

Date: 23 April 2026
Application: 260830



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 260830

Applicant: Mr Bhogal

Site Address: 273 Loddon Bridge Road, Woodley, Wokingham, RG5 4BL

Parish: Woodley

Grid Reference: Easting - 476659, Northing - 173181

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the proposed erection of a single storey rear extension to the existing dwelling at no. 273 Loddon Bridge Road and changes to fenestration, plus a part single part two storey side/rear extension to form 1 no. terraced dwelling following demolition of the existing single storey side and rear extensions, with associated dropped kerb and rear access off Cobham Road, pedestrian access, modified front access to no. 273, landscaping, parking, and cycle and refuse storage.

Case Officer: Marcus Watts

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 260830. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **15 May 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	260830
Address:	273 Loddon Bridge Road, Woodley, Wokingham, RG5 4BL.		
Proposal:	Full application for the proposed erection of a single storey rear extension to the existing dwelling at no. 273 Loddon Bridge Road and changes to fenestration, plus a part single part two storey side/rear extension to form 1 no. terraced dwelling following demolition of the existing single storey side and rear extensions, with associated dropped kerb and rear access off Cobham Road, pedestrian access, modified front access to no. 273, landscaping, parking, and cycle and refuse storage.		
Type of Development:	Minor Dwellings (1-9)		
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

The site is in relation to a planning approval 251075 for the provisions of two new dropped crossing. Existing and approved accesses are proposed to be utilised.

The applicant proposes to demolish part of the existing dwelling to subdivide the site to two dwellings. This reduces the numbers of habitable rooms of the existing dwelling (hereafter 'House A') from 7 to 5, and the proposed new dwelling (hereafter 'House B') will have four habitable rooms.

Traffic Impacts

The traffic generated from one new dwelling unlikely has significant impact on the local highway network.

Sustainability

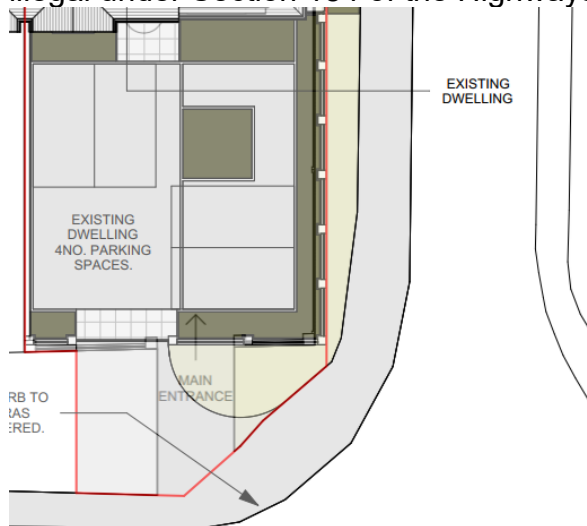
As the site is currently functioned as general amenity to the existing house, Highways have no objection on site sustainability for the proposal.

Access

The applicant proposed to utilise the existing and approved dropped crossing for both dwellings.

House A

The Highways have overlaid the plans and are aware of significant differences between different plans. The proposed access will be shifted southwards by 3m, compared to the existing position (Drawing No. 25008-A4-00-DR-T-0300 B). Unless the existing dropped crossing will be relocated to facilitate vehicle manoeuvring, cars will likely drive over the full-height kerb when entering and leaving the site, which is illegal under Section 184 of the Highways Act 1980.



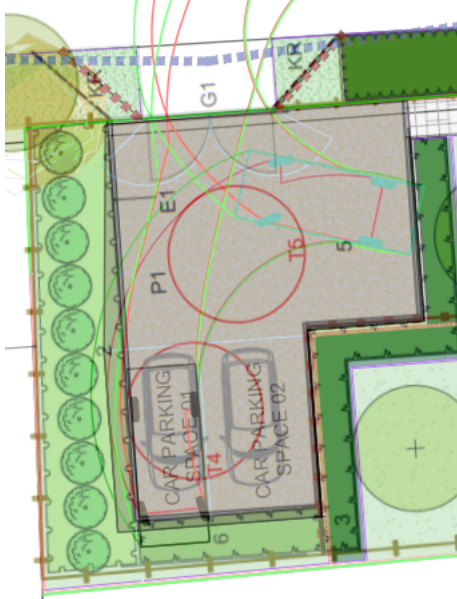
Meanwhile, the proposed highway verge between Drawing No. 25008-A4-00-DR-T-0101 C and Drawing No. 3001-LA-01 P2 are different. Clarification is required.



The Highways recommend the applicant either to fully retain the existing access arrangement to prevent encroachment or public highway, or to apply for relocation of dropped crossing with a separate consent from the TM team.

House B

The position of vehicular access for House B is identical to that of the western access approved in 251075, but the proposed driveway, parking arrangements and boundary treatment are to be amended. A new gate is proposed. The proposed driveway and access gate are different between plans. Clarification is required.



Cobham Road is subject to speed limits of 30mph, which requires visibility splays of 2.4m x 43m to be provided from the access onto Cobham Road. Any part of the proposed dwelling or boundary treatment also shall not reduce the visibility from the driveway of neighbouring properties. 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.

The applicant has assessed the visibility splays of 2.4m x 33m and pedestrian visibility of 2m x 2m at the proposed accesses. However, the assessed visibility splays are insufficient. Part of the existing hazel hedge within the visibility splays will have to be removed.

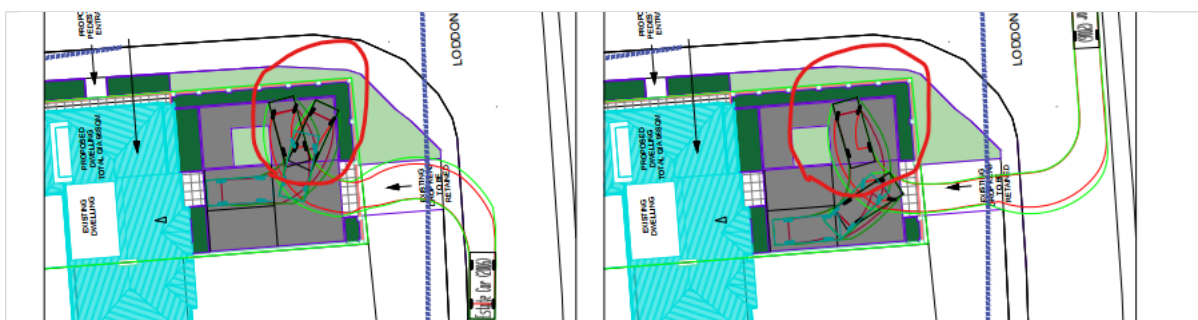
Parking and Manoeuvring

According to the WBC Car Parking Standards, the new dwellings proposed in Urban location will require two parking spaces per plot within the red line. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

While the proposed driveways of both plots are likely sufficient to provide two parking spaces of suitable dimensions, the applicant is required to submit the swept path analysis with large saloon car for each dwelling to demonstrate vehicle can enter and leave the driveway in forward gear. The swept path analysis with a 4.71m long estate car is not acceptable.

House A

There are discrepancies between the parking arrangement for House A in Drawing No. 25008-A4-00-DR-T-0101 C with four proposed spaces and Drawing No. 3001-LA-01 P2 with two proposed spaces. Clarification is required. It is relevant to note that the proposed area marked up below will have to be used as a turning area, and cannot be used as parking spaces for this instance. Revision is required.



House B

As commented in the 'Access' section, clarification is required for the difference in driveway and access gate. Nevertheless, the proposed gates will have to open inwards and set back from the edge of carriageway by at least 5m to enable a car to pull clear of the highway and avoid obstructing the free flow of traffic. This will, however, obstruct the turning area of House B.

Due to site constraints, the Highways recommend either to install an automatic sliding gate along the site boundary, or to remove any proposed gate.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). This has to be confirmed and indicated on a plan.

This may be subject to further authorisation via Building Control.

Cycle Provisions

According to the WBC Parking Standards, two cycle parking allocations are required per dwelling with 4-5 habitable rooms.

The applicant proposes to provide garden shed for cycle storage for both the existing and proposed dwellings, and further details to be secured via planning conditions, which is acceptable.

Refuse Collection Strategy

Kerbside refuse collection arrangement remains suitable for this site, which is acceptable.

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

Conditions & Reasons (if required)

Date:	5/5/2026	Signed:	JP
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