

PLANNING REF : 260720
PROPERTY ADDRESS : The Lodge
: Pinewood Leisure Centre, Old Wokingham Road, Crowthorne, Wokingham, RG40 3AQ
SUBMITTED BY : Wokingham Without Parish Council
DATE SUBMITTED : 12/05/2026

COMMENTS:

Wokingham Without Parish Council wish to object with the following statements:

1. Overarching policy The site is within the countryside and the proposal is contrary to Policy CP11 of the Adopted Core Strategy
2. Insufficient regard has been given to the cumulative impact of all the recent residential developments which are putting a significant strain on local facilities, services and infrastructure. This scheme is not part of the strategic strategy for development within the Borough and does not take account of the impact of other major and local developments across the boundary in Bracknell Forest.

3. Missing details of Sport pitch Provision The site currently has a MUGA and tennis courts but no details are provided of the replacement provision. This is contrary to the NPPF

4. Flawed design and Access Statement

- a. Makes a feature of developing the site based on its major existing features of the site but excludes a) the existing building and b) the sports provision which most reasonable people would see as integral to the existing site. This omission invalidates the remainder of the statement.
- b. The starting point should be the approved 109 flats in the existing building.
- c. No details provided of the demolition of the existing building

Overall the Design and Access statement is not bespoke and appears to have been written as an attempt to post fit the applicants preferred solution.

5. Flawed travel plan - assumes residents will use public transport but locally there are only 2 Bus "services" (the 125, which is currently being reduced to c2 services per day and the 194 (Bracknell Forest) which has recently relocated the stop at Pinewood crossroads further away). If as claimed, interventions to increase usage of public transport are built into the new development, then locally the recent significant developments would naturally have led to an increasing amount of bus services. Unfortunately, the evidence shows the reverse i.e. more houses and fewer buses must mean promotion of public transport in an area already poorly served with buses does not work. This means that the only 'active travel' options are walking / cycling. On paper, the distances for walking/cycling look feasible, but in practice there are major practical difficulties that make this unfeasible:

- a. Cycling - No safe access to Crowthorne facilities or Buckler's Park (BFC) facilities: There is a shared cycle path up to the Pinewood Roundabout (Nine Mile Ride / Old Wokingham Road) but no safe way to cross this extremely busy roundabout since

it was "improved" and the NMR eastbound to OWR northbound and OWR northbound to NMR westbound leg(s) are designed to allow cars to travel without stopping first at the roundabout. Cyclists (and pedestrians) are thus severely disadvantaged as there are no other options to cross.

b. Pedestrians - no street lights on this section of Nine Mile Ride (Pinewood Roundabout to St Sebastian's Roundabout), narrow, uneven pavements make this completely unsuitable along a busy, 40MPH B-class road. In addition, the proposed school route crosses this road with a pedestrian refuge which would not meet the "Safer routes to School" standard, requiring a pedestrian crossing instead. (See for example the pedestrian crossing on New Wokingham Road that was installed once the Lollipop man/lady service was withdrawn).

c. Both cycling/pedestrian - access to Crowthorne Station is via said unsuitable, unlit Nine Mile Ride and a permissive footpath (so not for cycling) through Ravenswood / Golf Course OR via unlit byway (Oaklands Lane) and unlit public footpath (so not for cycling) to the Golf Course

d. Both cycling/pedestrian - access to the proposed proximate amenities on Buckler's Park requires the crossing of the dangerous Pinewood Roundabout as described above

e. Pedestrian access through the Pinewood Centre is indicated by no explanation is given of how this might be secured.

6. Marketing The submitted report suggests no interest for commercial and some interest for educational/nursery purposes. No mention is made of marketing as a converted building for residential purposes. Ie. the use of the extant planning permission. This suggests the exercise is flawed and appears aimed at providing a fit for the applicants proposal rather than true representation of the market.

7. Highway Safety

a. Unclear why the accident data for a) Honeyhill / Nine Mile Ride junction (cyclist) or Old Wokingham Road / Pinewood Centre entrance have not been included as both within 300m of the perimeter of the site? Slightly further afield is the infamous Old Wokingham Road / Easthampstead Rd junction where mishaps are common. Fortunately no pedestrians/cyclists have been involved as these un-classified rural roads are simply not suitable (no pavements, no lighting) so no sensible people walk/cycle along them.

b. Traffic leaving the site will be forced eastbound as Nine Mile Ride is too busy to turn right. Will lead to additional queues at the already capacity Pinewood roundabout.

c. Increased volumes of traffic from the new South Wokingham Distributor Road / Development Location are already flooding the network which will only increase driver frustration and cause accidents

d. Missing details of the secondary emergency access. No details provided of where/how the vehicular access to the highway will be - just a footpath through some trees to an adjoining site

8. Not a Sustainable development location

a. Outside the defined settlement area

b. No facilities onsite and no alternative non-car access to the 'proximate local amenities' (see point above)

c. The primary school location involves unaided crossing of Nine

Mile Ride, a dangerous 40Mph busy road with no pedestrian controlled crossing points at any convenient location and a partly unlit route

d. Of the 'proximate local amenities' listed, four are located within the Buckler's Park development (in Bracknell Forest) and are amenities that have been provided expressly for residents of THAT development, and were not designed to take additional NEW 'custom'. This is evidenced by study of the relevant planning permission and accompanying documents. The identified local amenities are of a scale for existing residents eg, a small supermarket, a coffee shop and community facilities.

9. Trees and natural features Significant loss of greenspace and mature diverse habitat leading to significant biodiversity loss. No details have been provided of how the current tree protection order imposed at the request of WWPC will be managed. Loss of wildlife corridors through t o Gorrick Woods, an important lowland heath habitat.

10. Detrimental intensification of existing site - additional housing beyond the built development. This results in a significant and material change of character. The new development will be publically accessible via the new roads and the change to the character of the countryside will therefore have a detrimental public impact. This will be exacerbated by the extensive use of street lighting and resultant light pollution.

11. SANG Insufficient on site land to allow on site SANG provision for the houses. No indication is given of how this will be provided. This suggests that off site provision will be required and no details have been given of the applicants control of any local land. The alternative is of course for the applicant to pursue an alternative form of development of a lower overall density and spread. Although there was little public control of the Prior Approval (which is regrettable) it remains an option.