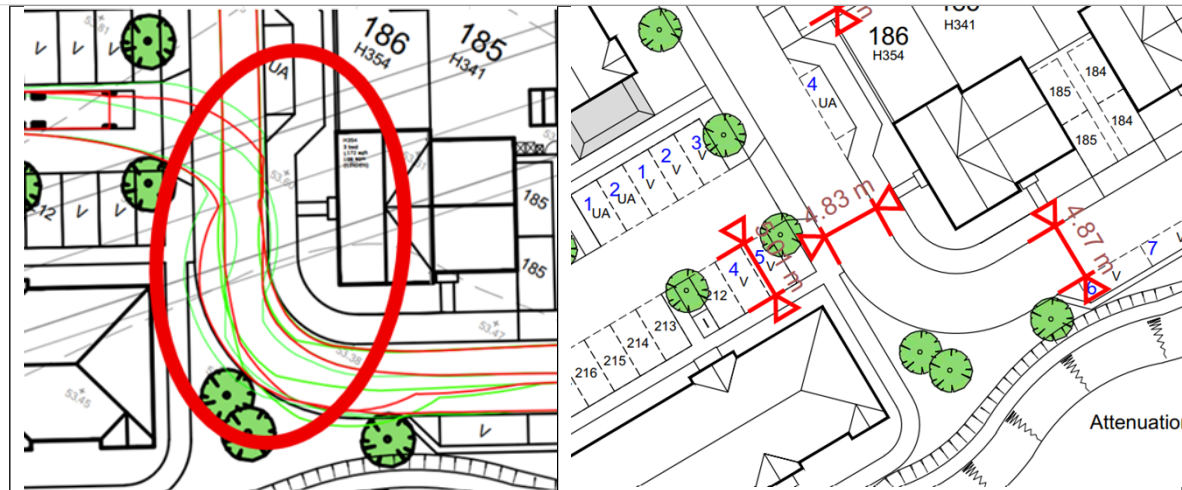
a. The site layout and swept paths have been amended and the refuse vehicle no longer overhangs the footway in these areas.

5. The swept paths should show that a refuse vehicle and a large can pass each other (as per the preapplication advice provided by the LHA).
6. 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 footway and risk pedestrian safety. Measurements taken from the submitted site plan indicate that the carriageway width at this location is only 4.8m wide; rather than the 5.0m proposed and required by WBC.
7. Forward visibility of 25 metres should also be demonstrated around the bend for the 20mph speed limit, as only a 15mph visibility has been shown. The LHA are concerned that without suitable passing space and without suitable forward visibility there could be conflicts between refuse vehicles and cars travelling around the bend. Screenshots of the refuse vehicle overrun and measurements of carriageway width are provided below.

a. Forward visibility for a 20mph speed limit has now been shown on the drawing submitted by Stuart Michael Associates.

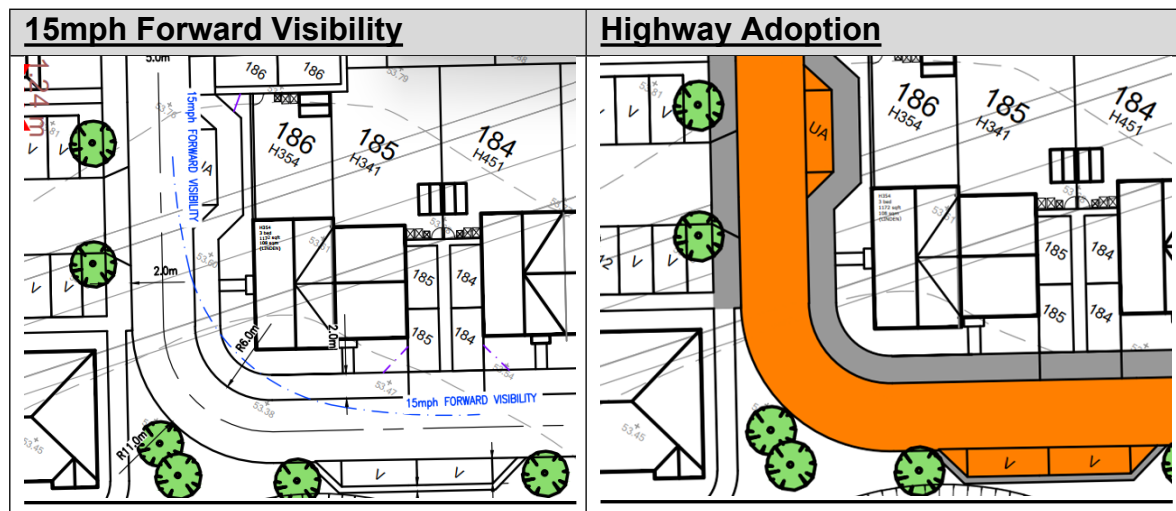
Refuse Vehicle Overrun

Inadequate Carriageway Width



8. Furthermore, the 15mph visibility splay shown passes through land which is not offered for adoption as public verge/highway. Therefore, the 15mph visibility is not only substandard; but cannot be guaranteed given a fence could be erected within the splay. Screenshots highlighting the problem are provided below:

a. The adoption plan has been amended to include land within the visibility splay. This issue is now resolved.



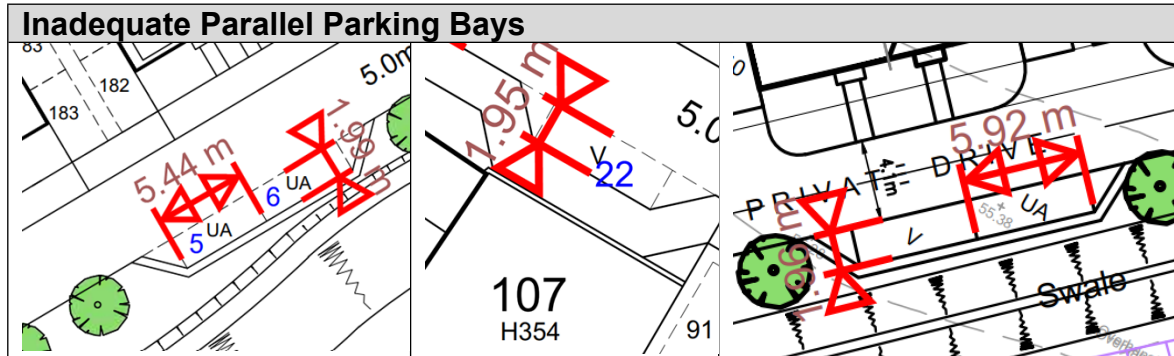
Overall No. of Car Parking Spaces

9. The LHA consider the number of parking spaces proposed acceptable. The number of parking spaces has been determined by using the WBC Parking Calculator for developments in a village location (as requested at preapplication stage).
10. Parcels 11 and 12 will provide a total of 329 car parking spaces of the 329 parking spaces; 273 spaces will be allocated with an additional 32 visitor parking spaces, 23 unallocated parking spaces and 1 substation space.

Visitor/Unallocated Parking Space Dimensions

11. The parallel visitor spaces do not meet WBC dimensions and only measure 5.4m – 6.0m long x 1.91m – 2.0m wide. The WBC Parking Standards require 'Where spaces are parallel to the aisle or access road, they should be 6.5m in length and 2.5m in width'.

a. *The spaces appear to have been made larger to meet the WBC Minimum Dimensions.*



Cycle Parking

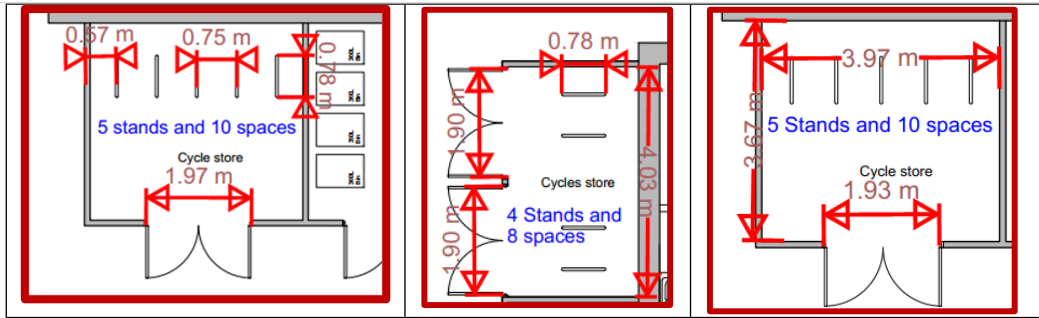
12. The LHA require the applicant to confirm the method of entry to the cycle store (i.e. swipe card or pin pad), provide sliding doors instead of swing doors to improve ease of access and confirm the provision of lighting and CCTV for the store. The WBC Parking Standards refer to Sustrans sheet FF37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

13. The LHA are satisfied with the dimensions of individual cycle stores for each dwelling are shown within the back garden of each dwelling on Drawing No. 7292.001-Rev-P03, dated Nov.2024. For the 24 apartments proposed, there are 28 cycle parking spaces proposed with the following distribution:

- Plots 194 – 202 have 10 spaces (5 Sheffield Stands) for 9 dwellings.
- Plots 203 – 211 have 10 spaces (5 Sheffield) for 9 dwellings.
- Plots 212 – 217 have 8 spaces (4 Sheffield Stands) for 6 dwellings.

14. The LHA are satisfied with the dimensions shown for the cycle stores proposed for the apartment blocks shown on the following Drawings:

15. Drawing No. PL-80-Rev-D (Apartment Building – Plots 194 – 202 Proposed Floor Plans, dated 10.04.25).



Electric Vehicle Charging

16. The TS confirms in Paragraph 3.3 that active Electric Charging points will be fitted to all dwellings, as requested at preapplication stage. This is welcomed by the LHA.

Trip Generation

17. 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.

18. The TA includes a forecast of trip generation based on the previously agreed trip rates and applying these trip rates to the proposed 161 dwellings.

Table 4.2 – Anticipated Trip Generation Parcels 11 & 12 (161 units)

	Arrivals	Departures
AM Peak	21	64
PM Peak	53	32

Deliveries, Servicing and Refuse Collection

19. The LHA are satisfied that the max. drag distances for refuse collection will not be exceeded within the site. Drawing No. 7292.004-Rev-P03, dated 10.04.25 titled 'Parcel 11 and 12 Refuse Vehicle Tracking Sheet 2 of 2' demonstrates that bins are within 30 metres of the collection points where a refuse vehicle could stop.

Date:	17 th October 2025	Signed:	Ben Amey
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