

Date: 27th August 2025
Application: 251421



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 251421

Applicant: C/O Agent

Site Address: N/A, Land At Old Forest Road, Wokingham

Parish: Invalid code

Grid Reference: Easting - 479423, Northing - 170243

Type of Development: Major Dwellings (10+)

Proposal: Full application for erection of 53 no. dwellings with associated landscaping, parking, drainage, open space and other associated works.

Case Officer: Benjamin Hindle

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 251421. 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 found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highways Development Management Officer		
Service	WBC Highways	App No:	251421
Address:	N/A, Land At Old Forest Road, Wokingham.		
Proposal:	Full application for erection of 53 no. dwellings with associated landscaping, parking, drainage, open space and other associated works. 21 Dwellings (40% would be affordable).		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes		

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 LHA would not raise objection to application no. 251421 on Land at Old Forest Road, Winnersh, Wokingham. This is subject to agreement of conditions relating to transport matters, making section 106 contributions towards transport improvements and a Section 278 agreement (under the 1980 Highways Act).

An initial consultation response was issued by the LHA on 18th July 2025, requesting mitigation and amendments to the site layout. Further comments have been issued to secure changes to different iterations of the proposed site layout.

A Transport Statement submitted by Stuart Michael Associates has been reviewed by the Local Highways Authority.

Vehicle Access

1. The LHA has no objection to the proposed vehicle access from Old Forest Road. It is proposed that the existing track will be improved to provide access for the development. The applicant proposes a simple priority junction with 8m radii bellmouth kerbing, dropped kerbs and tactile paving and a proposed carriageway width of 5.5m at the junction with Old Forest Road. Swept path analysis has been submitted which demonstrates that the proposed site access road is wide enough for two vehicles to pass each other. 2m wide footways will be provided on the eastern side of the carriageway.

2. Collision data for the most recent 5-year period does not record any collisions causing injury near the site access, Old Forest Road junction with Commons Road or Old Forest Road/Lowther Road junction. Industry best practice is to consider collision data for the most recent 5-year period.
3. A Stage 1 Road Safety Audit has been completed for the proposed vehicle access junction. The audit was completed by an Independent Road Safety Auditor. The auditor sought amendments to vehicle intervisibility, pedestrian visibility, additional swept paths for the refuse vehicle and dropped kerbing to a pedestrian access. These amendments were provided by the agent and applicant.
4. A drawing has been submitted which demonstrates a sufficient visibility splay is available for the vehicle speeds recorded and Manual for Streets Visibility requirements (Table 7.1 of MfS).
 - a. The applicant has demonstrated visibility of 2.4m x 50.5m looking left and 2.4m x 55m looking right. This is based on the recorded 85th percentile speeds recorded and the MfS Visibility Standard for these recorded speeds. The 85th percentile speeds were 34.3mph eastbound and 33.9mph westbound; which exceeds the 30mph speed limit.

Consideration of Traffic Calming Measures on Old Forest Road

5. The speed survey recorded typical vehicle speeds (85th percentile) above the 30mph speed limit. Therefore, the Highways Development Team has explored the possibility of providing traffic calming measures on Old Forest Road. The WBC Road Safety Team has advised traffic calming measures are not appropriate on Old Forest Road. The Road Safety Team advised there is limited justification for traffic calming measures given visibility is suitable, no collisions are recorded on Old Forest Road and the recorded speeds remain within the police enforcement threshold. The introduction of the new vehicle access will also slow average vehicle speeds as vehicles slow to turn into the site and following vehicles also slow down.

Existing Field Access on Toutley Road

6. The LHA require the developer to stop up the existing field access on Toutley Road; prior to the occupation of the new dwellings. Full height kerb will replace the dropped kerb. This principle is agreed with the applicant. The LHA have agreed to use of the Toutley Road Access for construction access to ensure construction vehicles do not need to use Old Forest Road. The WBC Property Team have also agreed to use of Toutley Road as the construction access and for construction vehicles to cross a strip of land owned by the WBC Property Team.

Internal Site Layout

7. The LHA have reviewed a plan (7365.001E - Proposed Access Arrangements) which provides a priority system for vehicles at the bend in the site access road. This improves internal working of the site at a point where there is limited forward visibility around the internal bend. The swept paths show that a refuse vehicle and car will be able to pass each other safely within land forming the applicant's ownership, away from Old Forest Road. Subject to implementation of the priority system, no objections are raised on this basis.

Deliveries and Servicing

8. The LHA are satisfied with the proposed arrangements for accommodating delivery and service vehicles on the site. The swept paths show that the proposed turning heads are suitable for WBC's Large refuse vehicle which is 11.347m long (turning radius 11.33m) and that this vehicle can pass a car. The swept paths also demonstrate that the vehicle will not need to reverse more than 12 metres as recommended by Paragraph 6.8.8 of the Manual for Streets and *BS5906:2005*.

Active Travel Improvements and Contributions

9. The LHA is satisfied with the agreed active travel improvements and contributions. The development is considered to meet the objectives of the NPPF Paras 115 – 117 which requires developments to: *'Give priority first to pedestrian and cycle movements, facilitating access to high quality public transport'*
10. The developer has agreed to provide bus shelters, timetables and bus stop markings on Old Forest Road, a dropped kerb crossing and a ped/cycle access from Toutley Road. The LHA require the developer to enter a Section 278 with the LHA for the developer to deliver these works.
11. The bus stop improvements and dropped kerb crossing are shown on Drawing No. 7362.008-Rev-P01 by Stuart Michael Associates titled: *'S278 Works – Bus Shelter and Road Markings'* dated August 2025.
12. The LHA require a condition which secures a **pedestrian/cycle connection** to the shared cycleway on Toutley Road. This would allow residents to cycle to/from the site via the shared use cycleway on Toutley Road/A329 Reading Road; or walk to Old Forest Meadows. It would also provide a pedestrian/cycle route through the site for the wider community and permissive rights should be secured/agreed to allow pedestrians and cyclists to travel through the site to Toutley Road, Old Forest Meadows and beyond.
13. In addition, the developer has agreed to make a Section 106 contribution of **£58,644 ((£1,106.40 per dwelling))** towards improved frequency of buses along Old Forest Road. This is consistent with the bus contribution secured for the Matthews Green Farm development. i.e. **£703.95** (x1.57 CPI inflation since April 2015).
14. The contributions are required to ensure the development meets the transport requirements of Wokingham's Planning Policies and the National Planning Policy Framework (2024). The nearest bus stops on Old Forest Road are served by infrequent services (122 and 129 services) and the next nearest bus stops are on the Reading Road (Sadlers Lane) bus stops which are 660m from the centre of the site, well beyond the recommended 400m walking distance to a bus stop.
15. The application is now considered compliant with Policy CP6 of the WBC Core Strategy which 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;*
- f) *That arise from the development proposed;*
- g) *Enhance road safety;*
- h) *Do not cause highway problems or lead to traffic related environmental problems.*

16. Paragraph 4.39 of the Core Strategy provides more detail on the ambition to improve public transport: *'Enhancement of public transport provision could include increase frequencies and improved integration between bus and rail routes together with the provision of new stops or routes...this is because improving access to sustainable transport modes to the existing population should create capacity within the network to cope with new development'*

Number of Car Parking Spaces

17. The LHA are satisfied with the 98 car parking spaces displayed on the proposed site plan. The number of car parking spaces proposed is considered compliant with the WBC Parking Standards.
18. This is compliant with the Wokingham Parking Standards (2011) for an Urban Area, as demonstrated by the table below:

WBC Parking Standards (Urban Area)		
Space Type	WBC Standard	Proposed
Allocated	81 spaces	81
Unallocated	7.8 spaces	8
Visitor	10.6 spaces	11
Total	99 Spaces	99 Spaces

19. Therefore, the LHA are satisfied there will not be overspill of parked vehicles onto the surrounding road network.
20. A Condition securing a Parking Management Plan is recommended detailing the allocation of car parking spaces and private enforcement measures for preventing parking problems on the private access road.

Parking Space Dimensions

21. The parking spaces displayed on then proposed site plan meet the WBC Minimum dimensions of 2.5m x 5.0m for a standard car parking space. The parallel spaces meet the WBC min. dimensions of 6.5m x 2.5m.
22. WBC consider the proposed garage parking dimensions acceptable for use as car parking. The garage designs are shown on Drawing No. 092404-GAR01 and Drawing No. 092404-GAR02. The proposed garages have internal dimensions of 6m x 3m and 6.1m x 6m.

Cycle Parking

23. The LHA are satisfied with the number of cycle parking spaces proposed and the size of the stores. The TS report sets out that cycle storage will be provided in accordance with the Wokingham Parking Calculator. The TS outlines that for the apartments, secure cycle storage will be provided in communal cycle stores and that for the houses cycle sheds or garages will be used to provide cycle storage.
24. The individual cycle racks within the communal store measure only 1.14m long and as such semi-vertical racks would be required rather than fully horizontal racks which would need to be 1.8m long. Further details of stand type should be secured by planning condition.

Trip Generation and Highway Capacity

25. The LHA have no objection due to the forecast vehicle trips from the dwellings. The forecast is for 1 additional vehicle trip every two minutes which would not cause a noticeable increase in vehicle queues on the surrounding road network.
26. The applicant forecasts a two-way trip rate of 0.58 in the AM Peak Hour (08:00 – 09:00) and 0.51 in the PM Peak Hour (17:00 – 18:00). 53 dwellings are therefore forecast to generate 31 two-way vehicle trips in the AM Peak Hour and 27 two-way vehicle trips in the PM Peak Hour. The trip generation is forecast using surveys of comparable residential developments contained in the TRICS Database. The TRICS Database is the national database for trip generation surveys and is used as best practice across the UK.
27. The trip generation level and dispersal of vehicles across multiple routes means the LHA do consider the development contrary to NPPF Paragraph 116 which states 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’*.
28. There are numerous routes available to vehicles departing the site on Old Forest Road. Drivers travelling southeast towards Wokingham Town Centre would be able to utilise Reading Road, Commons Road/Matthews Green Road and Toutley Road/Queens Road. Drivers travelling north can do so via Reading Road or Toutley Road.

Travel Plan

29. The LHA accept the Travel Plan in support of the application. The Travel Plan sets mode share targets to reduce the number of single occupancy car journeys by 6% over the 5-year Travel Plan monitoring period and to increase the number of journeys by sustainable travel modes by 6%.

The Travel Plan sets out a range of measures to encourage travel by sustainable modes including the following:

- Appointment of a Travel Plan Coordinator to oversee Travel Plan measures.
- Sales/Marketing staff trained to understand the purpose of the TP

- Residents Travel Information Pack to be distributed to each household containing bus/rail timetable/route information/subsidised travel vouchers/cycle route maps/cycle training offers.
- Leaflets/Newsletters distributed to promote travel modes
- Residents Website or social media page informing residents of changes to public transport timetables.
- Provision of secure and covered cycle parking facilities.
- Provide each household with a flexible sustainable travel voucher.
- Provision of route maps for the local area.
- Creation of a Bicycle User Group (BUG) to encourage cycling amongst new households.

Conditions and Informatives

I24: Off-Site Works (Section 278)

The developer's attention is drawn to the fact that this permission does not authorise the physical construction of the proposed off-site highway works and site access connections to the public highway. A separate legal agreement made with the Council under s.278 of the Highways Act 1980 is required. No work within or affecting the public highway shall commence until the agreement has been completed and the Council, as local highway authority, has approved all construction and installation details together with a programme of works.

I27: Works Affecting the Public Highway

Any works/ events carried out by or on behalf of the developer affecting either a public highway or a prospectively maintainable highway (as defined under s.87 New Roads and Street Works Act 1991 (NRSWA)), shall be co-ordinated and licensed as required under NRSWA and the Traffic Management Act 2004 in order to minimise disruption to both pedestrian and vehicular users of the highway.

Any such works or events, and particularly those involving the connection of any utility to the site must be co-ordinated by the developer in liaison with the Borough's Street Works team (0118 974 6302). This must take place AT LEAST three months in advance of the intended works to ensure effective co-ordination with other works so as to minimise disruption.

Pedestrian and Cycle Access

Prior to the commencement of the development, a drawing shall be submitted for the approval of the Local Planning Authority displaying a shared path for pedestrians and cyclists between the site and Toutley Road. The pathway shall have a minimum width of 3.0m. The pathway shall be constructed prior to occupation of the development in accordance with the subsequently approved drawing.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

Vehicle Access and Visibility Splay

Prior to the occupation of the development the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing number (Stuart Michael Associates Drawing No. 7365.001-Rev-B, dated April 2025). The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

No Gates

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no gates or barriers shall be erected at, or within 10 metres of, the vehicular access onto the highway.

Reason: To ensure that vehicles do not obstruct the highway whilst waiting for gates or barriers to be opened or closed, in the interests of road safety. Relevant policy: Core Strategy policies CP3 & CP6.

Existing Vehicle Access (Toutley Road)

The existing vehicular access(es) to the site on Toutley Road shall be stopped up and abandoned, and the full height kerb along the footway shall be re-instated prior to the occupation of the first dwelling, in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 & CP6.

Car Parking

No part of any building(s) hereby permitted shall be occupied or used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Cycle Parking

Prior to the commencement of the development hereby permitted details of secure and covered bicycle storage/ parking facilities for the occupants of [and visitors to] the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted and shall be permanently retained in the approved form for the parking of bicycles and used for no other purpose.

REASON: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Electric Vehicle Car Charging

Prior to commencement of development, details of on-site infrastructure and specification for the active Electric Vehicle Charging point(s) indicated on the approved drawing shall be submitted and approved in writing by the LPA. The EVC point(s) shall be installed in accordance with the approved drawing and shall be permanently retained and made available for the purpose of charging a vehicle, unless agreed otherwise, in writing, by the LPA.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant policy: NPPF Section 9 (Sustainable Transport) and Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

Travel Plan

No part of the development shall be occupied until the approved travel plan has been implemented. The travel plan shall be implemented, maintained and reviewed as approved.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Core Strategy policy CP6.

NOTE: THE COUNCIL WILL EXPECT ALL TRAVEL PLANS FOR SPECULATIVE DEVELOPMENT TO BE SECURED BY WAY OF AN AGREEMENT MADE UNDER S106 OF THE TOWN & COUNTRY PLANNING ACT 1990 AND NOT BY A PLANNING CONDITION.

Parking Management Plan

Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

Construction Management Plan

Before the permitted development commences, a Construction Environmental Management Plan (CEMP) shall have been submitted to and approved in writing by the Local Planning Authority. Construction shall not be carried out otherwise than in accordance with each approved CEMP. The CEMP shall include the following matters:

- a) A construction travel protocol or Green Travel plan for the construction phase including details of parking and turning for vehicles of site personnel, operatives and visitors;
- b) Construction Access
- c) Loading and unloading of plant and materials;
- d) Storage of plant and materials;
- e) Programme of works / phasing / lorry routing and potential numbers (including measures for traffic management and operating hours);

- f) Piling techniques including types of piling rig and earth moving machinery;
- g) Provision of boundary hoarding and gates;
- h) Protection of the aquatic environment in terms of water quantity and quality;
- i) Details of proposed means of dust suppression and noise mitigation;
- j) Details of measures to prevent mud from vehicles leaving the site during construction;
- k) Details of any site construction office, compound and ancillary facility buildings. These facilities shall be sited away from woodland areas;
- l) Lighting on site during construction (including temporary);
- m) Measures to ensure no on-site fires during construction
- n) Monitoring and review mechanisms;
- o) Implementation of the CEMP through an environmental management system;
- p) Details of the haul routes to be used to access the development. Weight, width and height restrictions on the surrounding road network should be avoided;
- q) Details of the temporary surface water management measures to be provided during the construction phase;
- r) Details of the excavation of materials and the subsurface construction methodology
- s) Appointment of a Construction Liaison Officer.

Any deviation from this Statement shall be first agreed in writing with the Local Planning Authority.

Reason: To protect occupants of nearby dwellings from noise and disturbance during the construction period, in the interest of highway safety and convenience and to minimise the environmental impact of the construction phase in accordance with Wokingham Borough Core Strategy Policies CP1, CP3, CP6 and CP7 and TB23 of the Managing Development Delivery Local Plan Policy.

Date:

9th March 2026

Signed:

Ben Amey