



205 Nine Mile Road
Wokingham RG40 3QA

Transport Statement

PublicHighway Ltd
86/90 Paul Street
London EC2A 4NE

www.publichighway.co.uk

TRANSPORT STATEMENT

Proposed Erection of 3 No. Dwellings

Following Demolition of the Existing Dwelling at 205 Nine Mile Ride

Site Address:	205 Nine Mile Ride, Wokingham, RG40 3QA
Applicant:	Luke Wicks / Alex Kendall, Harefield Property Development
Local Planning Authority:	Wokingham Borough Council
Pre-Application Reference:	252676 (WBC, 1 December 2025)
Architect / Design:	Black Elephant Architecture Studio Ltd
Drawing Package:	D-01 to D-08 (Rev A1, 15/01/26)
Our Reference:	TS/205NMR/2026
Date:	April 2026

1. Introduction

1.1 Purpose and Scope

This Transport Statement (TS) has been prepared in support of a planning application to Wokingham Borough Council (WBC) for the proposed erection of three dwellings at 205 Nine Mile Ride, Wokingham, RG40 3QA, following the demolition of the existing single dwelling.

This TS has been prepared having full regard to:

- The Pre-Application Advice Response issued by Wokingham Borough Council on 1 December 2025 (Pre-Application Reference: 252676), including the Highways Officer's detailed comments contained therein.
- The drawing package prepared by Black Elephant Architecture Studio Ltd (Project No. 24116), comprising Drawing Nos. D-01 (Existing Block Plan), D-02 (Proposed Block Plan), D-03 (Proposed Block Plan – Distances to Boundaries), D-04 to D-08 (Proposed Block Plan – Swept Paths and Visibility Splays), all Revision A1 dated 15/01/26.

The TS evaluates access arrangements, swept path tracking, visibility splays, parking provision, cycle parking, trip generation, and sustainable travel accessibility. It directly addresses each of the highways-related matters raised by the WBC Highways Officer in the pre-application response.

1.2 The Proposed Development

The proposed development comprises the demolition of the existing detached bungalow (205 Nine Mile Ride) and associated outbuildings (garages and shed) as shown on Drawing No. D-01 (Existing Block Plan), and the erection of three new dwellings as follows:

- House Type A – One of two semi-detached dwellings fronting Nine Mile Ride (as shown on Drawing Nos. D-02 and D-03).
- House Type B – The second of the two semi-detached dwellings fronting Nine Mile Ride.
- House Type C – A bungalow to the rear of the site, accessed from Bank Side.

The highway-related works associated with the development comprise:

- Widening of the existing shared vehicular access onto Nine Mile Ride by approximately 1.4m, resulting in a total access width of 4.1m to accommodate two-way vehicular traffic serving House Types A and B, and the shared visitor parking space.
- Retention of the existing dropped kerb at the Nine Mile Ride frontage, which is to be widened in accordance with the access proposals.
- Creation of a new 3.6m wide vehicular dropped kerb/crossover onto Bank Side for House Type C (the rear bungalow), subject to separate consent from WBC's Traffic Management team.
- Provision of five car parking spaces (PS1-PS5) at the Nine Mile Ride frontage (including one visitor space, PS5), and two spaces (PS1-PS2) at the rear accessed from Bank Side – all incorporating EV charging points.
- Provision of covered cycle parking (minimum two spaces per dwelling).
- Permeable paving to all parking and driveway surfaces.
- Bin storage: four covered 240-litre waste bins at the Nine Mile Ride frontage and two covered 240-litre waste bins at the Bank Side access (as shown on Drawing No. D-02).

1.3 Planning History

The site has the following relevant planning history, as noted in the WBC pre-application response:

Application No.	Description	Decision
40177	Outline Planning Permission for the erection of three dwellings	Approved
991305	Renewal of outline approval 96/63228/O for the erection of 3 dwellings	Approved
141121	Erection of no. detached dwellings following demolition and removal of existing dwelling	Refused

The planning history confirms the principle that a three-dwelling redevelopment of this site has previously been found acceptable. The current proposals have been informed by the pre-application advice received from WBC (Ref: 252676) to address the concerns raised in respect of the earlier refused scheme.

1.4 Pre-Application Context

The WBC Highways Officer provided detailed comments within the Pre-Application Response of 1 December 2025. The officer confirmed that:

"The traffic generated from three dwellings will unlikely have significant impacts on the wider highway network."

"As the site is currently functioned as general amenity area to the existing house, Highways will have no objection on site sustainability for the proposal."

The Highways Officer also raised no concern with the proposed parking provision, as noted within the planning officer's response: "The Council's Highways Officer has reviewed the proposal and raised no concern with the proposed parking provision." This TS directly addresses all remaining outstanding matters raised by the Highways Officer, as detailed in the sections below.

1.5 Report Structure

- Section 2: Site Description and Surroundings
- Section 3: Policy Framework
- Section 4: Existing Highway Conditions
- Section 5: Sustainable Transport Accessibility
- Section 6: Access Arrangements and Visibility Splays
- Section 7: Trip Generation and Traffic Impact
- Section 8: Parking Provision
- Section 9: Cycle Parking
- Section 10: Electric Vehicle Charging
- Section 11: Refuse and Servicing
- Section 12: Summary and Conclusions
- Appendix A - Drawings

2. Site Description and Surroundings

2.1 Site Location and Context

The application site is located at 205 Nine Mile Ride, Wokingham, RG40 3QA, within the administrative boundary of Wokingham Borough Council. As shown on the Existing Block Plan (Drawing No. D-01), the site is an irregular plot occupying a corner position at the junction of Nine Mile Ride (B3430) to the south and Bank Side to the north-east.

The site currently contains a detached bungalow with two garages, a shed, and areas of gravel, concrete, and grass. The site boundary features hedges to the south (Nine Mile Ride frontage) and trees along the northern and western boundaries. The Existing Block Plan (D-01) confirms the presence of substantial vegetation and trees to the north-west of the site, which form an important landscape feature. The site area is approximately 1,201 square metres (as noted in the pre-application response).

The site is described in the WBC pre-application response as falling within a major development location where the principle of residential development is acceptable, subject to material considerations.

2.2 Adjoining Roads

Nine Mile Ride (B3430) fronts the site to the south. It is a classified B-road running in an approximately east-west direction between Bracknell/Crowthorne and Finchampstead. The road has a 30-mph speed limit in the vicinity of the site and is served by footways on both sides. It is identified in WBC's development plan as a Green Route and a non-designated heritage asset within the Forest and Rides Valued Landscape.

Bank Side is an adopted unclassified cul-de-sac to the north-east of the site, as confirmed by the WBC Highways Officer in the pre-application response. Bank Side terminates with a turning head at its northern end. It serves a small number of bungalow properties (including No. 1A Bank Side which directly adjoins the site to the north-east) and has significantly lower traffic volumes than Nine Mile Ride.

2.3 Neighbouring Properties

The site is bounded to the west by 203 Nine Mile Ride, to the east by 207A Nine Mile Ride, and to the north-east by 1A Bank Side. These are confirmed on Drawing No. D-03 (Proposed Block Plan – Distances to Boundaries).

3. Policy Framework

3.1 National Planning Policy Framework (NPPF, December 2023)

Chapter 9 of the NPPF ('Promoting Sustainable Transport') is the primary national policy consideration. Paragraph 111 of the NPPF is particularly relevant, establishing that development should only be refused on highways grounds where there would be an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. The WBC pre-application response acknowledges that the NPPF is a material consideration and that the site is subject to the 'tilted balance' under NPPF paragraph 11(d), given that WBC can currently only demonstrate 2.5 years of deliverable housing land supply (against the 5-year requirement). This tilts the balance in favour of granting permission unless adverse impacts significantly and demonstrably outweigh the benefits.

3.2 Wokingham Borough Council Development Plan

The adopted development plan comprises the Core Strategy (2010) and the Managing Development Delivery (MDD) Local Plan (2014). The WBC pre-application response (Ref: 252676) identifies the following policies as directly relevant to transport and highways matters:

- Policy CC01 (MDD): Sustainable Transport – development should maximise opportunities for sustainable travel.
- Policy CC07 and Appendix 2 (MDD): Sets out minimum off-street parking standards for residential development, including provision for EV charging facilities. In the applicable Village location category, the standard requires two to three driveway parking spaces per dwelling plus an additional visitor space, with each space having minimum dimensions of 5.0m x 2.5m.
- Policies P2 and P3 of the Borough Design Guide SPD: Parking spaces must be safe and convenient, close to the dwelling, and sited to minimise impact upon safety. Spaces shall be a minimum of 5m x 2.5m.
- Policy CC04 (MDD): Adequate waste and recycling storage must be provided.

In respect of cycle parking, the Highways Officer has confirmed the WBC Parking Standards require one cycle space per dwelling for properties with three or fewer habitable rooms, two spaces for dwellings with four to five habitable rooms, and three spaces for properties with six or more habitable rooms.

3.3 Emerging Local Plan Update (2023-2040)

The Wokingham Borough Local Plan Update 2023-2040 (Proposed Submission Plan) was submitted to the Secretary of State on 28 February 2025. WBC confirms in the pre-application response that, given the stage of examination, the emerging policies carry moderate to limited weight at this time. The emerging plan continues the Council's direction towards sustainable transport and appropriate parking provision

3.4 Manual for Streets (MfS, 2007)

Manual for Streets provides the primary design guidance for residential access arrangements, including visibility splay requirements, driveway widths, and swept path principles. The WBC Highways Officer's comments in the pre-application response are consistent with Manual for Streets methodology. Drawing No. D-04 to D-08 demonstrate compliance with Manual for Streets requirements, as detailed in Section 6 below.

4. Existing Highway Conditions

4.1 Nine Mile Ride (B3430)

Nine Mile Ride (B3430) is a classified B-road of two-lane single carriageway configuration, subject to a 30-mph speed limit in the vicinity of the application site. Footways are provided on both sides of the carriageway. The road carries a mix of local residential, commuter, and through traffic between Bracknell and the Finchampstead/Wokingham areas and is served by a number of bus routes (detailed in Section 5). The existing dropped kerb access onto Nine Mile Ride currently serving the site is visible on Drawing No. D-01 (Existing Block Plan), located on the southern boundary of the site.

Nine Mile Ride is identified in WBC's development plan as a Green Route – a non-designated heritage asset forming part of the Forest and Rides Valued Landscape – which lends additional weight to the importance of achieving a well-considered and visually appropriate access arrangement at the site frontage.

4.2 Bank Side

Bank Side is confirmed by the WBC Highways Officer in the pre-application response as an adopted unclassified cul-de-sac with a turning head at the end of the carriageway. It is a low-speed, low-volume residential road serving a small number of bungalow properties. There is currently a 1.2m (estimated) high wall at the end of Bank Side separating it from the existing site, as noted by WBC's Landscape Officer. The proposed new access crossover onto Bank Side is identified on Drawing Nos. D-02 and D-03.

4.3 Existing Site Access

The Existing Block Plan (Drawing No. D-01) shows the current site access arrangements, comprising a gravel driveway to the south-eastern part of the site (adjacent to the existing garages) accessing Nine Mile Ride, together with a further garage opening. All existing access arrangements and structures within the application site are proposed to be demolished and replaced with the access arrangements shown on Drawing Nos. D-02 to D-08.

5. Sustainable Transport Accessibility

5.1 Public Transport – Bus

The WBC pre-application response confirms that the site is within a sustainable location in transport terms: the site is noted as being within 100 metres of the nearest bus stop, which serves Reading at half-hourly intervals. The pre-application response explicitly states that "there are no sustainability concerns with the proposal" and that the site is within a 5–10-minute walking distance from local facilities.

Bus services are available from stops on both Nine Mile Ride and Finchampstead Road, as set out in the table below:

Bus Stop Location	Services	Principal Destinations
Nine Mile Ride (near to site)	125, 125A, 125B, F52	Wokingham, Crowthorne, Bracknell, Sandhurst, Fleet, Farnborough
Finchampstead Road (approx. 400-500m)	3 Leopard, 125, 125A, 125B, 145, 406, F52	Reading, Wokingham, Bracknell, Sandhurst, Camberley, Farnborough

The combination of routes available within a short walk of the site, particularly the frequent services on Finchampstead Road providing access to Reading and Wokingham, represents a high level of public transport accessibility for this residential location. Future residents will have access to a wide range of destinations by public transport without the need to use a private vehicle.

5.2 Walking and Cycling

The site benefits from footway provision on Nine Mile Ride, enabling safe pedestrian access to local amenities and bus stops. As confirmed by WBC in the pre-application response, the site is within a 5-10 minute walk of the nearest convenience store and leisure facilities, which falls comfortably within the accepted walking distance threshold for everyday journeys.

Cycling connections are available via the local road network and the wider greenway and cycle network being developed in the borough, consistent with the aspirations of WBC's Local Cycling and Walking Infrastructure Plan (LCWIP).

5.3 Rail

Wokingham Rail Station is accessible by bus (via services on Finchampstead Road) or by cycle from the site, at an approximate distance of 3-4 km. The station provides services to Reading, London Waterloo (via Guildford), and Gatwick Airport/Redhill (Southwestern Railway and Great Western Railway), providing future residents with meaningful rail connectivity for commuting and leisure.

5.4 Summary

The site's transport sustainability credentials are strong. WBC confirmed in the pre-application response there are no sustainability concerns with the proposal. The site is within a short walking distance of bus stops, local facilities, and amenities, consistent with Wokingham Borough's development plan policies CP1, CP4, CP6, CP9, and CP11 relating to sustainable development credentials.

6. Access Arrangements and Visibility Splays

6.1 Access onto Nine Mile Ride – Widened Shared Access

The existing vehicular access onto Nine Mile Ride is proposed to be widened by approximately 1.4m, resulting in a total access width of 4.1m, as confirmed on Drawing No. D-03 (Proposed Block Plan – Distances to Boundaries). This access width directly responds to the requirement set out by the WBC Highways Officer in the pre-application response:

"As the existing access onto Nine Mile Ride will be used as a shared access for two dwellings, a minimum driveway width of 4.1m will be required to accommodate two-way traffic."

The proposed 4.1m access width meets this requirement. The widened access will serve the five parking spaces at the Nine Mile Ride frontage (PS1-PS5) for House Types A and B and the shared visitor space.

The pre-application response confirms separate consent will be required from WBC's Traffic Management team for the relocation/widening of the existing vehicle crossover. This is noted and will be pursued as a separate process by the applicant concurrent with or following the grant of planning permission. Drawing No. D-02 confirms that the existing crossover is to be retained and widened.

6.2 Visibility Splays – Nine Mile Ride Access

Drawing Nos. D-04 to D-08 (Proposed Block Plan – Swept Paths and Visibility Splays) demonstrate the required visibility from the Nine Mile Ride access. The drawings confirm:

- A clear visibility splay of 43.0 metres measured along the carriageway from the intersection point.
- A setback 'x' distance of 2.4 metres back from the edge of the site access.
- The splay area is to be kept free of any obstruction above 600mm in height.

Reference: Drawing Nos. D-04, D-05, D-06, D-07 and D-08 – Proposed Block Plan: Swept Paths and Visibility Splays (Rev A1, 15/01/26)

The 2.4m x 43m visibility splay is consistent with the standard required by Manual for Streets for a residential access onto a 30-mph road (Y distance of 43m at a design speed of 30 mph, with an X distance of 2.4m). This directly satisfies the Highways Officer's requirement that:

"The applicant shall confirm that the existing sightlines can be retained and shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height."

The visibility splay envelopes are shown on the drawings to be achievable within the applicant's control or highway land and are not obstructed by any structure. The hedge at the Nine Mile Ride frontage is confirmed on Drawing No. D-02 as existing and to be trimmed and maintained, which will be a matter addressed through planning condition to ensure visibility remains permanently unobstructed.

6.3 Access onto Bank Side – New Vehicular Crossover (House Type C)

A new 3.6m wide vehicular dropped kerb/crossover is proposed onto Bank Side to serve the two parking spaces (PS1-PS2) for House Type C (the rear bungalow), as shown on Drawing Nos. D-02 and D-03. The 3.6m crossover width is the recommended maximum width specified by WBC's Traffic Management team, as confirmed in the pre-application response:

"The recommended maximum width of dropped crossing by the Traffic Management team is 3.6m. Separate consent will be required from the TM team for the proposed width and location of the new dropped crossing."

The proposal therefore complies with the WBC recommended maximum crossover width. Separate consent from WBC's Traffic Management team will be required, as noted, and the applicant will liaise with the Council accordingly.

6.4 Stopping Up of Public Highway at Bank Side

The WBC Highways Officer noted in the pre-application response the proposed access arrangement at Bank Side involves converting part of the existing tarmac area to private drive, which may have encroached the existing public highway. The Highways Officer's advice is:

"A stopping up order by DfT is required to remove highway rights to permanently close or divert a highway. Prior to a separate approval for stopping up the public highway, the applicant is advised to liaise with the council's Highway Assets, Property and Legal teams."

However, there was a slight misunderstanding with the assessment of the drawings and no stopping-up order is required, simply an application for a vehicle crossover

6.5 Service Margin – Bank Side

The WBC Highways Officer noted the service margin on Bank Side may be affected by the proposed access. The Officer confirmed that:

"According to WBC's Highways Design Guide, the recommended service margin shall be 2m wide where development is proposed, and 1m wide where street lighting is present."

The drawings and Google Streetview show a street lighting column on Bank Side adjacent to the proposed crossover (Drawing No. D-02). However, given the location of this at the back of footway on the r/h side, it should not require relocation as part of the crossover construction. If required, relocation of the street lighting column will be subject to separate content and may be conditioned.

6.6 Swept Path Analysis

Reference: Drawing Nos. D-04, D-05, D-06, D-07 and D-08 – Proposed Block Plan: Swept Paths and Visibility Splays (Rev A1, 15/01/26)

Swept path analysis has been carried out using a standard DB32 private car (the UK standard vehicle for residential access assessment), as confirmed by the note on Drawing Nos. D-04 to D-08:

"Vehicle tracking has been undertaken using a standard DB32 private car (UK standard) to demonstrate that vehicles can safely manoeuvre within the site and enter/exit in forward gear."

The swept path drawings (D-04 to D-08) demonstrate multiple scenarios for vehicles entering and exiting the Nine Mile Ride access, confirming that:

- Vehicles can safely manoeuvre within the frontage parking area and exit onto Nine Mile Ride in a forward gear.
- The swept path remains within the site boundary and does not conflict with adjacent structures, boundary walls, or other vehicles.
- The first 10 metres of the access road has been assessed in accordance with the Highways Officer's requirement for swept path analysis "for the first 10m of access road to demonstrate vehicle can enter and leave the driveway in forward gear."

The swept path analysis therefore satisfies the requirement raised by the Highways Officer in the pre-application response. No swept path analysis is presented for the Bank Side access, given its simplicity and the location (two parking spaces served by a straight 3.6m wide crossover)

7. Trip Generation and Traffic Impact

7.1 Highways Officer Confirmation

The WBC Highways Officer confirmed in the pre-application response that the traffic generated by the proposed development would not have significant impacts on the wider highway network.

7.2 Methodology

Trip generation for the proposed development has been assessed using rates derived from the TRICS database. Rates are derived from sites in comparable suburban and edge-of-settlement residential locations.

7.3 Trip Generation Forecast

For private dwellings in comparable residential locations, typical two-way vehicle trip rates are in the region of 0.50 to 0.60 vehicle movements per dwelling per hour during the AM peak (07:30-08:30) and PM peak (17:00-18:00). The net development involves a gain of two dwellings (three proposed less one existing). For conservatism, the gross generation of three dwellings is assessed, with the existing dwelling's trips noted for context.

Time Period	Rate (trips/dwell/hr)	No. Dwellings	Total Trips (2-way)
AM Peak (07:30-08:30)	~0.55	3 (proposed)	~2
PM Peak (17:00-18:00)	~0.55	3 (proposed)	~2
Existing (1 dwelling)	~0.55	1	~1
Net Additional – AM	–	2 (net gain)	~1
Net Additional – PM	–	2 (net gain)	~1

7.4 Impact Assessment

The net additional peak hour two-way traffic generation attributable to the development is in the order of one vehicle movement per hour. This is consistent with the WBC Highways Officer's assessment in the pre-application response that traffic from three dwellings is unlikely to have significant impacts on the wider highway network.

The addition of approximately one net additional peak hour movement to Nine Mile Ride (B3430) will be imperceptible relative to existing traffic flows on this classified B-road and will have no material impact on highway capacity, operation, or safety. The introduction of the Bank Side access, serving one bungalow (one to two peak movements per hour) will similarly have no material impact on this low-volume residential cul-de-sac.

8. Parking Provision

8.1 WBC Parking Standard

Policy CC07 and Appendix 2 of the MDD Local Plan, and Policy P3 of the Borough Design Guide SPD, set out the parking standards applicable to this development. The WBC Highways Officer confirmed in the pre-application response that:

"The development in Village location will generally require two to three driveway parking for each dwelling within the red line boundary. An additional visitor parking space will be required among the proposed dwellings. Each parking space shall have minimum dimensions of 5.0m x 2.5m."

The Highways Officer also confirmed: "The Council's Highways Officer has reviewed the proposal and raised no concern with the proposed parking provision."

8.2 Proposed Provision

The proposed car parking provision, as shown on Drawing Nos. D-02 and D-03, is as follows:

Space Ref.	Allocation	Access	Dimensions
PS1 (Nine Mile Ride)	House Type A	Nine Mile Ride	2.5m x 5.0m
PS2 (Nine Mile Ride)	House Type A	Nine Mile Ride	2.5m x 5.0m
PS3 (Nine Mile Ride)	House Type B	Nine Mile Ride	2.5m x 5.0m
PS4 (Nine Mile Ride)	House Type B	Nine Mile Ride	2.5m x 5.0m
PS5 (Nine Mile Ride)	Shared Visitor	Nine Mile Ride	2.5m x 5.0m
PS1 (Bank Side)	House Type C	Bank Side	2.5m x 5.0m
PS2 (Bank Side)	House Type C	Bank Side	2.5m x 5.0m
TOTAL	7 spaces	2 accesses	All 2.5m x 5.0m

Reference: Drawing Nos. D-02 (Proposed Block Plan) and D-03 (Proposed Block Plan – Distances to Boundaries), Rev A1, 15/01/26

All spaces are provided at the minimum dimensions of 5.0m x 2.5m required by WBC. Two spaces are provided per dwelling and an additional shared visitor space (PS5) is provided at the Nine Mile Ride frontage, satisfying the WBC standard for the Village location category.

8.3 Shared Drive and Access Road

The Highways Officer confirmed the shared driveway serving the front plots must be kept clear of obstruction and parking at all times. The proposed layout – with parking spaces located within defined bays off the shared driveway – ensures the shared 4.1m wide access drive remains unobstructed.

8.4 Independent Access

The Highways Officer noted in the pre-application response the requirement for independent access to parking for all dwellings that are to be sold, leased, or disposed of separately. As shown on Drawing Nos. D-02 and D-03, House Types A and B are each allocated two dedicated parking spaces (PS1-PS2 and PS3-PS4 respectively), accessed from the shared driveway on Nine Mile Ride. House Type C is allocated two dedicated spaces (PS1-PS2 on Bank Side) accessed independently from Bank Side. Each dwelling therefore benefits from independent access to its allocated parking.

8.5 Garage Provision

The Highways Officer noted in the pre-application response that if garages were proposed, minimum sizes of 6m x 3m (single) or 7m x 3m (where combined cycle and car storage) would be required. No garages are proposed as part of the development.

8.6 Permeable Surfacing

All parking and driveway surfaces are proposed to be finished in permeable paving, as confirmed on Drawing No. D-02. This is consistent with Policy R23 of the Borough Design Guide SPD, which requires that parking spaces in front gardens be paved with permeable surfaces to avoid any increase in surface water run-off. This also supports the SuDS approach adopted for the site drainage strategy.

9. Cycle Parking Provision

9.1 WBC Cycle Parking Standard

The WBC Parking Standards for cycle parking, as confirmed by the Highways Officer in the pre-application response, are as follows:

- 1 cycle space per dwelling with three or fewer habitable rooms.
- 2 cycle spaces per dwelling with four to five habitable rooms.
- 3 cycle spaces per dwelling with six or more habitable rooms.

9.2 Proposed Provision

The proposed development provides a minimum of two covered cycle parking spaces per dwelling, equating to a minimum of six spaces in total for the three dwellings. Based on the design information available, House Types A, B, and C are each anticipated to have four to five habitable rooms, which requires two cycle spaces per dwelling under the WBC standard. The proposed provision of two per dwelling therefore meets the required standard.

The Highways Officer noted in the pre-application response that:

"The applicant shall indicate direct access to the rear garden, cycle store or garage of suitable sizes for cycle storage on the plan."

Drawing No. D-02 indicates the proposed position of covered cycle stores within each dwelling's curtilage. Access to the rear of each property is maintained, and cycle stores are positioned to be secure, covered, and conveniently accessible, in accordance with Policies P2 and P3 of the Borough Design Guide SPD.

10. Electric Vehicle Charging

10.1 Policy Requirement

The WBC Highways Officer confirmed in the pre-application response the requirement for EV charging infrastructure:

"Each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). This shall be marked on the plan in formal submission."

The WBC planning officer additionally recommended in the pre-application response: "it is recommended that one electric charging point be included within an unallocated car space and designed so that it is incorporated within the design of the building."

10.2 Proposed Provision

Drawing No. D-02 (Proposed Block Plan) confirms that EV charging points are provided at both parking areas. The notation on the drawing confirms:

- "Total 5 parking spaces 2.5m x 5m with EV charging points" – at the Nine Mile Ride frontage.
- "Total 2 parking spaces 2.5m x 5m with EV charging points" – at the Bank Side rear access.

All seven parking spaces are therefore provided with EV charging points, exceeding the minimum requirement of one per dwelling (three minimum). This demonstrates a commitment to supporting sustainable travel and future-proofs the development against increasing EV uptake.

11. Refuse and Servicing

11.1 Policy Requirement

The WBC Highways Officer confirmed in the pre-application response the applicable refuse collection standards, which are derived from Manual for Streets:

"According to Manual for Streets, the bin collection point shall not be placed exceeding the maximum carrying distances for households (30m) and refuse collection operators (25m) from the public highways. Such standards will apply to all plots within the site. Kerbside collection will likely be suitable for all plots for the proposed access arrangement."

11.2 Proposed Provision

Drawing No. D-02 (Proposed Block Plan) confirms the proposed bin storage arrangements as follows:

- Four covered 240-litre waste bins (with green roof) located at the Nine Mile Ride frontage, serving House Types A and B and the visitor area.
- Two covered 240-litre waste bins (with green roof) located at the Bank Side access, serving House Type C.

The bin stores at the Nine Mile Ride frontage are positioned immediately behind the site boundary, adjacent to the access, ensuring that bins can be presented for kerbside collection within the 25m refuse operator carrying distance from Nine Mile Ride. The bin stores at Bank Side are positioned close to the Bank Side access/crossover, enabling kerbside collection from Bank Side within the required distances.

The Highways Officer confirmed that kerbside collection will likely be suitable for all plots for the proposed access arrangement, and the provision therefore satisfies Manual for Streets requirements and Policy CC04 of the MDD Local Plan.

12. Summary and Conclusions

This Transport Statement has been prepared in support of the proposed erection of three dwellings (House Types A and B – semi-detached, fronting Nine Mile Ride; and House Type C – rear bungalow accessed from Bank Side) following the demolition of the existing dwelling at 205 Nine Mile Ride, Wokingham, RG40 3QA (Pre-Application Reference: 252676).

The TS has been prepared with full reference to the WBC Pre-Application Advice Response of 1 December 2025, the submitted drawing package by Black Elephant Architecture Studio Ltd (Drawing Nos. D-01 to D-08, Rev A1, 15/01/26), and applicable national and local planning policy. The key findings are as follows:

12.1 Access – Nine Mile Ride

- The existing shared access onto Nine Mile Ride is widened by 1.4m to achieve a total access width of 4.1m (Drawing No. D-03), directly meeting the minimum 4.1m requirement specified by the WBC Highways Officer for two-way traffic.
- Visibility splays of 2.4m x 43m are demonstrated on Drawing Nos. D-04 to D-08, meeting Manual for Streets requirements for a 30-mph road, free of obstruction above 600mm within the applicant's control.
- Separate consent from WBC's Traffic Management team and further application will be required for the vehicle crossover extension

12.2 Access – Bank Side

- A new 3.6m wide vehicle crossover is proposed onto Bank Side (Drawing Nos. D-02 and D-03), being the maximum recommended crossover width specified by WBC's Traffic Management team.
- A stopping up order will not be required

12.3 Swept Path Analysis

- Swept path analysis using a DB32 standard private car (Drawing Nos. D-04 to D-08) demonstrates vehicles can safely manoeuvre within the site and enter/exit in forward gear, satisfying the WBC Highways Officer's requirement.

12.4 Trip Generation and Traffic Impact

- The WBC Highways Officer confirmed in the pre-application response that traffic from three dwellings is unlikely to have significant impacts on the wider highway network.
- The net additional peak hour traffic generation is in the order of one additional two-way vehicle movement per hour – negligible and well below the 'severe' threshold in NPPF paragraph 111.
- No junction capacity assessment is necessary

12.5 Parking

- Seven parking spaces are provided (five via Nine Mile Ride: PS1-PS5; two via Bank Side: PS1-PS2), all at 2.5m x 5.0m, meeting the WBC standard.
- Two spaces per dwelling plus one shared visitor space are provided, satisfying Policy CC07 and Appendix 2 of the MDD Local Plan.
- The WBC Highways Officer confirmed no concern with the proposed parking provision at pre-application stage.
- All spaces are surfaced with permeable paving, in accordance with the Borough Design Guide SPD.
- Independent access to parking is provided for each dwelling.

12.6 Cycle Parking

- A minimum of two covered cycle spaces per dwelling (six in total) is provided, meeting the WBC standard of two spaces for dwellings with four to five habitable rooms.
- Secure, covered, and conveniently located cycle stores are provided for each unit.

12.7 EV Charging

- EV charging points are provided at all seven parking spaces (Drawing No. D-02), including the visitor space, exceeding the minimum of one per dwelling required under Building Regulations Approved Document S.

12.8 Refuse

- Covered bin stores (240L bins) are provided at both the Nine Mile Ride frontage and Bank Side access (Drawing No. D-02), within the 25m refuse operator carrying distance from the public highway.
- Kerbside collection is confirmed as suitable by the WBC Highways Officer.

12.9 Overall Conclusion

The proposed development has been designed to respond directly to the requirements of the WBC Highways Officer as set out in the Pre-Application Advice Response (Ref: 252676, 1 December 2025).

All specific highways requirements identified at pre-application stage – including the 4.1m access width, the 2.4m x 43m visibility splay, the DB32 swept path analysis, the 3.6m Bank Side crossover, the 2.5m x 5.0m parking dimensions, EV charging, cycle parking, and refuse provision – have been addressed and satisfied within this TS and the submitted drawing package.

The WBC Highways Officer confirmed at pre-application, traffic from the development will not have significant impacts on the highway network and raised no concern with parking provision. This TS confirms and supports that position with reference to the submitted drawings.

It is therefore respectfully concluded the proposed development at 205 Nine Mile Ride raises no material or severe transport or highway safety concerns that would justify a refusal on transport grounds under NPPF paragraph 111, and we commend the proposals without reservation

Key Documents Referenced in this Transport Statement

Document	Reference / Date
WBC Pre-Application Advice Response	Ref: 252676, dated 1 December 2025 (Highways Officer comments by WBC)
Existing Block Plan	Drawing No. D-01, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan	Drawing No. D-02, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Distances to Boundaries	Drawing No. D-03, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Swept Paths and Visibility Splays 1	Drawing No. D-04, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Swept Paths and Visibility Splays 2	Drawing No. D-05, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Swept Paths and Visibility Splays 3	Drawing No. D-06, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Swept Paths and Visibility Splays 4	Drawing No. D-07, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
Proposed Block Plan – Swept Paths and Visibility Splays 5	Drawing No. D-08, Rev A1, 15/01/26 – Black Elephant Architecture Studio Ltd
National Planning Policy Framework	NPPF, December 2023
Manual for Streets	Department for Transport / DCLG, 2007
WBC Core Strategy	Adopted 2010
WBC Managing Development Delivery Local Plan	Adopted 2014
WBC Borough Design Guide SPD	Adopted
Building Regulations Approved Document S	2021 (EV Charging)

APPENDIX A



NOTES:

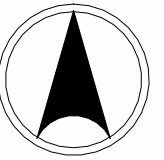


PROPOSED BLOCK PLAN

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				TITLE: PROPOSED BLOCK PLAN		SCALE: 1 : 250	DATE: 15/01/26	DRAWN BY: AP	CHECKED BY: YB
	PROJECT NO: 24116	DRAWING NO: D-02				REVISION: A1			
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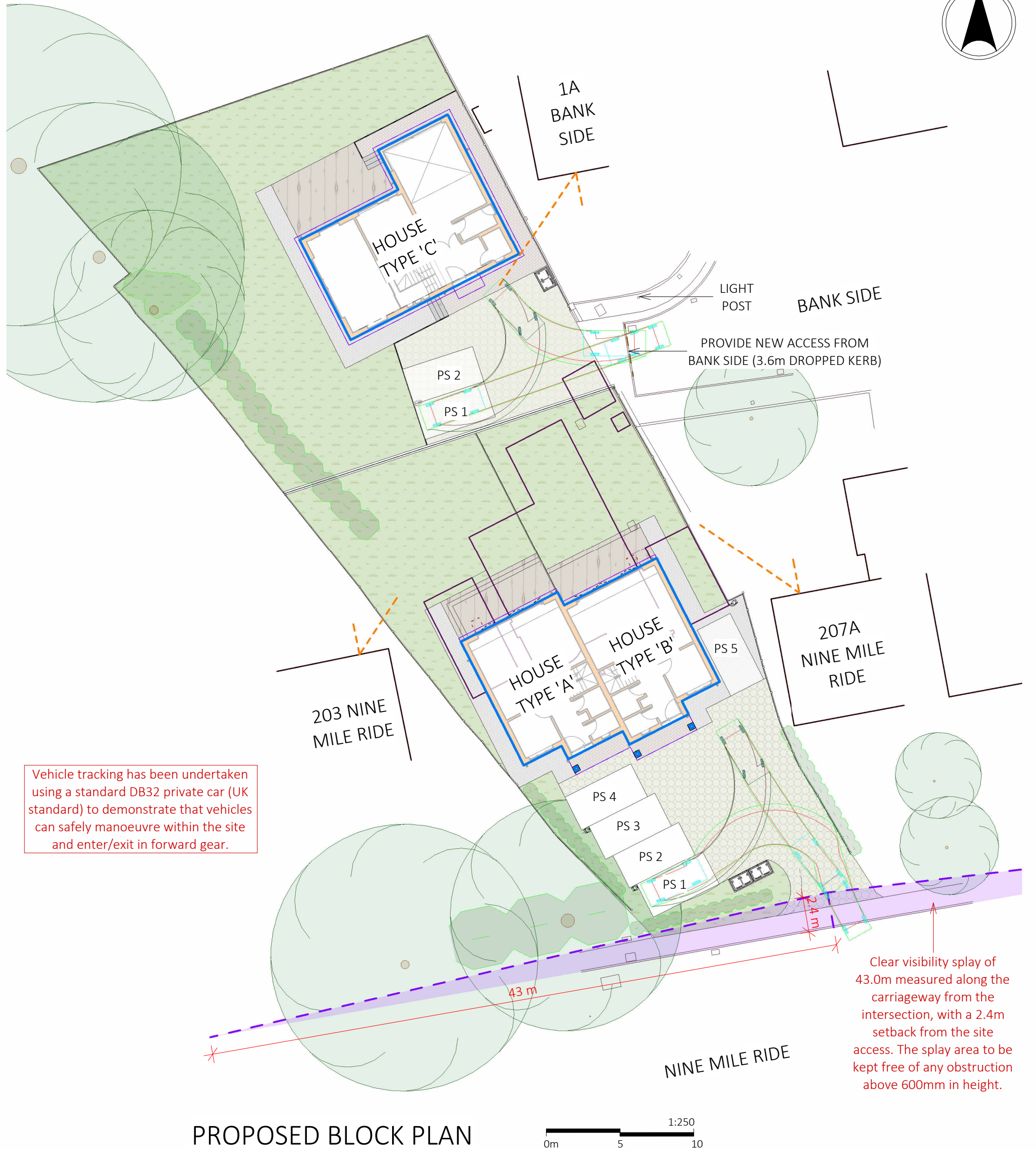
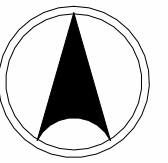
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TO BOUNDARIES

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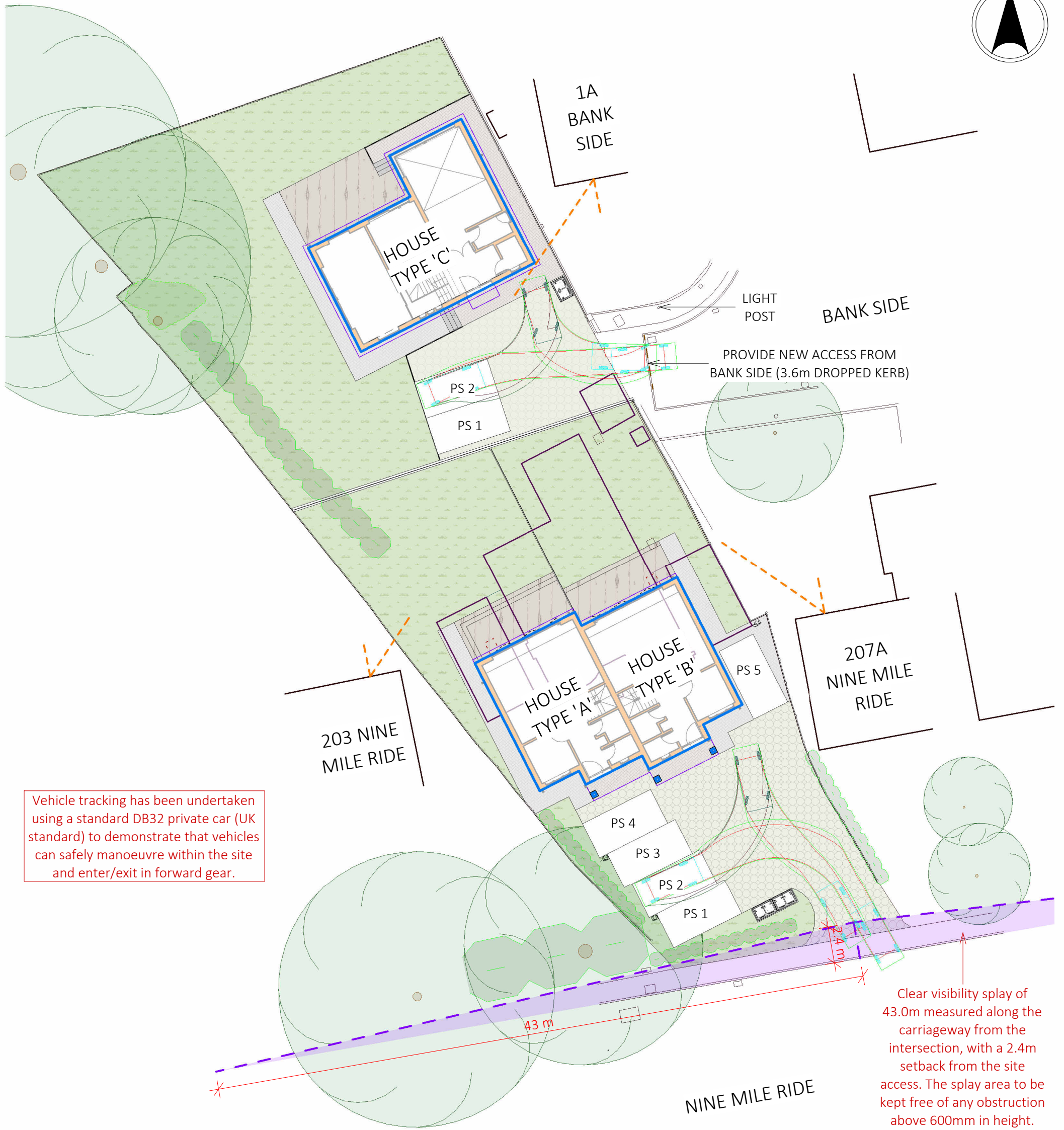
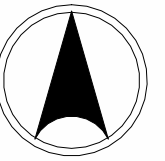
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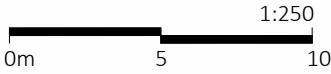
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PATHS & VISIBILITY SPLAYS - 1

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Vehicle tracking has been undertaken using a standard DB32 private car (UK standard) to demonstrate that vehicles can safely manoeuvre within the site and enter/exit in forward gear.

PROPOSED BLOCK PLAN



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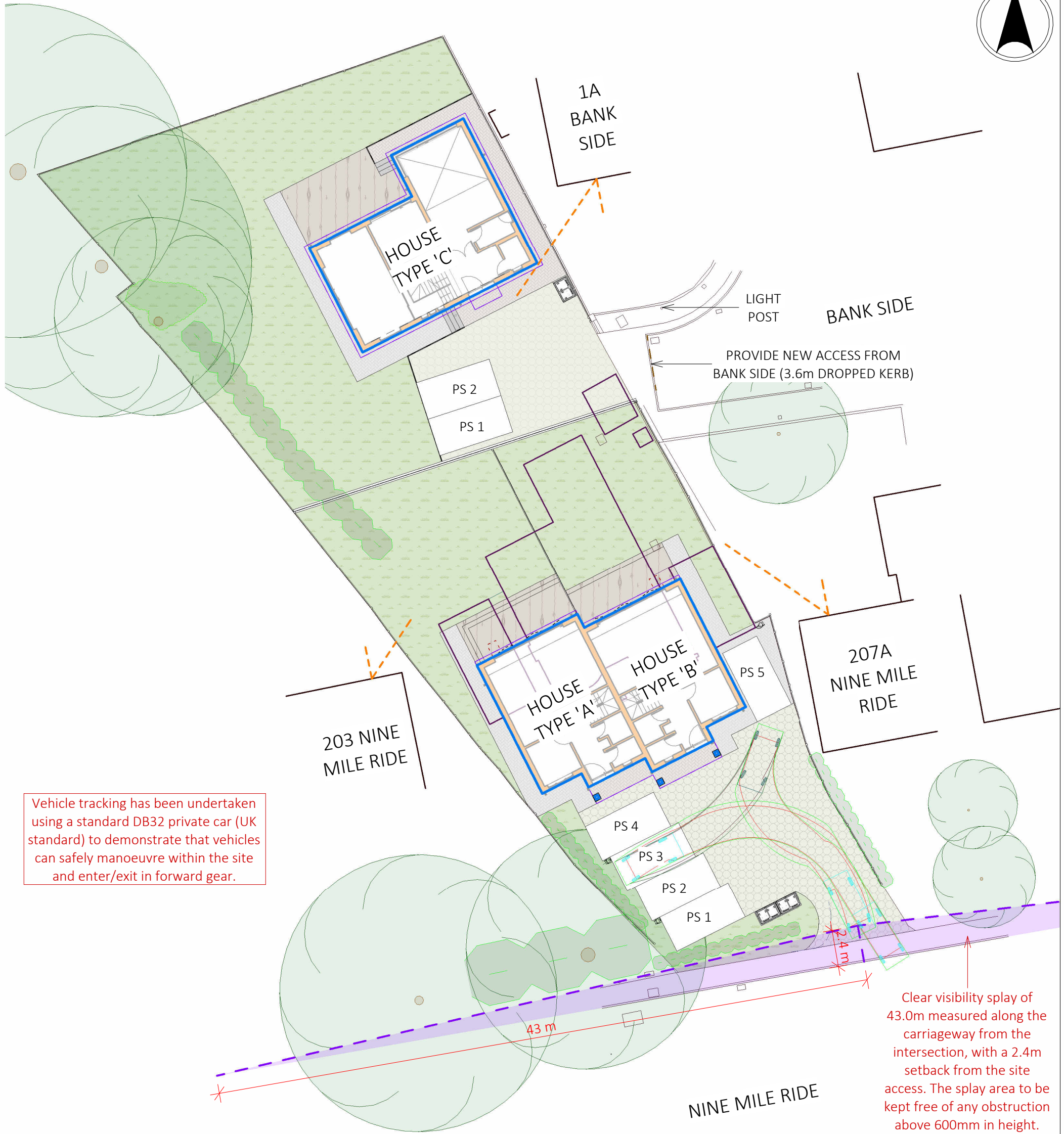
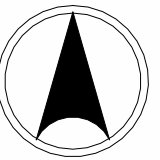
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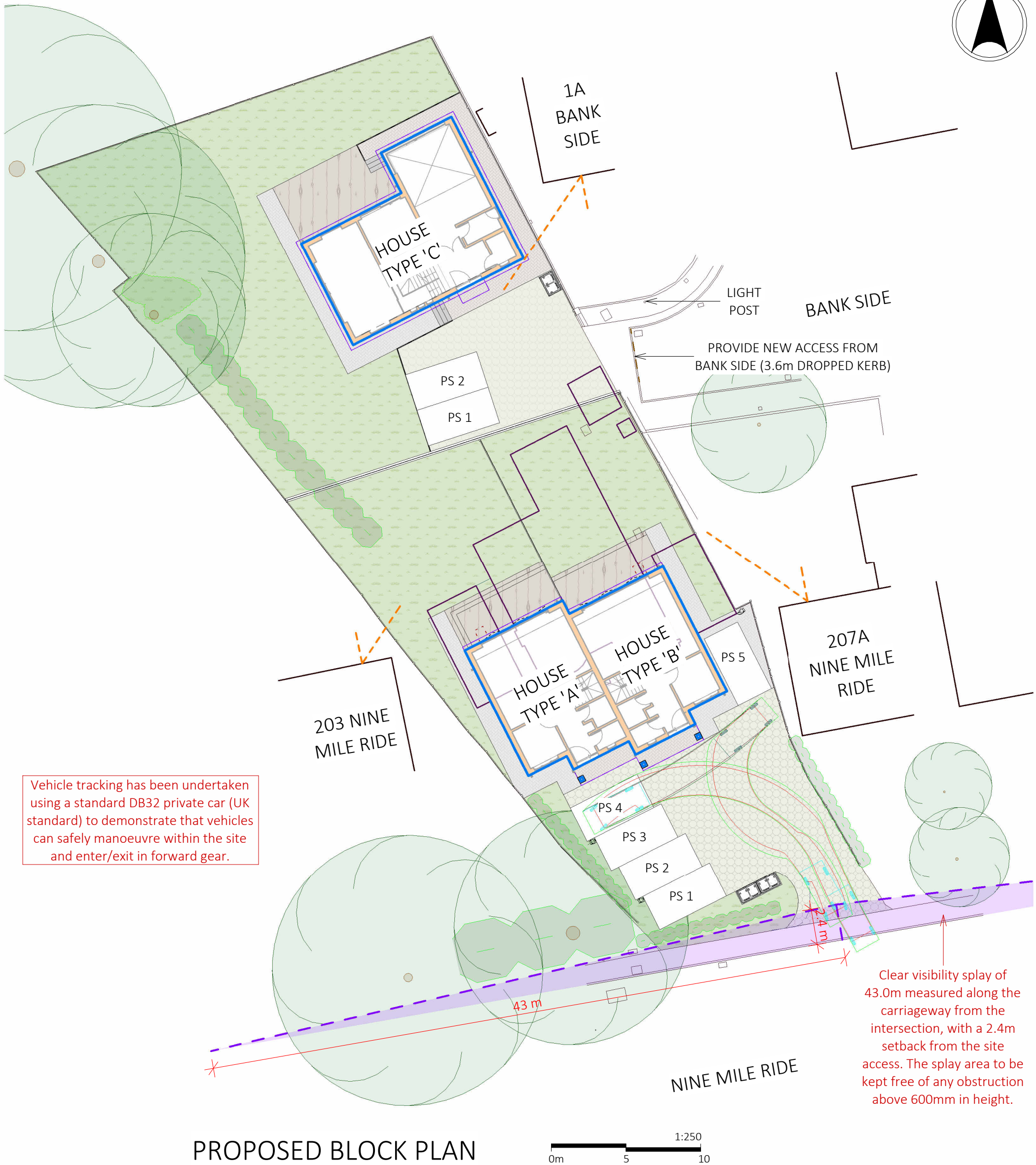
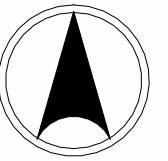
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TITLE:
PROPOSED BLOCK PLAN - SWEEP
PATHS & VISIBILITY SPLAYS - 3

STATUS:

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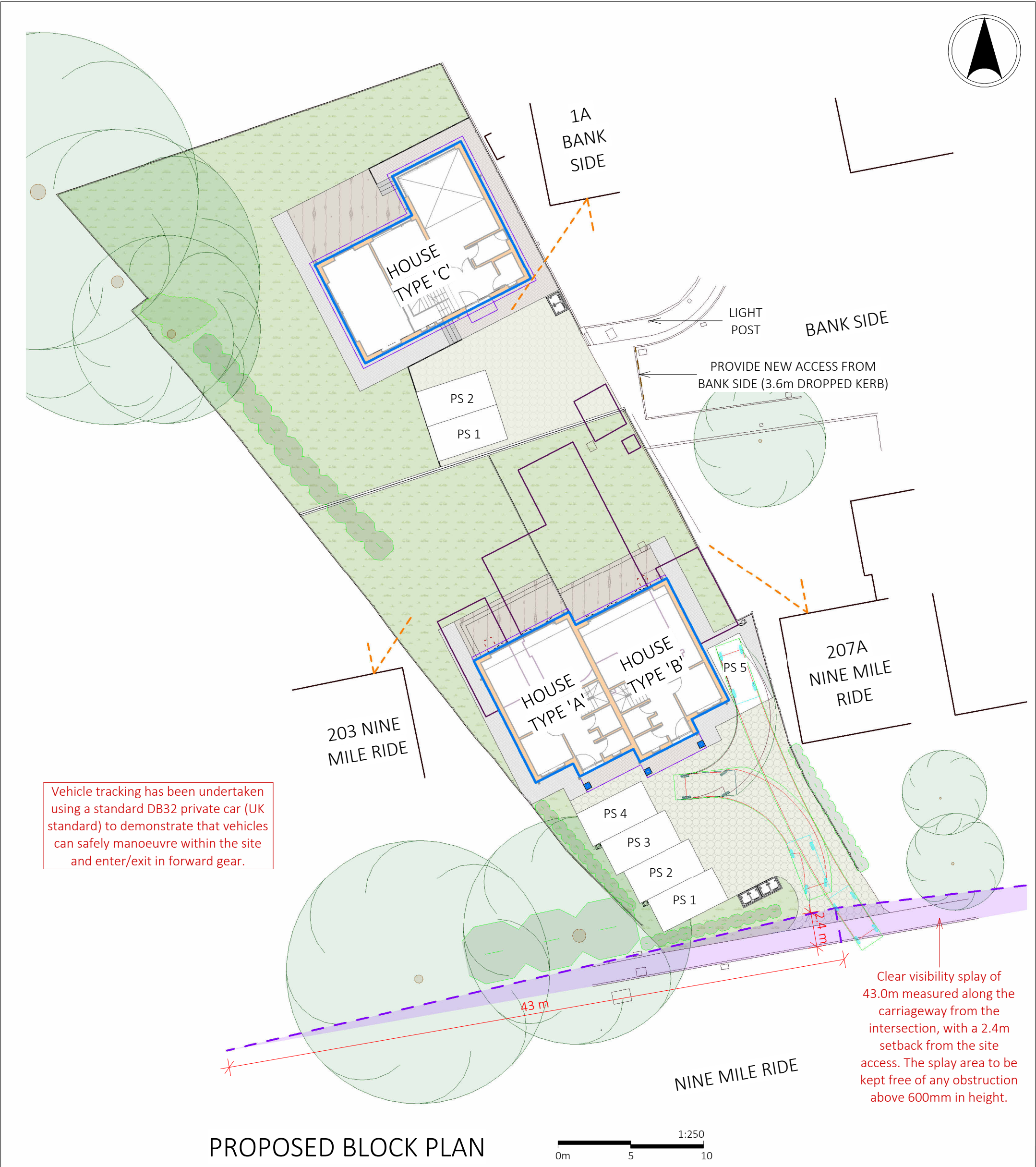
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PROPOSED BLOCK PLAN - SWEEP
PATHS & VISIBILITY SPLAYS - 4

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London EC2A 4NE

David@publichighway.co.uk
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