

Date: 20 April 2026
Application: 260932



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Discharge of condition Consultation

Application Number: 260932

Applicant: Dr Ahmed Aleshaiker

Site Address: 283 Loddon Bridge Road, Woodley, Wokingham, RG5 4BE

Parish: Woodley

Grid Reference: Easting - 476646, Northing - 173232

Type of Development:

Proposal: Application for submission of details to comply with the following condition of planning consent 251187 dated 27.11.2025. Condition 4 relates to parking management strategy, 5 to travel plan, 7 to construction method statement.

Case Officer: Rowan Reynolds

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 260932. 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 **12 May 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	260932
Address:	283 Loddon Bridge Road, Woodley, Wokingham, RG5 4BE.		
Proposal:	Application for submission of details to comply with the following condition of planning consent 251187 dated 27.11.2025. Condition 4 relates to parking management strategy, 5 to travel plan, 7 to construction method statement.		
Type of Development:			
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

The proposal seeks consents for discharging conditions 4, 5 and 7 for Planning Application Reference 251187.

Condition 4 – Parking Management Strategy

The proposed extension will require an additional of 12 no. parking spaces for staff and visitors. The Highways Authority had been proactively explored opportunities for increasing off-site parking provisions during the planning application stage, but can accept alternatives via utilising on-street parking when suitable management and monitoring measures are imposed.

Highways' email comments dated 3rd September 2025 has set out the expectation on effective parking off-site management measures to be implemented with mitigation measures being proposed, to ensure minimal parking demand will be displaced onto nearby residential streets and manage the potential risks this poses in terms of highway safety and poor/inconsiderate driving.

Further comments dated 8th October 2025 explains while the parking survey report has indicated the overall occupancy level at any hour-interval to be below 50%, some of the residential streets are already at stress and have almost/already reached the capacity, which are existing localised stresses to some streets. The planning condition, therefore, requires details of the management of all parking spaces and monitoring of all parking including the residential streets.

Averaging the overall occupancy level as stated in Point 4 of the submission does not provide a robust assessment. This has unrealistically assumed that parking demand is evenly distributed along each residential street, and this does not align with the observation from the parking survey.

While the Highways Authority is open to alternative measures to be proposed, the previous comments have not been addressed positively, but to suggest future parking stress survey can unlikely be differentiated between an increase from the proposal and that from background growth in car usage/ownership.

It is relevant to note that parking stress surveys are not primarily used to identify causation of observed on-street parking, but a standard practice to understand the changes in parking demand upon the operational capacities of the existing dental practice are increased and to identify when mitigations are required. Despite the site is located at a sustainable location, due to the significant increase in operational capacity and a net increase of parking demand for up to 12 cars for the proposed extension, the development shall not be exempted from responsibility if observed parking stress increase in the future.

The above unaddressed comments can result in failure to discharge this planning condition.

The applicant is urged to take into account the previous highways recommendations on:

- Propose monitoring and mitigation measures for all parking including local residential streets. Trigger points of mitigations shall be included. The applicant can propose conducting parking beat survey (on Year 1, 3 and 5 after the occupation) and compare with the baseline surveys result as a monitoring measure. For example, the applicant can consider when on-street parking demand within the survey area exceeds 75% of the capacity, Access Protection Markings and Traffic Regulation Order to restrict dangerous parking will be implemented; when exceeds 85%, ...
- The applicant would be expected to provide financial contribution to implement on-street parking control measures at their expense if the monitoring surveys prove that parking displacements are observed, subject to different trigger points.

Condition 5 – Travel Plan

A Travel Plan setting out general measures to promote sustainable travel is submitted, which welcomed.

However, as insufficient parking provisions have been proposed on-site and on-street parking provisions will be utilised, a proactively travel plan is expected to be implemented to encourage a modal shift towards sustainable modes of transport.

The Highways Authority might accept the proposed Travel Plan if sufficient on-site parking provisions or a robust Parking Management Plan would have been proposed. However, with the current details provided for Parking Management Strategy, greater reliance on the Travel Plan is placed to mitigate the impacts on

displaced parking demand and potential risks this poses in terms of highway safety and poor/inconsiderate driving.

For this instance, additional details on travel plan targets, measures and monitoring measures will be expected to reduce car-dependent journeys.

Condition 7 – Construction Method Statement

A Method Statement dated 24th March 2026 has been submitted and outlined the construction control measures, which are welcomed.

The Highways Authority is still expected to review those proposed control measures in form of a construction site plan, including the position of site gates, hoarding/fencing, wheel washing facilities, waste storage, loading/unloading area, parking and turning area within the red line to accommodate all site traffic. Whenever applicable, site gate will be required to open inward and to be set back the length of the largest vehicle. The driveway and entrance route shall be kept clear at all times.

It is welcomed that the construction traffic will be managed by a banksman. Subject to the proposed loading/unloading details and the anticipated numbers of construction vehicles, access management measures and/or swept path analysis of the largest vehicle required during construction may have to be assessed, demonstrating both entry and egress in forward gear to the site.

While the applicant has confirmed that all deliveries will be scheduled to avoid peak traffic hours whenever possible, the applicant shall clarify the proposed hours of construction works, then confirm that all deliveries are to be carried out within working hours and avoid the school entry and exit times, whenever possible. The applicant shall also confirm the construction vehicle route will not pass-through the town centre and have the least impact to the residential area.

Conditions & Reasons (if required)

Date:	8/5/2026	Signed:	JP
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