

BULMERSHE SCHOOL READING

PROPOSED SEND UNIT

TRANSPORT STATEMENT

FEBRUARY 2026

PROPOSED SEND UNIT

THE BULMERSHE SCHOOL, READING, RG5 3EU

TRANSPORT STATEMENT

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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by **Wokingham Borough Council (WBC)** to prepare a Transport Statement (TS) to support a planning application to Wokingham Borough Council (WBC) for a new SEND Communication & Learning (C&L) Resource Base Unit at **The Bulmershe School, Woodlands Avenue, Woodley, Reading, RG5 3EU**.
- 1.2 The new resource base will provide a self-contained specialist environment supporting 25 students requiring structured, small-group and individual learning. The proposals form part of WBC's ongoing programme to expand and enhance SEND provision across its primary and secondary estates, responding to increasing local demand for high-quality specialist support within mainstream school settings.
- 1.3 This TS has been prepared in accordance with the latest national and local guidance documents including the National Planning Policy Framework (NPPF) and the WBC Local Plan and related documents.
- 1.4 This TS is structured in the following way:
- **Section 2 – Transport Policy** reviews the relevant transport policies at national, regional and local levels;
 - **Section 3 – The Site and Existing Conditions** provides a detailed understanding of the existing site and surrounding highway network including the existing staff parking;
 - **Section 4 – Development Proposals and Impacts** provides a detailed understanding of the development proposals and describes how the proposals will not have a severe impact on the surrounding highway network; and
 - **Section 5 – Summary and Conclusions** provides a summary of the key transport impacts, issues and solutions of the development proposals.
- 1.5 This TS examines the existing transport network and considers the transport impacts of the proposed development.

2. TRANSPORT POLICY

Introduction

- 2.1 This section of the TS reviews the transport related planning policies at national, regional and local levels which have informed the development proposals.

National Planning Policy Framework (NPPF)

- 2.2 The NPPF was published in March 2012 and most recently updated in February 2025. It sets out the government's planning policies for England and how these are expected to be applied.

- 2.3 Section 9 of the NPPF deals with promoting sustainable transport and paragraph 109 states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; and*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 2.4 Paragraph 110 states that *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

- 2.5 The NPPF outlines in paragraph 116 that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

Planning Practice Guidance (PPG)

- 2.6 The NPPF is supported by the PPG and a separate section titled *“Travel Plans, Transport Assessments and Statements”* provides advice on when Travel Plans, Transport Assessments or Statements are required and what they should contain. The advice was published in March 2014.

- 2.7 The PPG outlines the purpose of a Travel Plan and states that they are *“long-term management goals for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”*
- 2.8 A Transport Assessment or Transport Statement is defined as a *“way of assessing the potential transport impacts of developments”* and they *“may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans”*.
- 2.9 The PPG also confirms that Travel Plans, Transport Assessments and Transport Statements make positive contributions to:
- *Encouraging sustainable travel;*
 - *Lessening traffic generation and its detrimental impacts;*
 - *Reducing carbon emissions and climate impacts;*
 - *Creating accessible, connected, inclusive communities;*
 - *Improving health outcomes and quality of life;*
 - *Improving road safety; and*
 - *Reducing the need for new development to increase existing road capacity or provide new roads.*

Local Policy – Wokingham Borough Development Plan

- 2.10 The WBC development plan consists of local plan and neighbourhood development plan documents which form a strategy for how growth and development will be managed in the borough.
- 2.11 The Adopted Core Strategy Development Plan Document (January 2010) sets out the WBC strategy for managing development until 2026. Policy CP6 (Managing Travel Demand) states that:
- “Planning permission will be granted for schemes that: a) Provide for sustainable forms of transport to allow choice; b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel; c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users; d) Provide appropriate vehicular parking, having regard to car ownership; e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed; f) Enhance road safety; and g) Do not cause highway problems or lead to traffic related environmental problems.”*
- 2.12 The Adopted Managing Development Delivery Local Plan (February 2014) outlines detailed policies for managing development. Policy CC07 relates to parking and states:
- “1. Planning permission will only be granted where the proposal demonstrates the following: a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD b) That the new scheme retains an appropriate overall level of off-street parking.”*
- 2.13 WBC parking standards are set out in Appendix 2 of the MDD Local Plan and state for Use Class D1 Secondary Schools, Colleges parking should be provided on the basis of 1 space per full-time member of

staff + 1 per 5 post 17 year old students, and cycle parking should be provided at one long-stay space per 3 students and one long-stay space per 5 staff.

Policy Summary

- 2.14 This TS demonstrates that the development proposals are in accordance with the national, regional and local transport policies identified above by demonstrating that the new C&L Resource Base Unit will not have a severe impact on the surrounding highway network

3. THE SITE AND EXISTING CONDITIONS

The Site

- 3.1 Bulmershe School is a campus-style secondary school set within an education and leisure area on the western periphery of Woodley. The main school buildings and car park are located to the south-east of the wider school site which are bound by Bulmershe Leisure Centre to the south and residential housing to the east. The school playing fields form the western side of the school site and are adjacent to a larger area of open greenspace to the south-west and Bulmershe Park to the north, as shown on the Site Location Plan at **Figure 1**.
- 3.2 The school is well integrated with the surrounding educational and leisure establishments including Addlington Primary School, Addlington Sixth Form College, Goals Reading, and Bulmershe Leisure Centre; all of which have primary or secondary access from Leisure Road.
- 3.3 The Bulmershe Gymnastics Club is to the north of the school grounds with access via Grays Crescent.
- 3.4 The Bulmershe School has a current enrolment of around 1500 students and 149 FTE staff.



Figure 1: Site Location Plan (Google Maps)

Local Road Network

- 3.5 The school takes access from Leisure Road, a private road which serves The Bulmershe School, Bulmershe Leisure Centre and Goals Reading. Addlington School and Sixth Form College also have secondary accesses from Leisure Road.
- 3.6 Leisure Road is subject to a 5mph speed limit with traffic calming measures in place including speed bumps and signage. It is street-lit with footways on both sides of the road. Leisure Road becomes Star Road at its northern end adjacent to the Bulmershe School Main Building, at which point there is a footway only on the eastern side of Star Road.
- 3.7 Woodlands Avenue connects to the southern end of Leisure Road via a mini roundabout junction. It is an east-west route between Earley (Church Road) to the west and Crockhamwell Road and Woodley town centre to the east. There are footways on both sides of the road with street lighting. A 30ph speed limit is in place with a 20mph part-time advisory limit during school drop-off and pick-up times.
- 3.8 The A329(M) and wider strategic road network can be accessed from the Bader Way Roundabout and Winnersh Triangle Slip Road Roundabout round 3.6km south-east of the school. Around 3km south-east of these roundabouts, the A329(M) intersects junction 10 of the M4 at Winnersh Interchange.

The Bulmershe School Access and Parking

- 3.9 The main vehicular access to the school is from Leisure Road which provides access to a drop-off lay-by and the staff car park on the southern side of the main building.
- 3.10 Two bus stops provide parking for school buses on the eastern side of the lay-by, and two disabled parking bays are located on the western side. Double-yellow lining prevents any other form of parking.
- 3.11 Vehicular access to the school car park is at the south-eastern corner of the lay-by, where 126 car parking spaces (5 of which are disabled bays) are available for staff use. The car park is barrier controlled with fob entry. A site visit was undertaken on 4 February 2026 and the staff car park was observed to be at capacity.
- 3.12 To the east of the school campus, a gated access on Chequers Way serves as a delivery and servicing entrance with a separate pedestrian gate for staff and pupils entering from the east. 'School Keep Clear' road markings operate across the frontage of this access which prevent on-street parking between 8.00am – 5.00pm Monday to Friday.
- 3.13 There is an existing 41 space car park at the north-east corner of the school grounds with access via Grays Crescent which is used by the Bulmershe Gymnastics Club outside of school hours (after 4.45pm weekdays and during school holidays / weekends). The car park was approved in September 2015 (planning reference: 150115) and planning condition 7 states that *"The access and parking area hereby permitted shall be used in connection with the gymnastics building only ... and at no time shall be used in connection with the Bulmershe School unless otherwise agreed in writing by the Local Planning Authority."* At the time of the site visit the car park was vacant with the exception of 2 minibuses.
- 3.14 During school hours, users of the gymnastics building use the gravel car park to the north of the building, also accessed via Grays Crescent.

On-Street Parking

- 3.15 On-street parking is prohibited on Leisure Road through the use of double yellow lines ensuring that access remains available at all times.
- 3.16 Furthermore, with the exception of drop-kerbs, 'School Keep Clear' and junction protection markings there are no parking restrictions on roads surrounding the school including Woodlands Avenue, Howth Drive, Chequers Way or Grays Crescent.
- 3.17 A site visit was undertaken on 4 February 2026 and all vehicles were observed to be parking within the on-street restrictions. In addition, there was spare on-street parking capacity on all roads immediately adjacent to the site indicating that the existing school is unlikely to have a significant impact on on-street parking capacity outside of the drop-off and pick-up times.



Figure 3 (left) and Figure 4 (right): On-street parking availability Grays Crescent

Public Transport – Bus Services

- 3.18 As shown at **Figure 1** there is a dedicated bus stop for the school on Leisure Road, within 100m (a 1-minute walk distance) of the Main School Reception. Further bus stops are located adjacent to the Bulmershe Leisure Centre on Woodlands Avenue, within a 260m (3-minute walk distance) of the Main School Reception. The westbound bus stop provides, seating, shelter, timetable information and a bin, whilst the eastbound bus stop is a simple flagpole arrangement with timetable information and a bin.
- 3.19 Both Reading bus services and Horseman Coaches serve the stops in the site vicinity and are summarised in the table below. The school also provides a school bus timetable in partnership with Reading Buses to students and on their website.

Table 3.1: Bus Services

Bus Service	Route	Average Frequency (per hour)			Weekday	
		Weekday	Saturday	Sunday	First	Last
13 Orange	Reading Station – Woodley Circular (via Bulmershe / Woodley / Chequers)	2	2	1	0529	2345
14 Orange	Reading Station – Woodley Circular (via Chequers / Woodley / Bulmershe)	2	2	1	0538	2339
19c Little Oranges	Central Reading – London Bridge (via Royal Berkshire Hospital, Earley Gate / Silverdale Road)	1	1	-	0715	1938
80	Caversham Park – Bulmershe School (via Caversham Library / Morgan Road / Earley Gate)	2 per day	-	-	0816	1510
81	Caversham Heights – Bulmershe School (via Caversham Library / St Joseph's College)	2 per day	-	-	0815	1512
W983 (School Coach Service)	Three Mile Cross – Bulmershe School and Waingels College (via Lower Earley)	2 per day	-	-	0810	1519
Total					-	-

*13 Orange, 80, and 81 services stop at the Bulmershe School stop on Leisure Road at specific school times

- 3.20 The table above confirms that there is an average of 5 bus services per hour Monday – Saturday available from bus stops within a 260m walk distance of the school. Additionally, the 80, 81, and W983 coach service provide a weekday school service in the morning and afternoon. The site therefore benefits from very good access to bus services locally.

Public Transport Rail

- 3.21 The nearest rail station is Earley Station around 1.6km south of the school and is accessible within a 20-minute walk or 9-minute cycle ride.
- 3.22 Wokingham Station is partly accessible and a step-free category B3 station with level access to Platform 1 and steps to Platform 2. Secure and covered cycle parking (69 spaces) is also available outside the station entrance.
- 3.23 South Western Railway services operate to and from the station with trains providing frequent access to destinations including Reading, Twickenham, Clapham Junction, and London Waterloo as outlined in the table below:

Table 3.2: Rail Services

Rail Line	Route	Peak Hour Frequency			Weekday	
		Weekday	Saturday	Sunday	First	Last
South Western Railway	Reading – London Waterloo	Every 30 mins	Every 30 mins	Every 30 mins	0544	2314
South Western Railway	London Waterloo - Reading	Every 30 mins	Every 30 mins	Every 30 mins	0642	0134

Active Travel – Walking and Cycling

- 3.24 The site is very well served by footways, footpaths and on / off-road cycle routes ensuring that there is good access to active travel options for existing and future school staff and pupils.
- 3.25 There are two points of pedestrian access to the school, the main being from Leisure Road adjacent to the school reception and the second being from Chequers Way to the east of the site, adjacent to the delivery and servicing vehicular access.
- 3.26 There are street-lit footways on both sides of Leisure Road, Woodlands Avenue, and surrounding residential roads to the east. These footways provide excellent connections to the pedestrian points of access to the school.
- 3.27 Leisure Road is subject to a 5mph speed limit with zebra crossing points at regular intervals and at junctions providing safe pedestrian connections between the school and surrounding educational and leisure settings. A signal controlled pedestrian crossing on Woodlands Avenue to the east of the bus stops also provides a safe crossing point to the westbound bus stop.
- 3.28 Shelgate Walk on the eastern site boundary is a footpath connecting Chequers Way to the north and Woodlands Avenue to the south. This traffic free pedestrian / cycle route provides an alternative route the school. Pupils who cycle to school depart via an exclusive cycle exit path which joins Shelgate Walk.
- 3.29 Around 260m to the east, at the end of St Paul's Gate, a public right of way over the rail line and through the grounds of St Paul's Church also provides an excellent pedestrian connection to Reading Road bus stops and wider area to the east.
- 3.30 The roads surrounding the school are considered conducive to cycling. A shared footway / cycleway runs along the southern side of Woodlands Avenue connecting to a shared footway/cycleway on Church Road to the west and another on Fairwater Drive to the east. A number of surrounding residential roads are also considered quiet links of the WBC cycle network. New cycle links from Woodley town centre into Reading via Woodlands Avenue is also currently under construction. This will improve cycle connectivity between the town centre and the school.

4. DEVELOPMENT PROPOSALS AND IMPACTS

Development Overview

- 4.1 The proposals seek to build a new SEND Communication & Learning (C&L) Resource Base Unit at **The Bulmershe School, Woodlands Avenue, Woodley, Reading, RG5 3EU** as shown on the proposed site layout plan attached at **Appendix A**.
- 1.6 The new resource base will provide a self-contained specialist environment supporting students requiring structured, small-group and individual learning. The building is located adjacent to the Table Tennis Building. The proposals form part of WBC's ongoing programme to expand and enhance SEND provision across its primary and secondary estates, responding to increasing local demand for high-quality specialist support within mainstream school settings.
- 1.7 The overarching ambition is to create an environment that promotes student confidence, reduces anxiety, supports sensory regulation, and integrates seamlessly with the existing school layout. The students attending the unit will be part of the wider Bulmershe School and it is anticipated that they will spend around 60% of their time within the resource base and 40% within the main school.
- 1.8 The new unit will provide learning spaces and facilities for 25 students. The majority of students will be new to the school, with 3 to 4 students being from the existing cohort.
- 1.9 There will be an initial intake of 4 students with 1 teacher and 3 support staff upon opening. The number of staff will then increase as more students are enrolled. Staffing ratios for SEND settings are driven by individual pupil need, therefore it is expected that there could be up to 8 staff when the unit is fully occupied.

Staff Parking

- 4.2 The school car park currently provides **126 car parking spaces** (5 of which disabled bays) for staff.
- 4.3 It is estimated that there could be up to 8 staff working in the new unit, which will be in addition to the number of staff currently working at the school.
- 4.4 WBC parking standards require 1 car parking space per full-time member of staff plus 1 per 5 post 17-year old students for Use Class D1 Secondary Schools.
- 4.5 The proposals seek to utilise the existing car park in the north-east corner of the site accessed off Grays Crescent to provide additional staff car parking for the proposed SEND unit, during school hours only. On the basis that the existing staff car park is operating at capacity, and the ensure that the proposals do not have a negative impact on the surrounding highway network.
- 4.6 It is intended to limit the number of staff who can park within this car park to the southern parking row only (total of 11 spaces), based on 1 space per FTE member of staff (up to 8 staff) and 3 drop-off / pick-up bays.
- 4.7 Not all staff will travel by car. As outlined in **Section 3** of this TS there are very good walking, cycling, and public transport opportunities within the site vicinity, which current school staff make use of. Additionally, as detailed further below, a School Travel Plan is due to be implemented which will encourage sustainable travel and aim to decrease the number of staff driving to school over the next 5 years. Therefore, further reducing parking demand associated with school staff.

- 4.8 WBC cycle parking standards state cycle parking should be provided on the basis of one long-stay space per 3 pupils and one long-stay space per 5 staff. There is an existing covered and secure cycle compound on-site which had spare capacity at the time of the site visit. The STP will encourage cycling as an active mode of transport for both staff and pupils and will include cycle parking monitoring. The STP will include a commitment to increase cycle parking provision if, and when, demand requires.

Proposed Drop-Off / Pick-Up Area

- 4.9 The existing drop-off / pick-up arrangements for the Bulmershe School do not permit parking and require parents / carers to remain in their vehicle during pick-up and drop-off. Some students of the proposed SEND unit will require a more secure drop-off and pick-up arrangement allowing the opportunity for parents and carers to accompany them onto the site. In addition, some students will be dropped-off and picked-up by WBC Taxis which will require a dedicated waiting area to ensure that a comfortable environment is provided for the SEND students.
- 4.10 The proposed SEND unit is fully integrated into the main school and as such it will operate with the same start and finish times as detailed below.

- Bulmershe School Drop-Off: 0800 - 0830 Pick-Up: 1500

- 4.11 As the drop-off and pick-up times will be the same as the main school, the proposals seek to utilise the existing car park in the north-east corner of the site accessed off Grays Crescent to provide a dedicated drop-off and pick-up area for the SEND unit only. It is intended to sign the southern parking row (total 11 spaces) as SEND Unit (or alternative building name TBC) staff and drop-off / pick-up only during school hours.
- 4.12 The existing car park will provide a secure and quiet environment for drop-off and pick-up and a dedicated pedestrian route between the car park and the SEND unit will be provided as shown on the plan at **Appendix A**.
- 4.13 Not all students of the unit will require vehicular access. Some students will walk to school or use the bus. The types of vehicle used will depend on the needs of individuals but will be private parent cars or taxis. Some students may share WBC taxi transport.
- 4.14 It is estimated that around 25% of students will require use of the dedicated drop-off / pick-up facility and is such it is likely to be relatively lightly used with around 6 vehicles dropping-off and picking-up students when the unit is at capacity. The expected vehicle movements associated with the new unit at the Grays Crescent access would therefore be as follows:
- 6 vehicles dropping-off students in the morning; and
 - 6 vehicles picking-up students in the afternoon
- 4.15 Access to the pick-up and drop-off area will be monitored by a member of staff from the SEND unit to ensure safe and secure access and to ensure that the drop-off area is not misused.
- 4.16 The proposed use of the car park will be very lightly trafficked with a maximum of 8 staff (arriving before 8am and departing after 3.30pm) and 6 vehicles dropping-off and picking-up per day. The car park will remain available for the Bulmershe Gymnastics Club at all other times as per the existing arrangements.

Pedestrian Access

- 4.17 The proposed pedestrian route to the new SEND unit is shown on the plan attached at **Appendix A**.
- 4.18 Access to the unit will be from the south-east corner of the car park and along the northern boundary of the main school building.
- 4.19 For those who do not require use of the drop-off / pick-up area, access to the unit will be the same as the remainder of the school via Leisure Road, Shelgate Walk and Chequers Way.

Travel Plan

- 4.20 The school is working with WBC to produce a School Travel Plan which will include the new unit. This will deliver sustainable transport objectives and measures over a 5-year period to encourage sustainable travel and increase the number of staff and pupils walking, cycling and travelling using public transport. Thus, aiming to reduce single occupancy car journeys in particular.

Delivery and Servicing

- 4.21 The unit will be serviced as part of the existing primary school and will therefore not result in an increase in frequency or change in the type of vehicles used to service the school.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared by **Firmin Transport Planning Ltd (FTP)** to support a planning application to **Wokingham Borough Council (WBC)** for a SEND Communication & Learning (C&L) Resource Base Unit at **The Bulmershe School, Woodlands Avenue, Woodley, Reading, RG5 3EU**.
- 5.2 The new resource base will provide a self-contained specialist environment supporting 25 students requiring structured, small-group and individual learning. The proposals form part of WBC's ongoing programme to expand and enhance SEND provision across its primary and secondary estates, responding to increasing local demand for high-quality specialist support within mainstream school settings.
- 5.3 There will be an initial intake of 4 pupils with 4 staff upon opening who will be in addition to the staff who already working at the school. The number of staff will increase as more pupils are enrolled and it is expected that there will be a total of 8 staff when the unit is fully occupied.
- 5.4 There are very good walking, cycling, and public transport opportunities within the site vicinity, which current staff make use of and therefore it is not anticipated that all new staff would travel by car. Additionally, a STP is due to be implemented which will encourage sustainable travel and aim to decrease the number of staff driving to school over the next 5 years. Therefore, reducing parking demand associated with school staff and further increasing spare parking capacity on-site.
- 5.5 The proposals seek to utilise the existing car park in the north-east corner of the site accessed off Grays Crescent to provide additional staff car parking for the proposed SEND unit, during school hours only. It is intended to limit the number of staff who can park within this car park to the southern parking row only (total of 11 spaces), based on 1 space per FTE member of staff (up to 8 staff) and 3 drop-off / pick-up bays.
- 5.6 Whilst the majority of students will travel to school independently, the proposals seek to utilise the existing car park at the north-east corner of the site to provide a secure drop-off and pick-up arrangement allowing the opportunity for parents and carers to accompany them onto the site. In addition, some students will be dropped-off and picked-up by WBC Taxis which require a waiting area to ensure that a comfortable environment is provided for the SEND students.
- 5.7 The proposed use of the car park will be very lightly trafficked with a maximum of 8 staff (arriving before 8am and departing after 3.30pm) and 6 vehicles dropping-off and picking-up per day. The car park will remain available for the Bulmershe Gymnastics Club at all other times as per the existing arrangements.
- 5.8 The school is working with WBC to produce a STP which will include the new SEND Unit. This will deliver sustainable transport objectives and measures over a 5-year period to encourage sustainable travel and increase the number of staff and pupils walking, cycling and travelling using public transport. Thus, aiming to reduce single occupancy car journeys in particular.
- 5.9 Overall, this TS demonstrates that the proposals are considered to be in accordance with national and local transport policies and will not have a severe impact on the surrounding highway network.

APPENDIX A

PROPOSED SITE LAYOUT PLAN



- DRAWING NOTES
1. filename: 1129 Proposed GF Plan Bulmershe OpD.dwg
 2. Do not scale from this drawing in either paper or digital form. Use figured dimensions only. Detailed site survey to be carried out to establish tolerances. Figured dimensions are in mm. All dimensions shall be verified on site before proceeding with the work. The architect shall be notified of any discrepancies.
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REVISIONS		
REV	DATE	STATUS
PL1	05.02.26	For Planning
Changes since last issue:		
-		

Site Boundary
1,864m2

Bulmershe
Site Boundary

Pedestrian
route

rivingtonstreetstudio
28 NAVIGATION ROAD LONDON E3 3TG
T : 020 7739 8945
E : rss@rssa.co.uk www.rivingtonstreetstudio.co.uk

job title Wokingham SEND Resource
Bulmershe School C&L

drawing title Proposed Site Plan

scale 1:1500@A3

drawn by	job no.	suitability	revision
JY	1129	S3	PL1

PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER
WKS	RSS	_ 03	_ 00	_ DR	_ A	_ 1221