

Date: 2 February 2026
Application: 252257



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 252257

Applicant: -

Site Address: Ladds Garden Village, Bath Road, Hare Hatch, Wokingham, RG10 9SB

Parish: Wargrave

Grid Reference: Easting - 480689, Northing - 177888

Type of Development: Major Dwellings (10+)

Proposal: Full application for the proposed erection of 19no. dwellings with associated landscaping and access following demolition of existing buildings.

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 252257.

The new details are as follows: **See email saved on file dated 28.01.2026 for summary of the submitted amendments and response to consultee comments.**

- Revised Design & Access Statement;
- Revised Site Layout, Context and Landscape Comparison Plans; - Revised Plans for Plots 8, 12, 13 & 19;
- Updated BNG Metric, Offset Proposal & EcIA;
- Updated FRA and Drainage Strategy & New Drainage Technical Note; - New Transport Statement Addendum;
- Revised Soft and Hard Landscape Proposals;
- New Tree Constraints Plan.

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **20 February 2026**. If you need any more information, please do not hesitate to contact the case officer Marcus Watts.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP / BA	To (Case Officer):	Marcus Watts
Service	WBC Highways	App No:	252257
Address:	Ladds Garden Village, Bath Road, Hare Hatch, Wokingham, RG10 9SB.		
Type of Development:	Major Dwellings (10+)		
Proposal:	Full application for the proposed erection of 19no. dwellings with associated landscaping and access following demolition of existing buildings.		
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

General

Highways comments dated 10th February 2026 require revision and remain unaddressed are indicated in blue. Additional Highways comments dated 28th April 2026 are indicated in orange.

The Highways received the revised plans to address the Highways responses dated 19th February 2026. The previous comments on traffic impacts, EVCP, cycle provision and framework CMS will remain relevant, so that those sections are not recapped in this response.

The applicant proposes to demolish the existing garden centre and erect 19 no. dwellings, which includes 2 no. dwellings with two habitable rooms, 2 no. dwellings with 3 habitable rooms, 2 no. dwellings with five habitable rooms, 9 no. dwellings with six habitable rooms and 4 no. dwellings with seven habitable rooms.

The existing vehicular access will be retained with proposed widening and improvement works on crossing points.

Sustainability

Sustainability assessment has been included in the transport statement with actual walking and cycling distance from the mid-point of the site, which is welcomed.

Comparability of Horsham Golf Club Appeal

The applicant quotes inspector decision of the allowed appeal APP/Z3825/W/24/3355546 regarding the degree of flexibility to be applied and the opportunities to promote sustainability transport modes other than walking and cycling.

The applicant shall be reminded that the inspector has taken account of walking, cycling, ultra-low and zero emission vehicles, car sharing and public transport as a whole when considering the appeal. The nearest bus stops of the appeal site are well-served by frequent bus services with late evening and Sunday services, and further contributions on improving bus frequency have been secured via s106 agreement. Meanwhile, car sharing measures have also been secured through Travel Plan through s106 agreement.

Traffic free routes (at the Horsham Site) via existing PRowS will provide attractive routes for cycling subject to suitable improvements. This is similar to Highways previous requests for potential diversion of cyclist traffic onto 'quiet lanes' on Scarletts Lane and Castle End Road to the south of the site.

Even the proportionate scale of the proposed site and the appeal site are being considered, the site sustainability and the improvement proposed are yet to be comparable among two sites.

Walking

There are very limited local facilities within acceptable walking distance from the site. All closest day-to-day local facilities are located beyond the acceptable walking distance (with majority of these local facilities to be over 2km), making the site an unsustainable location for housing development.

It is noted that Gear Change, published by the DfT, has been referenced. The document states that in urban areas, more than 40% of journeys were under 2 miles and that such journeys are perfectly suited to cycling and walking.

However, the document does not suggest that 2 miles should be taken as a benchmark for an acceptable walking distance. It would be a misinterpretation to conclude that most day-to-day journeys of up to 2 miles (3.2 km) represent a reasonable or 'maximum' walking distance.

With reference to Image 5.5 of the Transport Statement, the proportion of walking trips decreases significantly from around 80% for journey distances under 1 mile to 30% for journey distances between 1 and 2 miles, with car use becoming the dominant mode of travel.

The Highways therefore consider the walking distances set out in the IHT's Guidelines for Providing for Journeys on Foot to be the most applicable reference for assessing pedestrian accessibility. These distances are understood to apply broadly, including within rural areas and for journeys such as commuting and school travel.

In Paragraph 4.1.2 of the TS Addendum, the applicant questions whether such standard recognises a difference in sustainability expectations for urban and rural developments. This has been misunderstood. The IHT's Guidelines for Providing Journeys on Foot is national guidance for both urban and rural areas. The suggested acceptable walking distance within 'Elsewhere' is applicable to this location and shall be used as a starting point for potential adjustment if applicable.

The applicant suggests multi-purpose Garden Centres (Squire's Garden Centre and The Gardening Club) are located within acceptable walking distance, which are welcomed. The Highways consider those to be reasonable alternatives for some range of grocery shopping opportunities, but more comparable to specialty shops than supermarkets.

Cycling

The applicant is required to provide a 'quiet lane' cycle route to the south of the site along Scarletts Lane and Castle End Road towards Twyford. While the Highways Authority acknowledge that 'quiet lanes' are available in close proximity to the site, these quiet lanes are subject to a 60mph speed limit and there is no proposed connection between the site and the existing 'quiet lane'. Paragraph 3.3.2 of the TS Addendum states that the route to the south of the site onto Scarletts Lane will not be used as a pedestrian/cycling route, but only for access by emergency vehicles. In this regard, the site will not benefit from the existing 'quite lane' and all motorised and non-motorised traffic are to be accessed via the primary site access onto the A4 Bath Road.

The LHA do not consider it appropriate to encourage higher cycling on the A4 alongside vehicles at this location with speed limits of 40mph and 50mph between the site and Twyford. Cyclists would be required to cycle in the road, which LTN1/20 defines as 'mixed traffic' conditions.

The speed limit along the site frontage is 50mph. While the applicant proposes to contribute to the reduction on this section of the A4 Bath Road to 40mph. DfT Guidance LTN1/20 describes this as 'mixed traffic' conditions with speed limits of 40mph and 50mph are considered as "Provision suitable for **few people** and will exclude most potential users and/or have safety concerns", which is not considered attractive and safe for cyclists. The applicant has acknowledged the A4 Bath Road is not designed for cyclists.

While the Highways welcome the increased width of the shared use refuge island to 3m, if the applicant would consider cycling to be the major sustainable travel mode, appropriate protection from motor traffic on highways shall be proposed along the A4 Bath Road according to Figure 4.1 of LTN 1/20 for 40mph speed limit.

Therefore, improvement(s) to cycle route connections to facilities in Twyford are crucial for this site to be marginally acceptable for site sustainability. The Highways would urge the applicant to connect the site with the existing quiet lanes on Scarletts Lane and Castle End Road with suitable improvements. With reference to the CPRE Guidance, improvements shall include, but are not limited to, conducting multi-modal surveys and speed surveys to reconfirm the existing conditions of Scarletts Lane

and Castle End Road remain suitable as quiet lanes, reducing the speed limits to 20mph, providing quiet lane signs and chicanes/narrowing to slow down vehicles between the site and Twyford.

In order for the site to be accepted on sustainability grounds; the site will be primarily reliant on cycling. The council's MyJourney Contribution of £675 per dwelling is expected in addition to the improvements on quiet lanes to motivate future residents to consider cycling. The MyJourney contribution takes the place of a Travel Plan for smaller sites and allows the council to offer a comprehensive package of measures such as Bikeability Training and Bike Repair across the borough which would compliment the Quiet Lane scheme required from the developer.

Public Transport

The nearest bus stops at Hare Hatch Grange are circa 400m from the mid-point of the site, which is within acceptable walking distance. The bus stops in both directions are served by routes 127, 227 and 227A. However, not frequently than hourly services are currently available. [The services only run between 07:30 and 18:45 in both directions on Mondays to Saturdays.](#) Late evening and Sunday services are also not available, which does not meet the requirement for good public transport services.

Summary

While a new pedestrian refuge island crossing on the A4 Bath Road is welcomed, the distance to local facilities and the frequency of bus services are not attractive for traveling by sustainable transport modes.

The Highways Authority consider the connection with quiet lane and improvements on existing quiet lanes along both Scarletts Lane and Castle End Road likely to be essential to support the redevelopment of the site for residential uses, and would expect the applicant to provide further details on this potential option.

The Highways Authority have proactively explored opportunities for proportionated improvements to achieve the policy objectives in NPPF, council's Core Strategy, MDD and the emerging LPU. Unfortunately, this has not been agreed up to date.

Based on the information currently available, the Highways Authority is unlikely support this proposal due to unsustainable location. The site is not considered compliant with the objectives to encourage sustainable transport in the NPPF and the Wokingham Core Strategy. However, if this proposal would be approved on tilted balance, other required details for the proposal are listed below.

Access

The site will utilise the existing access onto the A4 Bath Road, and two pedestrian accesses onto the A4 are also proposed. A new pedestrian refuge island is proposed on the A4 Bath Road, to the west of the site access.

[The applicant confirms that the route onto Scarletts Lane will not be used as a pedestrian/cycling route, but for emergency only. As discussed in 'Cycling' section, the Highways recommend the applicant to reconsider utilising this access for cycling activities.](#)

Traffic Data

The applicant agrees to apply the higher 7-day average 85th percentile speed of the approaching traffic in the speed survey results (i.e. 44.7mph for eastbound and 47.1mph for westbound) when assessing the required SSD. The minimum SSD required are 121m for eastbound and 136m for westbound.

The revised visibility splays of 2.4m x 121m (vehicle visibility) and 1.5m x 121m (pedestrian visibility) to the west, and 2.4m x 136m (vehicle visibility) and 1.5m x 136m (pedestrian visibility) to the east, are acceptable.

Meanwhile, as the site access is located at a bend and does not cover the intervisibility with the proposed crossing point, the visibilities along the tangent to the bend shall be assessed, to ensure that the required SSD on the nearside edge of the carriageway can be provided. The sightlines 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. Sufficient tangential visibility splay (to the west) is indicated in Drawing No. ITB210007-GA-004 (Rev. F), which is welcomed.

Pedestrian Refuge Island

To improve pedestrian and cyclist safety, the Highways will welcome the proposal of extending the existing 40mph speed limit zone to cover the site frontage. Additional details have been provided in the TS addendum, and the proposed relocation is welcomed. It is, however, relevant to note the proposed extension of 40mph speed limit zone is needed for the proposed pedestrian refuge island to be delivered.

While the reduced speed limits from 50mph to 40mph is not required by established standard or guidance, according to Table 10-2 of LTN 1/20, the conditions of the proposed pedestrian refuge island (uncontrolled crossing; one lane per direction; total traffic flows up to 10,000 pcu) are considered as 'Provision not suitable for all people and will exclude some potential users and/or have safety concerns'.

Meanwhile, the 'Designing for Walking' suggests refuge island has to be 'Design With Caution' at roads with 50mph speed limits and to exercise special care. Therefore, reduced speed limits are reasonable and proportionate measures to reduce safety risks for the proposed refuge island to be considered materially acceptable.

A Stage 1 RSA has been carried out, which the LHA would have expected a Road Safety Audit Brief Report (Prior to completion of the Stage 1 RSA) to be agreed as required by DMRB GG119. The details of the auditor's qualifications are submitted, which is welcomed.

While the applicant has accepted the RSA recommendation to provide a splitter island within the taper to the east of the right turn lane, the proposed pedestrian visibility on the southern side of the A4 Bath Road has to be assessed properly, in particular when the A4 Bath Road observes a high percentage of HGV traffic. The applicant has measured the intervisibility (to the east) at the proposed crossing point

on the southern side of the A4 Bath Road along the tangent to the bend, which is welcomed.

The applicant has provided further justification on the pedestrian visibility of 1.5m x 97m to be sufficient. While the Highways consider applicant's interpretation on DMRB absolute minimum visibility criteria based on MfS to be overstated, particularly when the observed speed along the A4 Bath Road exceeds the typical coverage of MfS, the Highways can consider minor relaxation on required SSD on the basis of complying at least the one step below desirable minimum SSD and being supported by Stage 1 RSA.

Meanwhile, unless the pedestrian access will also be relocated to the east of the vehicular access, the alternative option will be displaced significantly from the natural pedestrian desire line. The alternative position does not align with the general design principle of walking and cycling routes that shall be free from unnecessary diversion in DMRB CD143.

As stated in the 'Sustainability' section, if the applicant would consider cycling to be the major sustainable travel mode, appropriate protection from motor traffic on highways shall be proposed along the A4 Bath Road according to Figure 4.1 of LTN 1/20. The proposed width of the shared use refuge island has increased to a minimum of 3m, which is welcomed. [Other proposed plan shall be updated to reflect the change of refuge island.](#)

The additional swept path assessment for articulated vehicle is welcomed.

Internal Access Road

The applicant confirms that site roads are not offered for adoption, and this will have to be included in a s106 agreement that the site road will be maintained as a private road in perpetuity.

The internal roads are proposed to be shared surface with a minimum width of 5.5m along the primary access road to accommodate two-way traffic, with reduced width of 4.2m wide for Plots 10-11 and 14-15, which are welcomed.

A 2m service margin shall be provided on both sides of the road where development is being proposed, to align with the borough's highway design guidance.

The revised swept path for fire tender is acceptable.

Pedestrian accesses are solely provided onto the A4 Bath Road along the northern boundary. While the applicant proposed that the internal roads will be shared surfacing, this is no direct internal pedestrian/cycling route for the future occupiers to access to the pedestrian accesses from the south of the site, Plots 9-12 in particular. The applicant is therefore required to improve the connectivity within the site.

The applicant may wish to consider providing a 3m wide shared footpath/cycle path between Plots 6 and 7 to improve the connectivity within the site. [While the Highways consider it would be desirable to provide additional route between Plots](#)

6 and 7 to fit the desire line of pedestrian given the position of the only pedestrian access along the northern boundary of the site, the applicant explains that there will be surveillance concerns on such provision. The planning officer may wish to suggest if priorities of the above design perspectives.

The applicant confirms that this route will not be used by pedestrian/cyclists. Given the application red line has been extended to Scarletts Lane, the applicant may wish to explore the opportunity to provide a cyclist access onto Scarletts Lane as discussed in earlier section.

Parking

According to the WBC Car Parking Standards, the demand of parking for residential dwelling is subject to the numbers of habitable rooms. Each parking space shall have minimum dimensions of 5.0m x 2.5m, and the minimum internal sizes of a single garage/carport for parking to be 6m x 3m. The minimum dimensions for parallel parking space are 6m x 2.5m.

The proposed 6.5m wide aisle width for Plots 1-4 will be sufficient for vehicle manoeuvring at forwards gear, which is welcomed.

The applicant has provided a revised parking assessment for Town and Fringe location, with 46 allocated parking (including 16 carport bays and 2 garage bays), four visitor parking and two unallocated parking, which aligns with the council's parking requirements.

The proposed dimensions of the driveway parking spaces are acceptable. However, the applicant shall review the dimensions of all carports and garages with minimum internal sizes of 6m x 3m for single bay parking. The applicant confirms that additional width will be available for car doors to be opened within the carports, which are acceptable for this instance.

Meanwhile, to prevent additional parking that obstruct the access road, the Highways recommend reducing the driveway length for Plots 12-14 for to no more than 13m, measured from the carriageway edge. The applicant clarifies that the driveway length between Plots 12 and 13 are circa 8m long and the remaining length are service margins under the ownership of Management Company. For this instance, the applicant is advised to provide additional clarity by paving the driveway and service margins with different surface materials, to ensure the service margin will not be seen as an extension of the driveways and to discourage informal parking between the edge of the driveways and service margins.

Refuse Collection Strategy

The applicant has submitted the swept path for refuse vehicles entering and leaving the site with refuse vehicle of adopted dimensions, which is welcome. The Highways will therefore assume council refuse collection will be applicable for this site.

The Highways also expect to review swept paths showing that a refuse vehicle and a large saloon car can pass each other. This is submitted as supplementary details in Drawing No. ITB210007-GA-008B and ITB210007-GA-002F, which are acceptable.

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site and shall be measured from the dwelling. The applicant suggests that the proposed carrying distance of 30m for Plot 11 has been measured from the private bin store. While no highway impact is anticipated, this will be subject to the acceptance of the council's Cleaner & Greener team.

Meanwhile, with reference to WBC's Waste and recycling Guidance Notes for Developers, the distance between the bin store for flats and the parked refuse vehicle shall be no more than 10 metres. The applicant clarifies two-wheeled bins, instead of 1100L bulk bins, will be used by Plot 1-4.

While the Highways Authority understand that 10m maximum carrying distances for the refuse collection operator apply to all communal bin collection regardless of the types of bins being used, there will be no highway impact if the council's Cleaner & Greener team can accept the proposed alternative arrangement for waste collection. Otherwise, the applicant shall either revise the proposed position of bin store, or to arrange waste collection from private operator.

To avoid overspilling of wastes and recyclables to the driveway, the required area of the proposed bin store shall be confirmed with the council's Cleaner & Greener team.

Summary

With the current details outlined in 'Sustainability' section, the Highways Authority can unlikely support the proposal due to unsustainable location.

Conditions & Reasons (if required)

Date:	28/4/2026	Signed:	JP / BA
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