

PLANNING REF : 260720
PROPERTY ADDRESS : 48 Hatch Ride
:
: RG45 6LB
SUBMITTED BY : Ms J Rogers
DATE SUBMITTED : 11/05/2026

COMMENTS:

Missing details of Sport pitch Provision

Site currently has a football pitch / tennis courts but no details are provided of the replacement provision as per the NPPF

Missing details of the secondary emergency access. No details provided of where/how the vehicular access to the highway will be - just a footpath through some trees to an adjoining site.

Flawed design and Access Statement

Makes a feature of developing the site based on its major existing features of the site but excludes a)the existing building and b)the sports provision which most reasonable people would see as integral to the existing site. This omission invalidates the remainder of the statement.

The starting point should be the approved 109 flats in the existing building.

No details provided of the demolition of the existing building

Flawed travel plan - assumes residents will use public transport but locally there are only 2 Bus "services" (the 125, which is currently being reduced to c2 services per day and the 194 (Bracknell Forest) which has recently relocated the stop at Pinewood crossroads further away). If as claimed, interventions to increase usage of public transport are built into the new development, then locally the recent significant developments would naturally have led to an increasing amount of bus services. Unfortunately, the evidence shows the reverse i.e. more houses and fewer buses must mean promotion of public transport in an area already poorly served with buses does not work. This means that the only 'active travel' options are walking / cycling.

On paper, the distances for walking/cycling look feasible, but in practice there are major practical difficulties that make this unfeasible:

Cycling - No safe access to Crowthorne facilities or Buckler's Park (BFC) facilities: There is a shared cycle path upto the Pinewood Roundabout (Nine Mile Ride / Old Wokingham Road) but no safe way to cross this extremely busy roundabout since it was "improved" and the NMR eastbound to OWR northbound and OWR northbound to NMR westbound leg(s) are designed to allow cars to travel without stopping first at the roundabout. Cyclists (and pedestrians) are thus severely disadvantaged as there are no other options to cross.

Pedestrians - no street lights on this section of Nine Mile Ride (Pinewood Roundabout to St Sebastian's Roundabout), narrow, uneven pavements make this completely unsuitable along a busy, 40MPH B-class road. In addition, the proposed school route crosses this road with a pedestrian refuge which would not meet the "Safer routes to School" standard, requiring a pedestrian crossing instead. (See for example the pedestrian crossing on New Wokingham Road that was

installed once the Lollipop man/lady service was withdrawn).
Both cycling/pedestrian - access to Crowthorne Station is via said unsuitable, unlit Nine Mile Ride and a permissive footpath (so not for cycling) through Ravenswood / Golf Course OR via unlit byway (Oaklands Lane) and unlit public footpath (so not for cycling) to the Golf Course
Both cycling/pedestrian - access to the proposed proximate amenities on Buckler's Park requires the crossing of the dangerous Pinewood Roundabout as described above

Highway Safety

Unclear why the accident data for a) Honeyhill / Nine Mile Ride junction (cyclist) or Old Wokingham Road / Pinewood Centre entrance have not been included as both within 300m of the perimeter of the site? Slightly further afield is the infamous Old Wokingham Road / Easthampstead Rd junction where mishaps are common. Fortunately no pedestrians/cyclists have been involved as these un-classified rural roads are simply not suitable (no pavements, no lighting) so no sensible people walk/cycle along them.
Traffic leaving the site will be forced eastbound as Nine Mile Ride is too busy to turn right. Will lead to additional queues at the already capacity Pinewood roundabout.
Increased volumes of traffic from the new South Wokingham Distributor Road / Development Location are already flooding the network which will only increase driver frustration and cause accidents

Not a Sustainable development location

Outside the defined settlement area
No facilities onsite and no alternative non-car access to the 'proximate local amenities' (see point above)
The primary school involves unaided crossing of a dangerous 40Mph busy road
Of the 'proximate local amenities' listed, four are located within the Buckler's Park development (in Bracknell Forest) and are amenities that have been provided expressly for residents of THAT development, and were not designed to take additional NEW 'custom'

Significant loss of greenspace and mature diverse habitat leading to significant biodiversity loss. No details have been provided of how the current tree protection order will be managed. Loss of wildlife corridors through to Gorrick Woods, an important lowland heath habitat.

Detrimental intensification of existing site - additional housing beyond the existing building

Insufficient SANG provision for the #houses (reduce the number of houses to increase the amount of greenspace?)

There are numerous serious issues and omissions with this application. It needs to be summarily refused.