FIRMIN TRANSPORT PLANNING

ST PAUL'S C OF E JUNIOR SCHOOL

PROPOSED SEND UNIT

TRANSPORT STATEMENT

FEBRUARY 2026

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PROPOSED SEND UNIT

ST PAUL'S JUNIOR SCHOOL, WOKINGHAM, RG41 2YJ

TRANSPORT STATEMENT

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PROPOSED SEND UNIT

ST PAUL'S JUNIOR SCHOOL, WOKINGHAM, RG41 2YJ

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 ASD (Autism Spectrum Disorder) Resource Base Unit at **St Paul's Junior School, Oxford Road, Wokingham, RG41 2YJ.**

1.2 The new resource base will provide a dedicated, calm and structured learning environment for 16 pupils with ASD, supporting a range of learning, sensory and social-communication needs. 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 Primary Schools parking should be provided on the basis of 1 space per full-time member of staff, and cycle parking should be provided at one long-stay space per 3 pupils 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 ASD Resource Base Unit will not have a severe impact on the surrounding highway network

3. THE SITE AND EXISTING CONDITIONS

The Site

3.1 St Paul's Junior School is set within a predominantly residential suburban area of Wokingham to the north of the town centre on land west of Oxford Road, as shown on the Site Location Plan at **Figure 1**. The wider site is shared by St Paul's Junior School and Walter Infant School & Nursery. Villiers Mead and residential properties form the northern and western site boundaries, whilst Murray Road forms the southern boundary.

3.2 The main vehicular access to the Junior School and car parks for both schools is from Oxford Road to the north-east whilst a pedestrian and servicing access is situated to the south on Murray Road.

3.3 St Paul's Junior School has a current enrolment of around 384 pupils and 54 FTE staff.

Figure 1: Site Location Plan (Google Maps)

Local Road Network

3.4 The school has vehicle and pedestrian access from Oxford Road which leads to a staff parking area at the north-east corner of the site.

3.5 Oxford Road is a north-south route between Reading Road to the north and Barkham Road to the south. It is a primarily residential road providing access to further residential roads, St Johns Primary School, and Wokingham station toward its southern end. There are footways on both sides of the road with street lighting.

3.6 A secondary access to the school is located to the south on Murray Road, providing pedestrian and servicing access only. Murray Road forms the southern site boundary and connects Oxford Road to the east and Arthur Road to the west and is street-lit with footways on both sides of the road. It provides access to residential housing, St Paul's Junior School, Walter Infant School & Nursery, and Barchester West Oak Care Home.

3.7 Both Oxford Road and Murray Road are subject to a 20mph speed limit with traffic calming measures including speed humps in place.

3.8 The A329(M) and wider strategic road network can be accessed from the Coppid Beech Roundabout around 4.6km south-east of the school. Around 4.8km north-west of the roundabout, the A329 intersects junction 10 of the M4 at Winnersh Interchange.

St Paul's Junior School Access and Parking

3.9 There are two points of gated access to the school from Oxford Road and Murray Road. The Oxford Road access provides vehicular and pedestrian entry to the St Paul's Junior school car park and reception as well as the Walter Infant School and Nursery car park. The Murray Road access provides pedestrian and servicing access to St Paul's Junior School only and is separate to the Walter Infant School and Nursery entrance to the east.

3.10 The Oxford Road access has 'School Keep Clear' road markings across the frontage which prevent on-street parking between 8.00am – 9.30am and 2.00pm – 4.00pm Monday to Friday. Whilst parking is prohibited across the Murray Road site frontage by zig-zag markings associated with the toucan crossing to the east.

3.11 The school provides the following number of parking spaces on-site for staff accessed from the Oxford Road entrance:

- 14 marked parking spaces (1 disabled bay, 1 Headteacher bay and 2 spaces unavailable due to storage container);
- 12 informal parking spaces consisting of rubber matting laid to existing grass verges within the site; and
- 4 parking spaces to the front of the main gates.

3.12 A site visit was undertaken at 10am on Wednesday 4 February 2026. At the time of the visit, the main school drop-off had been completed and the gates closed indicating that all pupils and staff would have been on-site.

3.13 It is understood from the school that the staff car park is generally well used and is normally at capacity during the day. However, as shown on the photographs at **Figure 2 and 3** below, there were 2 available staff parking spaces at the front of the school and at least 1 available parking space within the main car park.

Figure 2: Photograph of front staff parking

Figure 3: Photograph of staff car park

On-Street Parking

3.14 On-street parking is prohibited along Oxford Road between the school access to the north and the junction with Murray Road by double-yellow lining and zig-zag marking associated with the signalised pedestrian crossing around 55m south of the Oxford Road access.

3.15 Around 35m north of the Oxford Road entrance, a stretch of single yellow lining operates Monday – Friday 0915 - 1115 on the eastern side of Oxford Road, whilst there are no parking restrictions on St Paul's Gate, a residential cul-de-sac to the east.

3.16 Parking on Murray Road is heavily restricted by double-yellow lining and zig-zag markings. Single-yellow lining operates Monday to Friday 0915 – 1115 for about 27m on the northern side of the road at its eastern end and for around 86m to the west of the Murray Road school access.

3.17 To the south of the Murray Road / Oxford Road junction, there are marked parking bays on the eastern side of Oxford Road.

3.18 To the west, yellow lining on Arthur Road and Meadow Road in the immediate vicinity of the junction with Murray Road either prohibits parking or prevents on-street parking within school drop-off and pick-up times.

3.19 The only unrestricted on-street parking available within the immediate vicinity of the site is on St Paul's Gate opposite the main entrance to the school.

3.20 During the site visit undertaken on Wednesday 4th February 2026 it was observed that there was spare on-street parking capacity on St Pauls Gate, with a total of 19 parking spaces available on-street (plus 2 EV charging points) within a 2-minute walk of the school as shown on the photographs below.

Figure 4 (left) and Figure 5 (right): Photographs of available parking on St Pauls Gate

Figure 6 (left) and Figure 7 (right): Photographs of available parking on St Pauls Gate

Public Transport – Bus Services

3.21 The nearest bus stops are located around 450m to the north on Reading Road (within 6-minute walk / 3-minute cycle distance from the Oxford Road school entrance) and 430m to the east on Reading Road (within a 5-minute walk distance through St Paul's Church grounds). Both the north and southbound stops provide seating, shelter and timetable information.

3.22 Alternatively, Wokingham Station Interchange is accessible 650m south of the site, within an 8-minute walk / 3-minute cycle ride. Here two bus stops provide shelter, seating, and timetable information with access to around 10 bus services.

3.23 Both Thames Valley and Reading buses services serve the stops in the site vicinity and are summarised in the table below:

Table 3.1: Bus Services (From Wokingham Station Interchange)

Bus Service	Route	Average Frequency (per hour)			Weekday	
		Weekday	Saturday	Sunday	First	Last
121	Wokingham Tesco – Norreys Estate (via Wokingham Town Centre)	1	1	-	0630	1910
151 / 151A	Bracknell – Wokingham (via Binfield/Ashridge Shops/Emmbrook School)	5 per day	5 per day	-	0818	1717
125 / 125A / 125B	Wokingham – Crowthorne	4 per day	-	-	0720	1805
4 Lion / 4a Lion	Reading – Bracknell (via Wokingham / Great Hollands)	4	4	2	0527	2332
3 Leopard	Reading Station to Wokingham (via Royal Berkshire Hospital, Shinfield, Arborfield)	2	2	1	0628	2256
145	Three Mile Cross – Winnersh	1 return journey – Tuesdays only			-	-
Total		**7**	**7**	**3**	-	-

3.24 The table above confirms that there is an average of 7 bus services per hour Monday – Friday available from bus stops within a 650m walk distance of the site. Additionally, the 151A service provides a weekday school service in the morning and afternoon. The site therefore benefits from very good access to bus services locally.

Public Transport Rail

3.25 The nearest rail station is Wokingham Station around 400m of the Oxford Road school entrance and is accessible within a 5-minute walk or 1-minute cycle ride.

3.26 Wokingham Station is accessible and a step-free category A station with step-free access across the entire station. Secure and covered cycle parking (118 spaces) is also available outside the station entrance.

3.27 South Western Railway and Great Western Railway services operate to and from the station with trains providing frequent access to destinations including Reading, Wimbledon, London Waterloo and Gatwick Airport 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	0553	2325
South Western Railway	London Waterloo - Reading	Every 28 mins	Every 30 mins	Every 30 mins	0600	0126
Great Western Railway	Reading – Gatwick Airport	Every 30 mins	Every 30 mins	Every 30 mins	0441	2342
Great Western Railway	Gatwick Airport – Reading	Every 20 mins	Every 30 mins	Every 30 mins	0642	0033

Active Travel – Walking and Cycling

3.28 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.

3.29 There are street-lit footways on both sides of Oxford Road and Murray. These footways provide excellent connections to the two points of pedestrian access to the school to the north-east and south of the wider school site. Signal controlled pedestrian crossing points in close proximity to the school accesses on Oxford Road and Murray Road also provide safe pedestrian connections to the surrounding residential area.

3.30 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.

3.31 The roads surrounding the school are considered conducive to cycling. Both Oxford Road and Murray Road are considered quiet links of the WBC cycle network which connect to Wokingham Station and Wokingham town centre to the south and on and off – carriageway routes to the north on Reading Road.

4. DEVELOPMENT PROPOSALS AND IMPACTS

Development Overview

4.1 The proposals seek to build a new ASD Resource Base Unit to the west of the existing school buildings and immediately south of the school swimming pool on an under-used part of the school playing field as shown on the proposed site layout plan attached at **Appendix A**.

4.2 The new resource base will provide a dedicated, calm and structured learning environment pupils with ASD, supporting a range of learning, sensory and social-communication needs. 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

4.3 The new unit will provide learning spaces and facilities for 16 pupils with secure gated access. Most pupils will be new to the school, with 1 to 2 pupils being from the existing cohort.

4.4 The school currently employs 54 FTE staff. There will be an initial intake of 4 pupils with 4 staff upon opening who will be in addition to the staff already working at the school.

4.5 The number of staff will increase as more pupils are enrolled. Staffing ratios for SEND settings are driven by individual pupil need, and it is expected that there will be a total of 6 staff when the unit is fully occupied.

Staff Parking

4.6 The school car park currently provides **30 car parking spaces** (including 1 disabled bay) for staff. It should be noted that currently 2 spaces are unavailable due to a storage container.

4.7 Initially there will be 4 new staff when the unit opens, increasing to 6 when fully occupied.

4.8 WBC parking standards require 1 car parking space per full-time member of staff for Use Class D1 Primary Schools. However, proposals do not seek to provide more staff parking on-site on the basis that there is no space available on-site to extend the existing car park.

4.9 It should also be noted that the proposals seek to re-allocate 2 of the parking spaces at the front of the school to provide a drop-off and pick-up area for the new unit. These spaces will be signed as "SEND Unit (or subsequent unit name) Drop-Off and Pick-Up Only 8.45am-9.15am and 2.45pm- 3.15pm." The parking bays will remain available during the day for visitors and part-time staff (lunch staff for example).

4.10 As detailed within **Section 3** of this TS 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 School Travel Plan (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.

4.11 It is likely that the proposals will result in some additional overspill parking on-street with up to a maximum of 6 cars (based on 4 out of the 6 new staff driving plus re-allocation of 2 staff bays). However, there is spare on-street capacity on St Paul's Gate during the day, and any overspill parking would therefore not result in a severe impact on the highway network.

4.12 Furthermore, WBC have confirmed that the school has declining PAN numbers for children. Therefore, as the proposed SEND unit pupil and staff numbers increase the existing pupil and staff numbers for the main school will decrease and the overall net increase in pupil and staff numbers will be minimal.

4.13 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 store 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

4.14 Pupils of the new unit will be dropped-off and picked-up from the existing vehicular access on Oxford Road.

4.15 The proposals seek to re-allocate 2 of the parking spaces at the front of the school to provide a drop-off and pick-up area for the new SEND unit. These spaces will be signed as "SEND Unit (or subsequent unit name) Drop-Off and Pick-Up Only 8.45am-9.15am and 2.45pm- 3.15pm." The parking bays will remain available during the day for visitors and part-time staff (lunch staff for example).

4.16 It should be noted that not all pupils of the unit will require vehicular access. Some pupils will walk to school or use the bus. Those who arrive and depart by car will utilise the dedicated drop-off bays at the front of the school from Oxford Road. The types off vehicle used will depend on the needs of individuals but will be private parent / carer cars or taxis. Some pupils may share WBC taxi transport.

4.17 It is estimated that there will be around 7 vehicles dropping off and picking up pupils when the unit is at capacity. The expected vehicle movements associated with the new unit would therefore be as follows:

- 7 vehicles dropping off pupils in the morning; and
- 7 vehicles picking up pupils in the afternoon.

4.18 Drop-off and pick-up of pupils will be staggered from the primary school. The start and finish times of the new unit will be 0850 and 1500 which is outside of the main school start and finish times noted below. Therefore, vehicle movements associated with the unit will be outside the levels of peak activity associated with neighbouring establishments and will not therefore have a material impact on the surrounding highway network.

- New ASD Unit Drop-Off: 0850 Pick-Up: 1500
- St Paul's Junior School Drop-Off: 0830 Pick-Up: 1530

4.19 Access to the pick-up and drop-off area will be monitored by a member of staff at the Oxford Road gate to ensure safe and secure access. Parents / drivers will be informed of specific time slots for the drop – off and collection of pupils to ensure staggered arrivals and departures on-site.

Pedestrian Access

4.20 The proposed pedestrian route to the new unit is shown on the plan attached at **Appendix A**.

4.21 Access to the unit will be secure and gated with staff and pupils using the existing pedestrian route from the north-west corner of the car park and along the northern side of the main building to gain access. The route will be accessible to pupils with level access from Oxford Road.

Travel Plan

4.22 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

4.23 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 new ASD (Autism Spectrum Disorder) Resource Base Unit at **St Paul's Junior School, Oxford Road, Wokingham, RG41 2YJ.**

5.2 The new unit will provide learning spaces and facilities for 16 pupils. The majority of pupils will be new to the school, with 1 to 2 pupils being from the existing cohort.

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 6 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 re-allocate 2 of the parking spaces at the front of the school to provide a drop-off and pick-up area for the new unit. These spaces will be signed as "SEND Unit (or subsequent unit name) Drop-Off and Pick-Up Only 8.45am-9.15am and 2.45pm- 3.15pm." The parking bays will remain available during the day for visitors and part-time staff (lunch staff for example).

5.6 It is likely that the proposals will result in some additional overspill parking on-street with up to a maximum of 6 cars (based on 4 out of the 6 new staff driving plus re-allocation of 2 staff bays). However, there is spare on-street capacity on St Paul's Gate during the day, and any overspill parking would therefore not result in a severe impact on the highway network.

5.7 Pupils will travel to school either by foot, bus, or car. Those who arrive and depart by car will utilise the dedicated drop-off bays at the front of the school from Oxford Road. The types off vehicle used will depend on the needs of individuals but will be private parent / carer cars or taxis. Some pupils may share WBC taxi transport.

5.8 It is estimated that there will be around 7 vehicles dropping off and picking up pupils when the unit is at capacity. Drop-off and pick-up of pupils will be staggered from the primary school. The start and finish times of the new unit will be 0850 and 1500 which is outside of the main school start and finish times noted below. Therefore, vehicle movements associated with the unit will be outside the levels of peak activity associated with neighbouring establishments and will not therefore have a material impact on the surrounding highway network.

5.9 WBC have confirmed that the school has declining PAN numbers for children. Therefore, as the proposed SEND unit pupil and staff numbers increase the existing pupil and staff numbers for the main school will decrease and the overall net increase in pupil and staff numbers will be minimal.

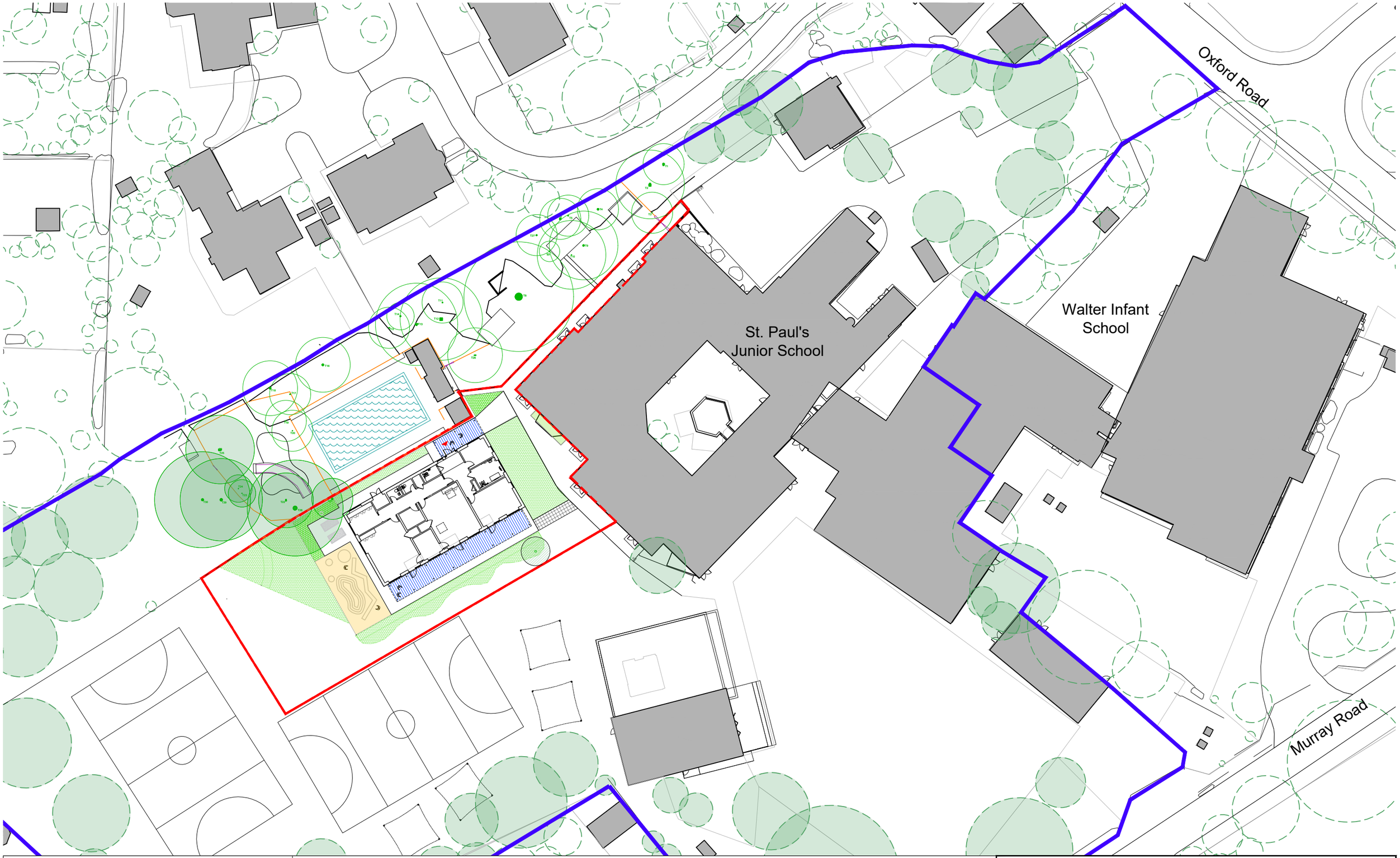
5.10 Pedestrian access to the unit will be secure and gated with staff and pupils using the existing pedestrian route from the north-west corner of the car park and along the northern side of the main building to gain access. The route will be accessible to pupils with level access from Oxford Road.

5.11 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.

5.12 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 St. Paul.dwg

2. Do not scale 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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5. This drawing is not intended for construction unless specifically described as such.

REVISIONS

REV	DATE	STATUS
P01	05.02.26	For Planning

Changes since last issue:
-

Site Boundary
1,400m2

St Pauls
Site Boundary

0 1m 2m 5m 10m

N

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job title Wokingham SEND Resource. St. Paul's Junior School ASD.

drawing title Site Plan Proposed

drawn by	job no.	suitability	revision
JY/RT	1129	S3	PL1

scale 1:500@A3

PROJECT	ORIGIN.	VOLUME	LEVEL	TYPE	ROLE	NUMBER
WKR	RSS	02	00	DR	A	1211