



Client:
Forays Homes
Southern Ltd

Project:
Land at Lodge Road,
Hurst

Transport Statement

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1 INTRODUCTION

1.1 Forays Southern Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for 3 residential dwellings at Lodge Road, Hurst ('the site').

Background/Overview

1.2 The existing site consists of undeveloped land, currently with a field access located on the western site boundary with direct access onto Lodge Road. The site is located within the administrative boundaries of Wokingham Borough Council as the Local Planning Authority and Local Highway Authority.

1.3 A previous planning application (ref no. 172894) for 5 residential dwellings at the site was submitted in 2017 and subsequently dismissed on appeal in 2020. This decision, however, was based on a previous policy position which assumed a 5-year housing supply, a position which is no longer applicable.

1.4 The site sits alongside a larger neighbouring site which is currently going through its own appeals process in relation to an outline planning application for 99 no. dwellings (application reference no. 242067).

Proposed Development

1.5 The development proposals consist of 3 residential dwellings (2 x 4 bed and 1 x 3 bed properties) with associated car and cycle parking served by an access from Lodge Road. The proposed layout is shown on the Architect's plans in **Appendix A**.

1.6 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located on the eastern side of Lodge Road, Hurst as shown in **Figure 1** below.

Figure 1 Site Location Plan



2.3 The site is currently undeveloped land with an existing double-field access gate on the western boundary with direct access onto Lodge Road.

Planning History

2.4 The 2017 planning application for 5 residential dwellings on the site included access from the eastern side of Lodge Road via a simple priority junction. The access arrangement was accepted by Wokingham Borough Council highways officers, however the application was subsequently refused for nine reasons, reason two related to sustainability reasons as follows:

2 - The site is not within convenient walking distance of day-to-day facilities and services, footpaths on surrounding streets are non-existent and/or unlit, cycling use is prohibitive, the local bus service does not meet the definition of a good service (with no bus shelters) and local facilities are interspersed throughout the adjoining villages. This will result in a high dependence on private vehicle use and an unsuitable development.

It is contradictory to Paragraph 55 of the National Planning Policy Framework, Policies CP1, CP3, CP6, CP9, and CP11 of the core strategy 2010 and Policy CC01 of the Managing Development Delivery Local Plan 2014.

2.5 The site is located on the southwestern edge of Hurst Village, and an approximate 1.3km walk distance of local facilities within the Village Centre, including a convenience store / post office and bakery. St Nicholas Primary School is a walk distance of approximately 850 metres from the site and Hurst Village Halls and St Nicholas Pre-School are located within a closer 650 metre walk distance. Core Strategy Policies CP1 and CP6 states that new developments should:

'support opportunities for reducing the need to travel, particularly by private car in line with CP6' (WBC Core Strategy CP1)

'[be] 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'

2.6 These policies do not insist on specific levels of public transport, they require only a choice in transport modes to be demonstrated available to future site users which could reduce the need to travel and indeed overall travel distances. These aspects will be revisited in the 'Development Impact' section of this Transport Statement.

2.7 A Planning Appeal Inspector upheld the LPA's 2017 highways related reason for refusal in a decision dated January 2020; however, the appeal decision was largely based upon the distance from the Hurst Co-op foodstore which has subsequently closed. It has recently reopened, albeit by an independent local convenience / village store occupier (and includes the local post office).

Accessibility

2.8 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.9 In the National Travel Survey 2023 81% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.

2.10 All local village facilities and amenities are located within a mile of the site which supports walking to and from the site for everyday amenities. A summary of the walking connectivity is provided below:

Figure 2 Walk Distance / Route to Local Amenities Plan



2.11 A site visit was undertaken in February 2025, including an assessment of the walking routes to / from the site. The topography in the area is generally flat which is good for walking and cycling activity. There are no footways provided along Lodge Road in the vicinity of the site. However, a permissive footpath directly opposite the site on the western side of Lodge Road is provided for use by pedestrians as shown in **Photo 1** overleaf. The existing footpath facility had a solid walking base even after significant rainfall during the site visit in February 2025.

2.12 Pedestrians can use the permissive footpath to walk between the site and Sawpit Road to the south. From Sawpit Road it is a relatively short walk distance of approximately 1km to the Village Centre.

Photo 1: Lodge Road permissive footpath



2.13 There is a footway on the eastern side of Lodge Road between Nursery Close and Sawpit Road. Sawpit Road is a semi-rural road with no footways for a distance of approximately 170m east from its junction with Lodge Road to its junction with Barber Close (see **Photo 3**).

2.14 During the site visit, a walk time of 1 minute 50 seconds was recorded to walk the section of Sawpit Road between the junction with Lodge Road to the junction with Barber Close, during which time no passing vehicles were observed. From Barber Close there are footways provided along Sawpit Road and School Road on the pedestrian route to / from the Village Centre.

2.15 In terms of cycling, The CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). The 422 Cycle Route can be accessed via a 9-minute cycle to the southwest of the site along Reading Road, which serves destinations such as Reading, Bracknell and Ascot.

Local Bus Services

2.16 The closest bus stop to the site is located approximately 575m (7-minute walk) to the southeast along School Road on the southern side of the carriageway, which is served by the 128 and 129 services. Further information for these services is detailed in **Table 2.1** below.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
128	Wokingham – Hurst – Twyford – Sonning – Woodley - Reading	60	120	-
129	Wokingham – Hurst – Twyford – Sonning - Reading	School Service 08:49, 16:16, 17:20 and 17:55 Only	-	-

Rail Services

2.17 The closest railway station to the site is Twyford, located circa 2.2km (8-minute cycle) to the north, which is served by Great Western Railway and the Elizabeth Line. For the Elizabeth Line, typical off-peak services from Twyford are 2 trains per hour (tph) to Abbey Wood and 2tph to Reading. For Great Western Railway, the typical off-peak services are 2tph to London Paddington, 2tph to Didcot Parkway and 2tph to Henley-on-Thames.

2.18 Twyford has step-free access to all trains and platforms. This station provides sheltered bike storage for 109 cycles, an associated car park, refreshment facilities, toilets and seating areas.

Local Highway Network

2.19 Lodge Road (B3030) is a single carriageway road (**Photo 2**) subject to a 40mph speed limit in the vicinity of the site and provides a link between Twyford and Winnersh.

2.20 Access to Hurst village centre is to the south via Sawpit Road and School Road which provides access to the local bus stops and local primary school and pre school.

2.21 Sawpit Road is subject to a 30mph speed limit and the western-most section of the road does not have a footway for the final 170m before the junction with Lodge Road (**Photo 3**).

Photo 2: Lodge Road at the site access



Photo 3: Sawpit Road western end



Local Car Ownership

2.22 2021 Census data (for the Wokingham 004 middle super output area) was referenced to understand local car ownership levels with the results given below:

- Zero cars – 7%
- 1 car – 37%
- 2 or more cars – 56%

2.23 The data in **Table 2.2** demonstrates that the majority of households in the area own two or more cars, this information will be considered when discussing the proposed car parking levels to be provided on site later in this report.

3 POLICY REVIEW

Introduction

3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

3.2 The revised NPPF was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

3.3 The NPPF, at paragraphs 7 and 11, states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a presumption in favour of sustainable development*".

3.4 Section 9 deals with promoting sustainable transport. Paragraph 109 states that *Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.*

3.5 Paragraph 109 also notes that plan-making and development proposals should involve the following:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.6 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives, whilst paragraph 115 states that in assessing specific applications for development, the following should be ensured:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.7 Paragraph 116 goes on to state:

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.

3.8 The NPPF states at paragraph 117 that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Local Policy

Wokingham Borough Council Local Development Framework – Adopted Core Strategy DPD, January 2010

3.12 The Wokingham Borough Council Core Strategy is the adopted development plan (January 2010) which sets the high level strategy for managing development in the Borough until 2026.

3.13 Policy CP1 – Sustainable Development outlines that planning permission will be granted for development proposals that:

- 1) *Maintain or enhance the high quality of the environment;*
- 2) *Minimise the emission of pollutants into the wider environment;*
- 3) *Limit any adverse effects on water quality (including ground water);*
- 4) *Ensure the provision of adequate drainage;*
- 5) *Minimise the consumption and use of resources and provide for recycling;*
- 6) *Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;*
- 7) *Avoid areas of best and most versatile agricultural land;*
- 8) *Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;*
- 9) *Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);*
- 10) *Provide attractive, functional, accessible, safe, secure and adaptable schemes;*
- 11) *Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and*
- 12) *Contribute towards the goal of reaching zero-carbon developments as soon as possible by:*

- a) Including appropriate on-site renewable energy features; and*

b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.

3.14 Part 11 of the Policy refers to transport and this will be discussed in relation to the site proposals in this Transport Statement.

3.15 Policy CP6 – Managing Travel Demand 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 that arise from the development proposed;*
- f) Enhance road safety; and*
- g) Do not cause highway problems or lead to traffic related environmental problems.*

3.16 Policy CP6 outlines the aspects of travel related local policy which will be referred to when assessing the development proposals. Additionally, part e of the policy refers to vehicle parking for which further information is included in the Wokingham Borough Managing Development Delivery Document (2014).

Wokingham Borough Managing Development Delivery Document (Local Plan) – February 2014

3.17 The Wokingham Borough Managing Development Delivery (MDD) Document adopted in 2014 builds on the strategies set out in the Core Strategy and CC07: Parking relates to parking as follows:

- 1. Planning permission will only be granted where the proposal demonstrates the following:*
- a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD*

b) That the new scheme retains an appropriate overall level of off-street parking.

3.18 Table C3-3 in Appendix 2 of the MDD document outlines the level of parking demand based on varying levels of allocated car parking in different geographical locations in the Borough.

Table C3 -3: Houses owned unallocated parking demand

No of Habitable Rooms	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3		1.1	0.2		1.2	0.4	
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

3.19 This table will be referred to in the report when assessing the level of car parking proposed. Information relating to cycle parking is included on page 133 of the MDD which states that for Houses with more than 6 habitable rooms, a total of 3 cycle parking spaces should be provided.

Summary

3.20 The focus of transport and land use planning policy is on the encouragement of sustainable travel measures by creating development proposals which widen the accessibility of sustainable travel to site users as well as the wider community. These national and local planning policies will be referred to throughout this report to assess the development proposals.

4 THE PROPOSED DEVELOPMENT

4.1 The development proposals consist of the construction of 3no. detached houses as shown on the Architect's Layout in **Appendix A** of this report, including:

- 2 x 4-bedroom detached houses; and
- 1 x 3-bedroom detached house (self-build plot)

4.2 The proposed development will have 11 car parking spaces for residents (plus additional space for visitor parking) with EV charging and cycle parking spaces contained on each plot which are discussed in further detail in this Section.

Access Arrangements

Vehicular

4.3 A new vehicle access in the form of a simple priority junction is proposed onto Lodge Road. Visibility of 120m in each direction is possible along Lodge Road at a setback of 2.4m from the proposed access as shown in the site access drawing in **Appendix B** of this report in accordance with the requirements of the Design Manual for Roads and Bridges (DMRB) for a 40mph speed limit.

4.4 The proposed site access can accommodate two-way simultaneous vehicle movements as shown in the swept path analysis included in **Appendix C**. The proposed access road will be shared surface design approximately 4.8 metres in width. A shared surface design for a new access road serving less than 5 dwellings is in accordance with the Wokingham Highway Design Guide.

4.5 Based on the information presented, the visibility from the site access onto the public highway is safe and suitable and the visibility reflects current national guidance (DMRB), therefore the access arrangements are compliant with the criteria set out in paragraph 115 of the NPPF.

Pedestrian

4.6 Pedestrians will travel to / from the proposed site using the existing footpath facility directly opposite the site (**Photo 1**) along Lodge Road. The footpath provides a connection to / from the south between the site and Sawpit Road. From Sawpit Road it is a relatively short walk distance of 1km to / from Hurst Village Centre.

Servicing and Deliveries

4.7 It is expected that the proposed development will be typically serviced by online food and non-food deliveries and infrequent maintenance. The site layout has been subjected to a swept path analysis, including a fire tender which is shown in the swept path drawings in **Appendix C** to enter the site, manoeuvre and exit in a forward gear.

4.8 The refuse bins will be wheeled to the front of the site where they will be collected on street which aligns with other properties along Lodge Road. The site allows for the efficient delivery of goods, and access by service vehicles in accordance with NPPF paragraph 117-part d.

Parking

Car Parking

4.9 The proposed development will provide a total of 11 car parking spaces for residents. For the 2 x 4 bed houses. a total of 4 spaces per plot will be provided, with each plot provided with a double garage and two further driveway spaces. For the smaller self-build 1 x 3-bed house a 'car barn' with space for two cars plus 1 driveway space (3 spaces in total) will be provided. Additional space is provided within the 'private drive' areas adjacent to each plot to accommodate visitor parking.

4.10 Each of the houses will have one parking space fitted with an EV charging point from which to charge electric vehicles in line with current requirements under Building Regulations and paragraph 117 part e of the NPPF.

4.11 Swept paths of the car parking spaces have been completed to demonstrate that the spaces are able to be navigated satisfactorily as shown in the drawings in **Appendix C** of this report.

4.12 Based on the car parking standards in the Wokingham MDD document with 2 allocated spaces per dwelling in a village location, the WBC parking calculator included in **Appendix D** indicates that the proposed development should have a total of 13 car parking spaces (including visitor parking). The proposed car parking provision (11 car parking spaces for residents plus additional space for visitor parking) is therefore in accordance with the Council's car parking standards.

4.13 The local car ownership data indicates that 56% of properties in this area have two or more cars, therefore the provision of a double garage / 'car barn' per property plus driveway parking will provide sufficient parking space to accommodate the local resident car ownership trends.

4.14 It is considered that the parking aspects of the development proposals are in accordance with Policy CC07 of the Wokingham MDD as well as complying with WBC Core Strategy Policy CP6 part d.

Cycle Parking

4.15 Appendix 2 of the Wokingham MDD states that dwellings of more than 6 habitable rooms should have 3 cycle parking spaces per property. A double garage / 'car barn' plus curtilage space is provided for each plot with sufficient space to accommodate 3 cycle parking spaces per property in accordance with Policy CC07 of the Wokingham MDD as well as complying with WBC Core Strategy Policy CP6 part d.

5 TRIP ASSESSMENT

5.1 This section considers the likely number of trips associated with the development proposals with consideration of any existing permitted vehicle trips associated with the existing site use.

Existing Trip Generation

5.2 The existing permitted site use is agricultural land, therefore no trips are currently associated with the site.

Proposed Trip Generation

5.3 The development proposals consist of 3 detached houses in a semi-rural position in the village of Hurst.

5.4 The TRICS database has been used to establish a trip rate for the proposed houses based on similar size of the development and geographical location. Full TRICS outputs are included in **Appendix E** with a summary of the trip rates and trip generation presented in **Table 5.2** below.

Table 5.2 Proposed Trip Rates & Trip Generation: Vehicles

Period	Trip Rates			Proposed Trip Generation (3 houses)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.300	0.500	0.800	1	2	3
17:00 – 18:00	0.500	0.333	0.833	2	1	3
07:00 – 19:00	3.554	3.811	7.365	11	11	22

5.5 Based on the information in **Table 5.1** above, the proposed development is forecast to generate 3 total vehicle trips during each peak hour period and 22 total vehicle movements across a daily period. This forecast identifies that the development would generate minimal vehicle impact in the peak hour periods and is unlikely to cause a 'severe' impact in terms of congestion and capacity on the local highway network using the NPPF paragraph 116 criteria.

6 DEVELOPMENT IMPACT

6.1 The vehicle trip generation information provided in this Statement indicates that the 3 proposed dwellings are likely to generate approximately 3 vehicle movements in each of the peak hour periods which will have minimal impact on the local highway network. Based on these assessments the development is unlikely to have any impact on congestion and capacity locally.

6.2 In terms of the site's location, it is located on the western edge of Hurst between residential dwellings located on its northern and southern boundaries. The previous planning appeal in 2020 was dismissed on highways grounds due in part to the site location, particularly the distance from the local Co-op in Hurst located on Wokingham Road.

6.3 The Hurst Co-op has subsequently closed since the appeal. The development site is therefore in no worse a position in terms of access to the local shop than any other residential dwelling in the village. At the time of the 2020 appeal the Council had a 5-year land supply, however in 2025 this is not the case and therefore sites must be considered against a different policy context which is discussed in full in the Planning Statement supporting the planning application.

6.4 The site sits directly adjacent to a larger neighbouring site which is currently going through the appeals process in relation to an outline planning application for 99 no. dwellings (application number 242067).

6.5 The development site is within the accepted distance of a mile of local amenities which the CIHT Planning for Walking document suggests would encourage walking trips to be favoured over the private car. The site is required to support opportunities for reducing the need to travel by the private car in WBC Policy CP1 and the existing permissive footpath along the western side of Lodge Road provides a good walking surface for pedestrians walking from the site to village facilities such as the recreation ground, village hall, village convenience store / post office or St Nicholas Church of England Primary School.

6.6 An hourly bus service through the village provides bus travel to and from Hurst to Twyford and Winnersh where onward rail travel connections can be made. The local walking routes into the village along with bus routes to local settlements with rail connections provide a choice of travel mode for future residents.

6.7 The WBC Policy CP6 – Managing Travel Demand states that 'planning permission will be granted for schemes that are located where there are or will be at the time of development, choices in the mode of transport available'. There are choices to the private car in Hurst and these include walking to local facilities, cycling to destinations within 5km such as Winnersh and Twyford and bus travel to link with rail stations. There is no criteria determining what level of choice there should be, presumably because this will be subjective dependent on the site's location but there is

undeniably mode choice available for future residents and therefore the scheme is compliant with WBC Policy CP6 part d.

- 6.8 WBC Policy CP1 – Sustainable Development refers to transport in parts 10 and 11. Part 10 requires that an accessible, safe, secure and adaptable scheme is proposed. The site access is safe and accessible for all users along with satisfying the required visibility onto the 40mph road.
- 6.9 The site is located on the eastern side of Lodge Road which fills in a gap between existing residential development to the north and south, thereby it doesn't encourage development beyond the existing form of development, which was previously considered acceptable in terms of location to key services and transport opportunities.

7 SUMMARY & CONCLUSIONS

7.1 This Transport Statement has considered the transport planning aspects of the proposed development on land to the east of Lodge Road through the assessment of the sustainability of the site and its impact on the local transport network in accordance with local and national policies.

7.2 The proposals consist of 3no. detached houses, with access from Lodge Road plus on plot parking and garages for each dwelling. In addition, secure and sheltered cycle parking spaces are proposed for residents to encourage active travel patterns.

7.3 The level of car parking is compliant with Wokingham Borough Council Policy CC07, with 11 allocated residents spaces to be provided. Each plot will consist of driveway spaces and 2 garage / 'car barn' spaces for each plot. Additionally, there is further driveway space to accommodate visitors. The proposed parking levels are also compliant with the car ownership levels locally based on Census 2021 data satisfying WBC Policy CP6 part d.

7.4 Residents will be encouraged to undertake active travel owing to the site's location close to local facilities and amenities such as the local school and recreation ground all within a 5/10 minute walk. The additional benefits of the local bus service within 5 mins walk of the site provide access to Twyford and Winnersh providing links to rail stations for onward sustainable travel. Future residents will have a choice of travel mode from walking to local facilities such as the school, village hall and recreation ground to the bus to access larger settlements such as Twyford and Winnersh satisfying the requirements of WBC Policy CP6 part b.

7.5 The simple priority junction access arrangement has visibility splays of 120m in each direction from a setback of 2.4m in accordance with national standards for a 40mph road as outlined in the DMRB, compliant with paragraph 115 of the NPPF.

7.6 A trip generation assessment has been undertaken, which shows that the net impact of the proposed development is expected to be minimal in the network peak hour periods as well as across the daily period. The minimal nature of the forecast vehicle trip generation is such that it cannot be considered to generate a severe impact on congestion or road capacity locally and therefore is compliant with paragraph 116 of the NPPF.

7.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost

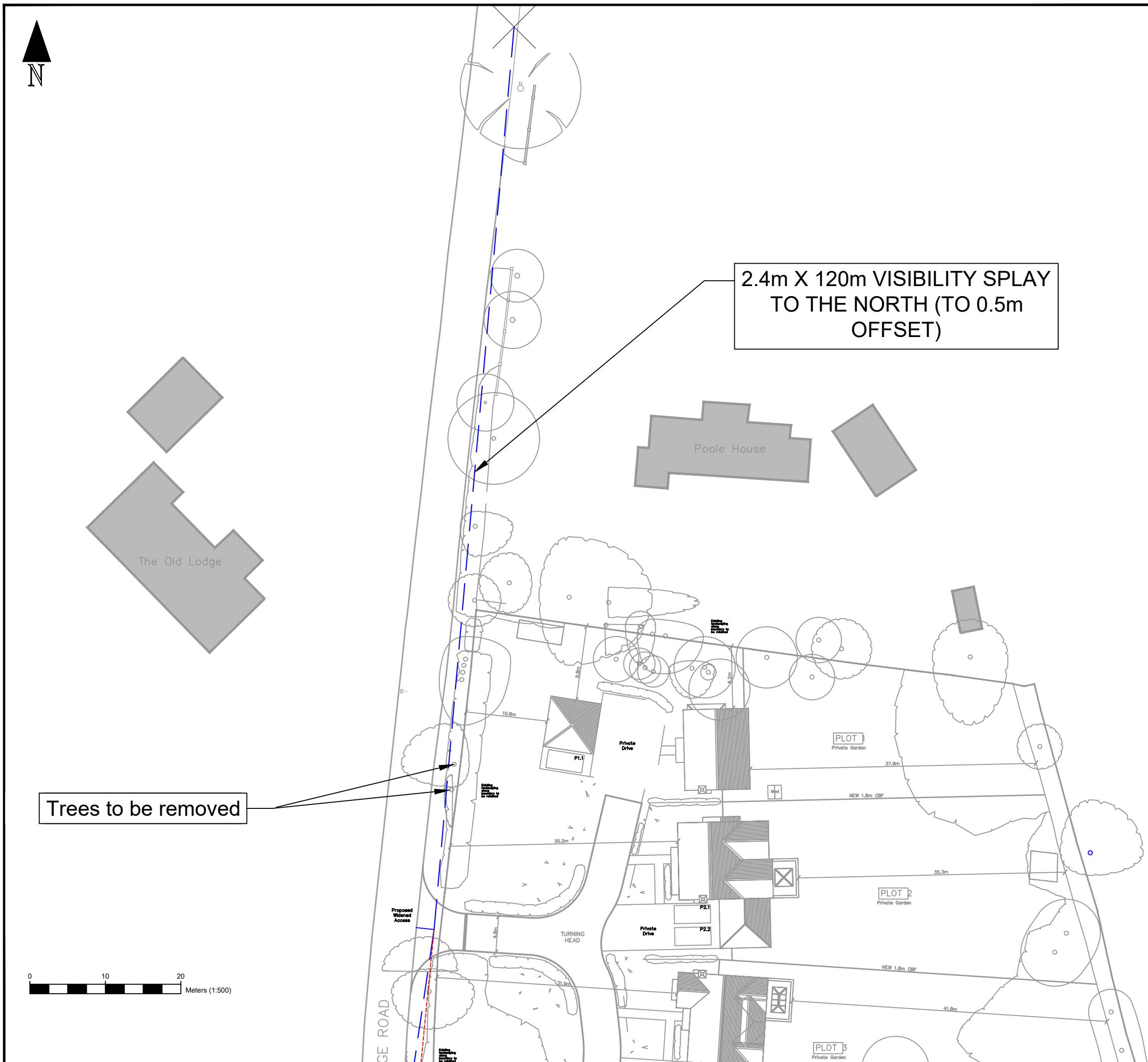
- effectively mitigated to an acceptable degree through a vision-led approach; and
- The proposals do not lead to an unacceptable impact on highway safety, and the residual cumulative impact of the development is not severe, taking into account all reasonable future scenarios.

7.8 In conclusion, the site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF and local policy. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

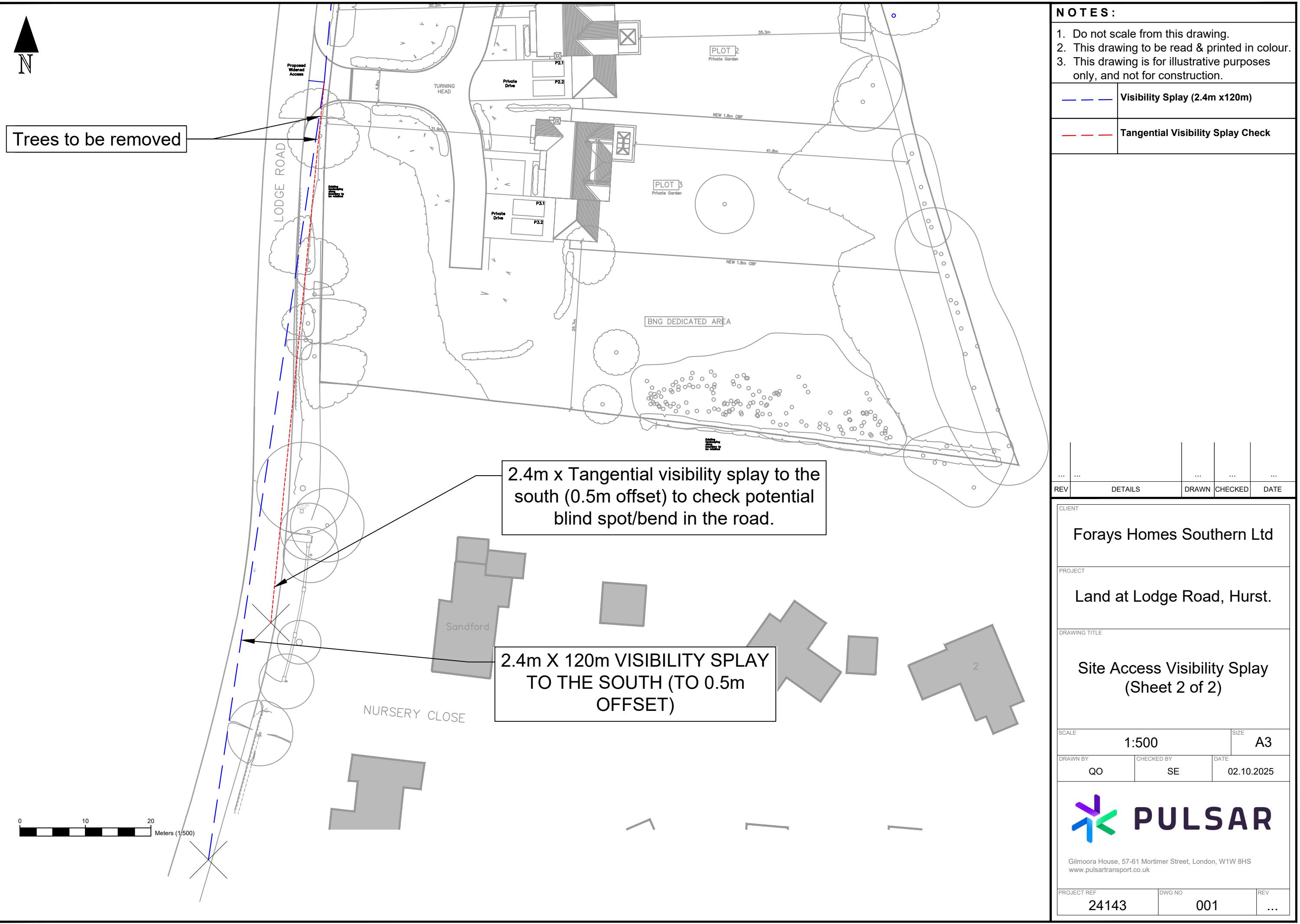
**APPENDIX A –
ARCHITECT'S LAYOUT**

**APPENDIX B – SITE ACCESS PLAN
(INCLUDING VISIBILITY SPLAYS)**

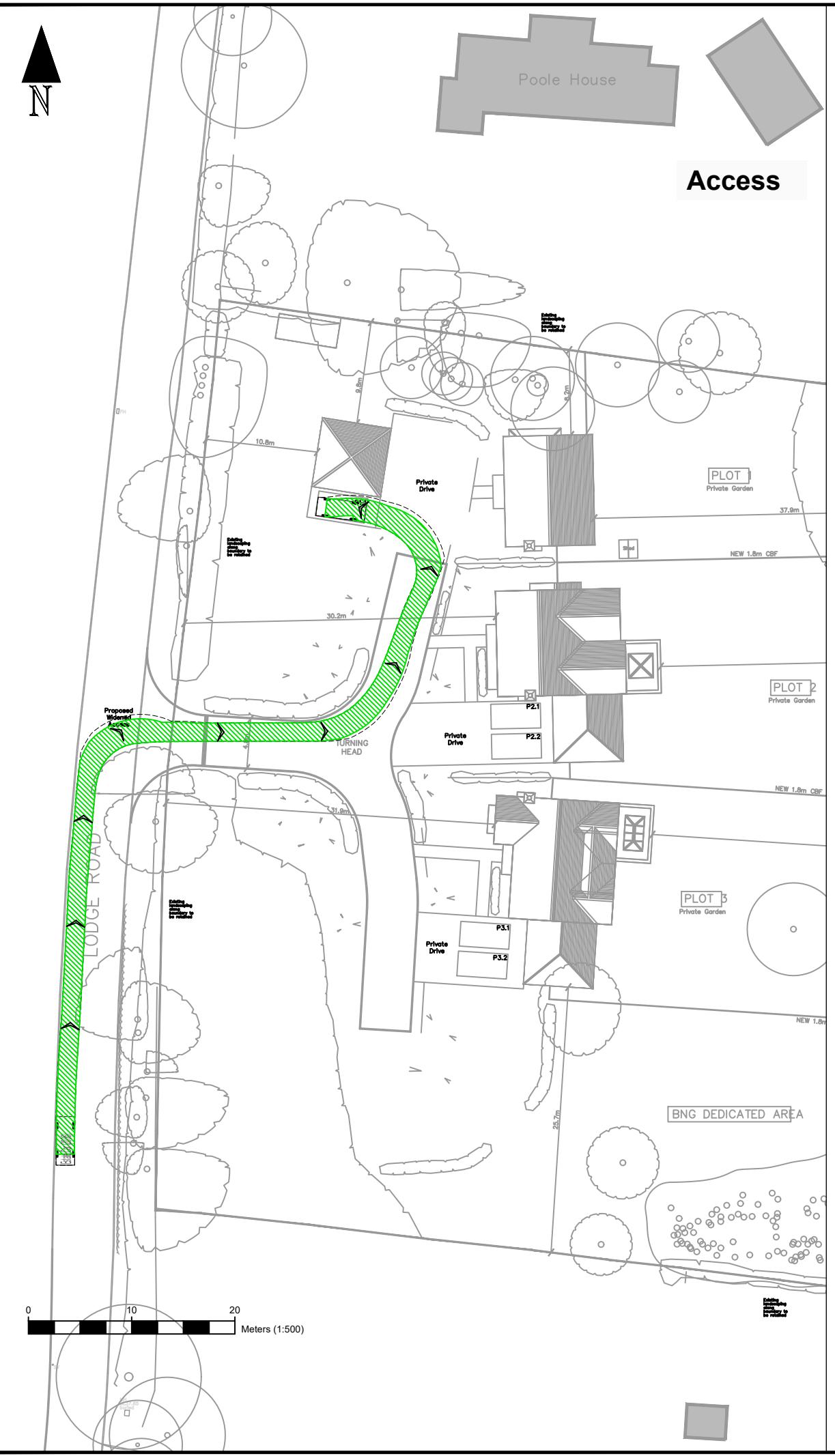
N

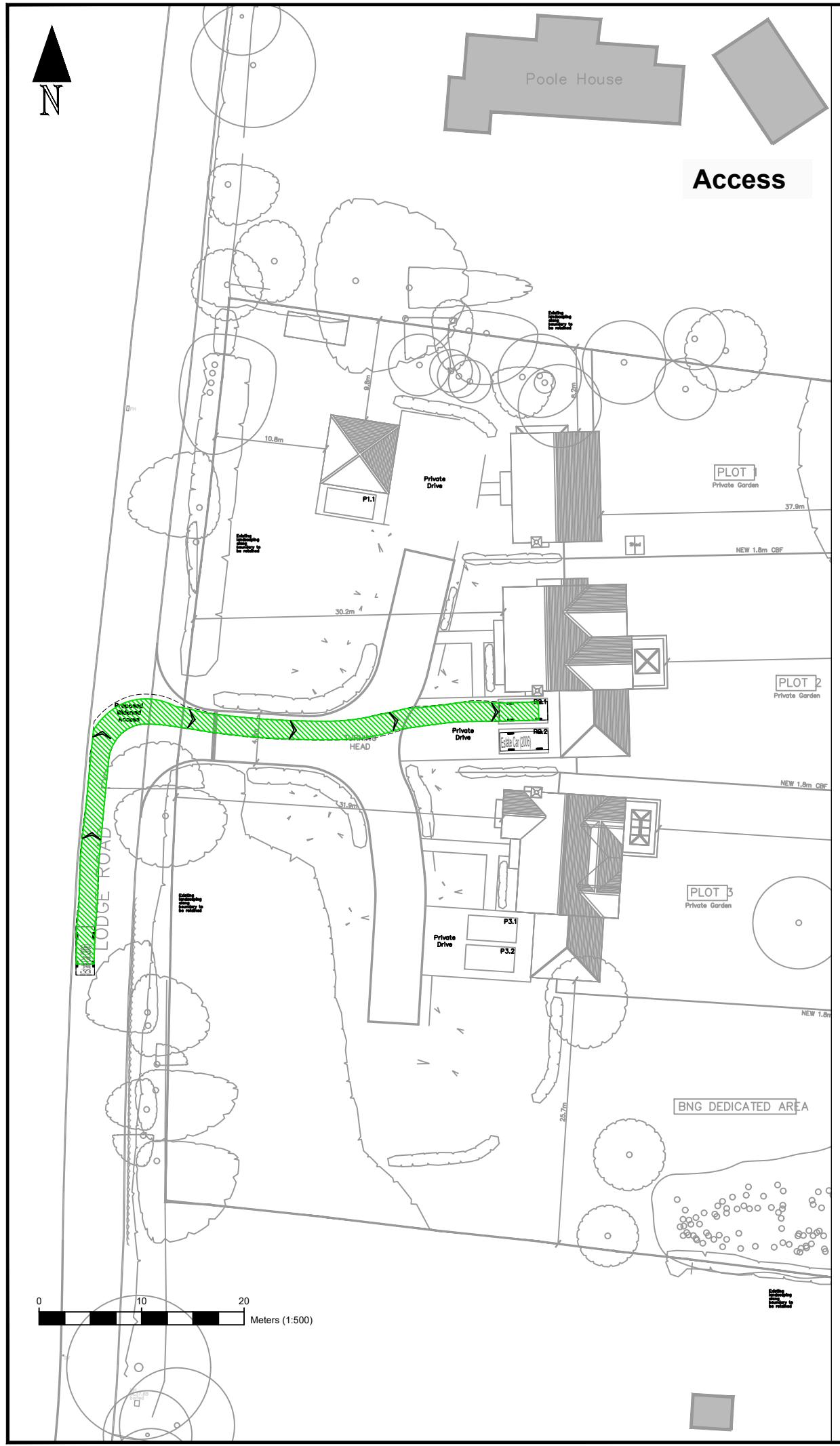


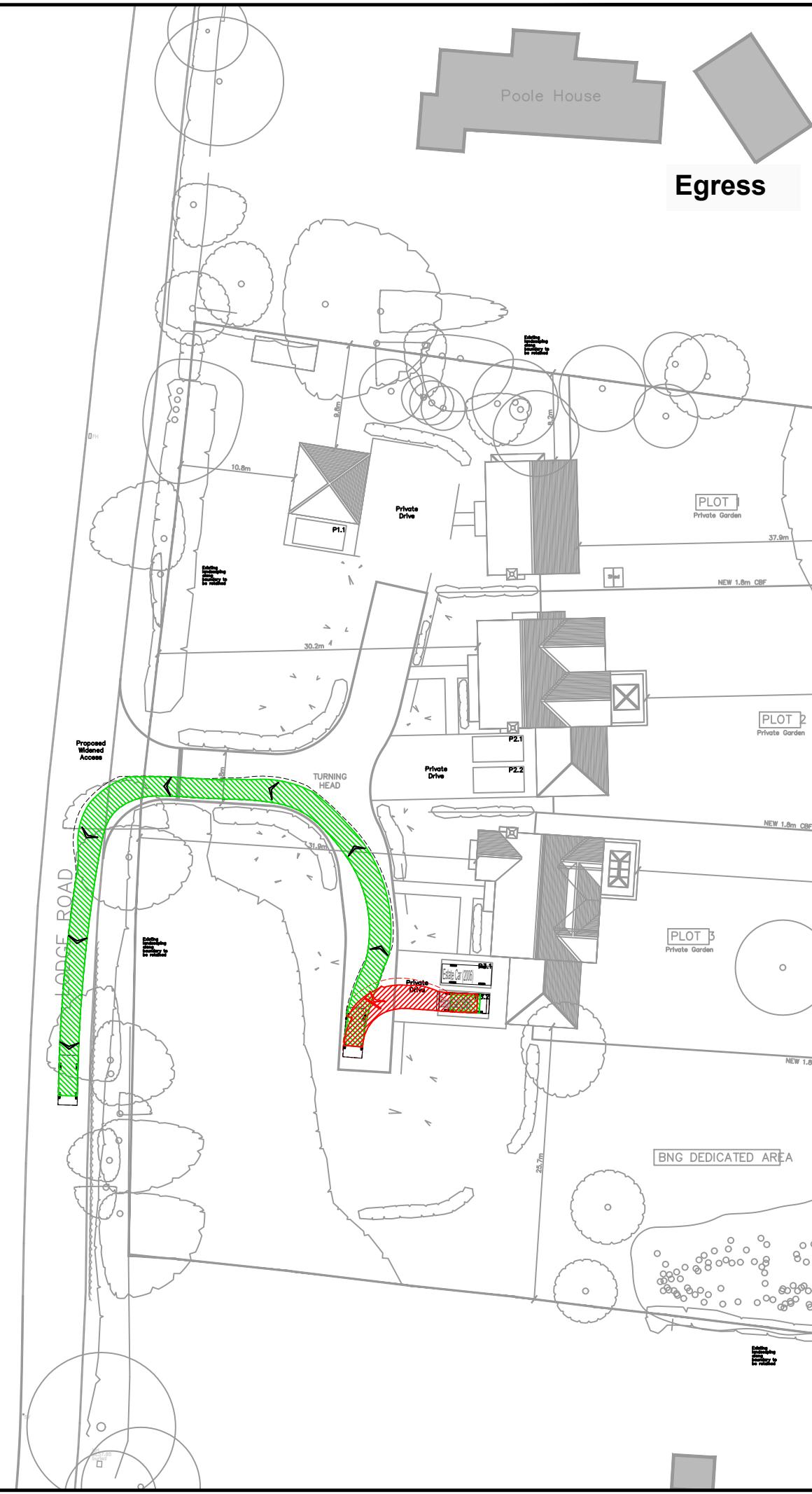
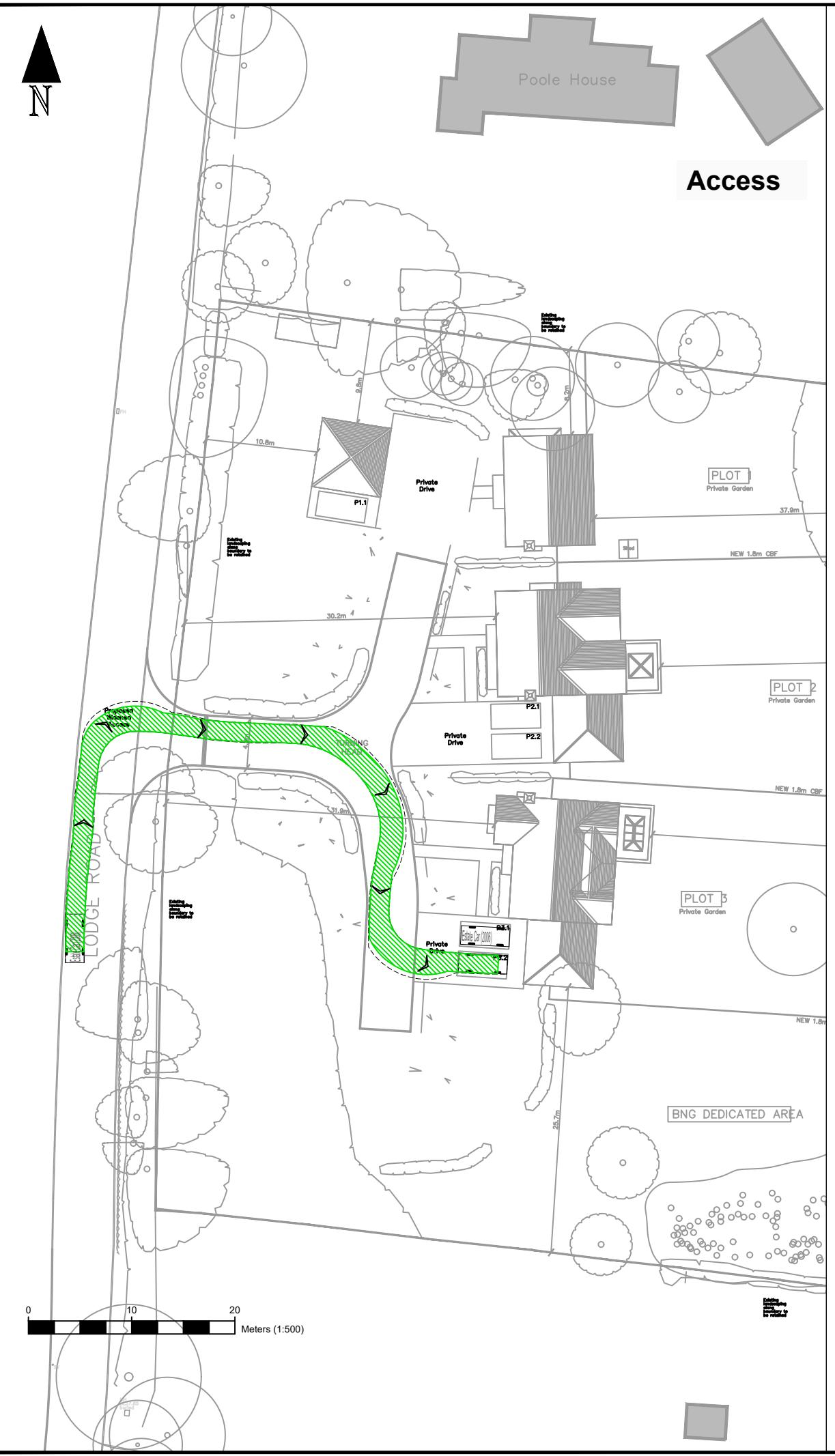
NOTES:					
1. Do not scale from this drawing. 2. This drawing to be read & printed in colour. 3. This drawing is for illustrative purposes only, and not for construction.					
<p>— Visibility Splay (2.4m x120m)</p>					
REV	DETAILS	DRAWN	CHECKED	DATE	
...	
CLIENT					
Forays Homes Southern Ltd					
PROJECT					
Land at Lodge Road, Hurst.					
DRAWING TITLE					
Site Access Visibility Splay (Sheet 1 of 2)					
SCALE					
1:500					SIZE A3
DRAWN BY	CHECKED BY	DATE			
QO	SE	02.10.2025			
 Gilmour House, 57-61 Mortimer Street, London, W1W 8HS www.pulsartransport.co.uk					
PROJECT REF	DWG NO	REV	24143	001	...

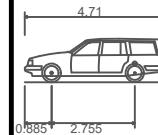
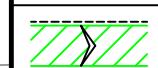
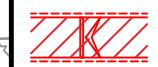


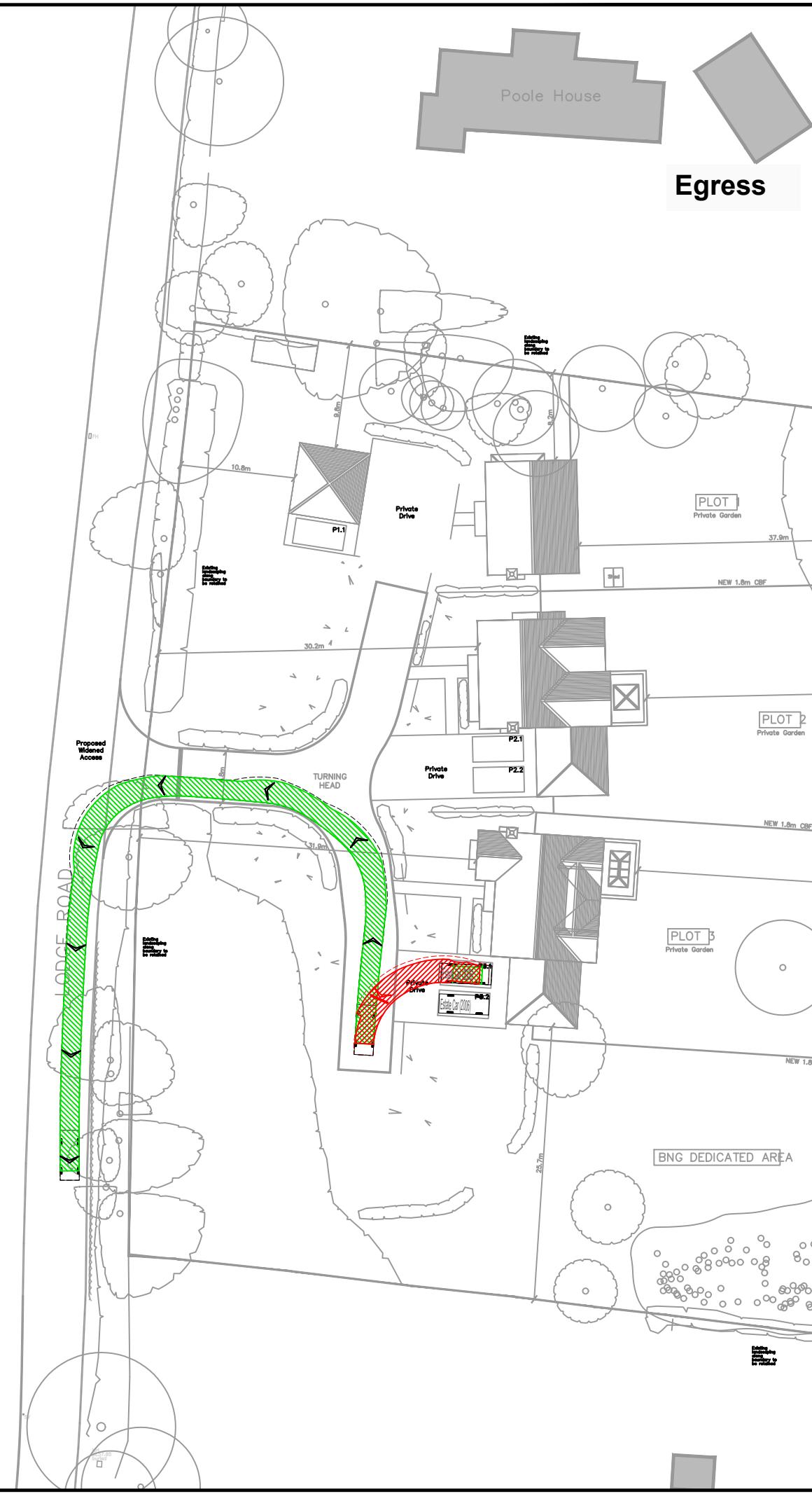
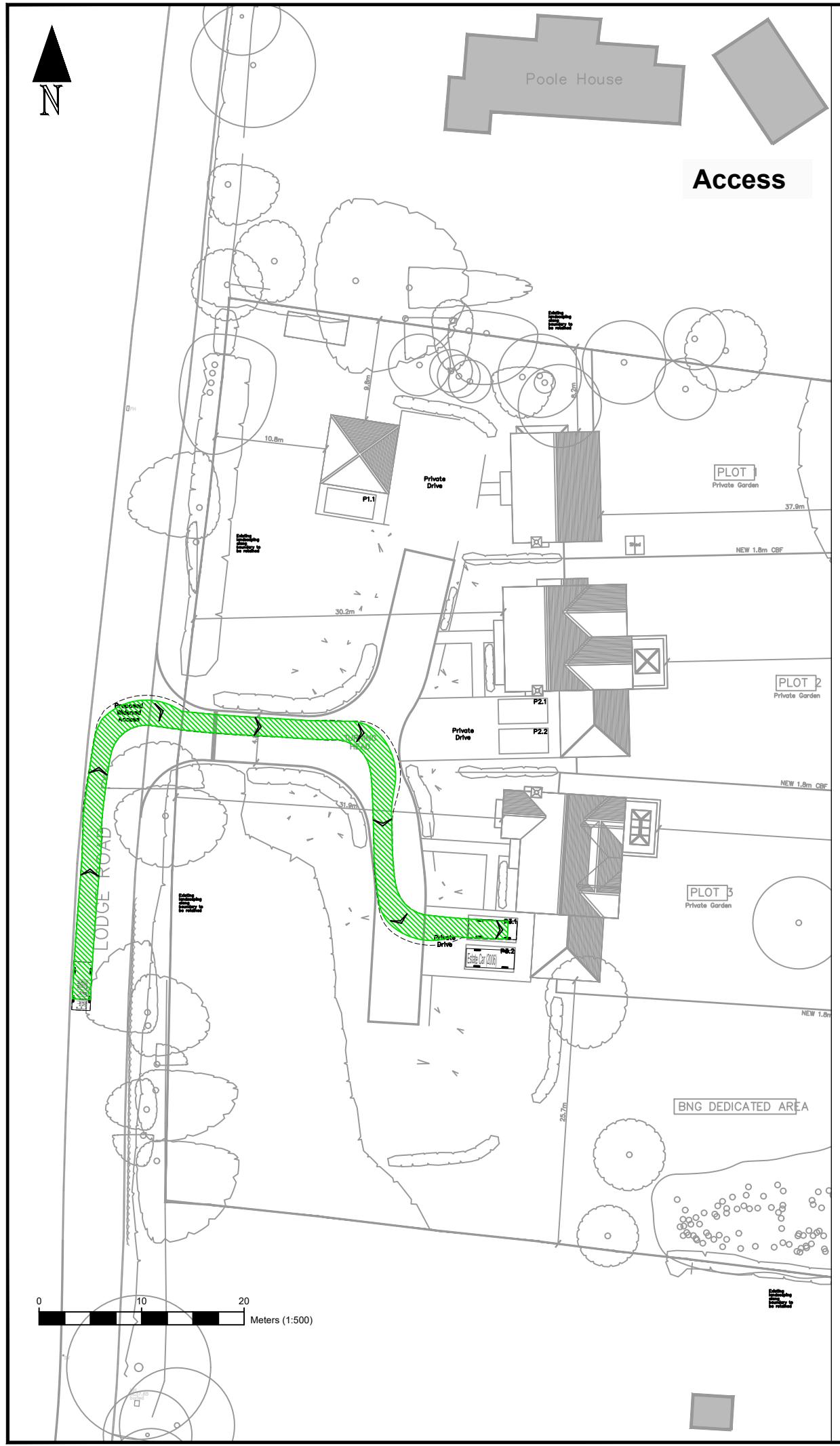
**APPENDIX C –
SWEPT PATH ANALYSIS**



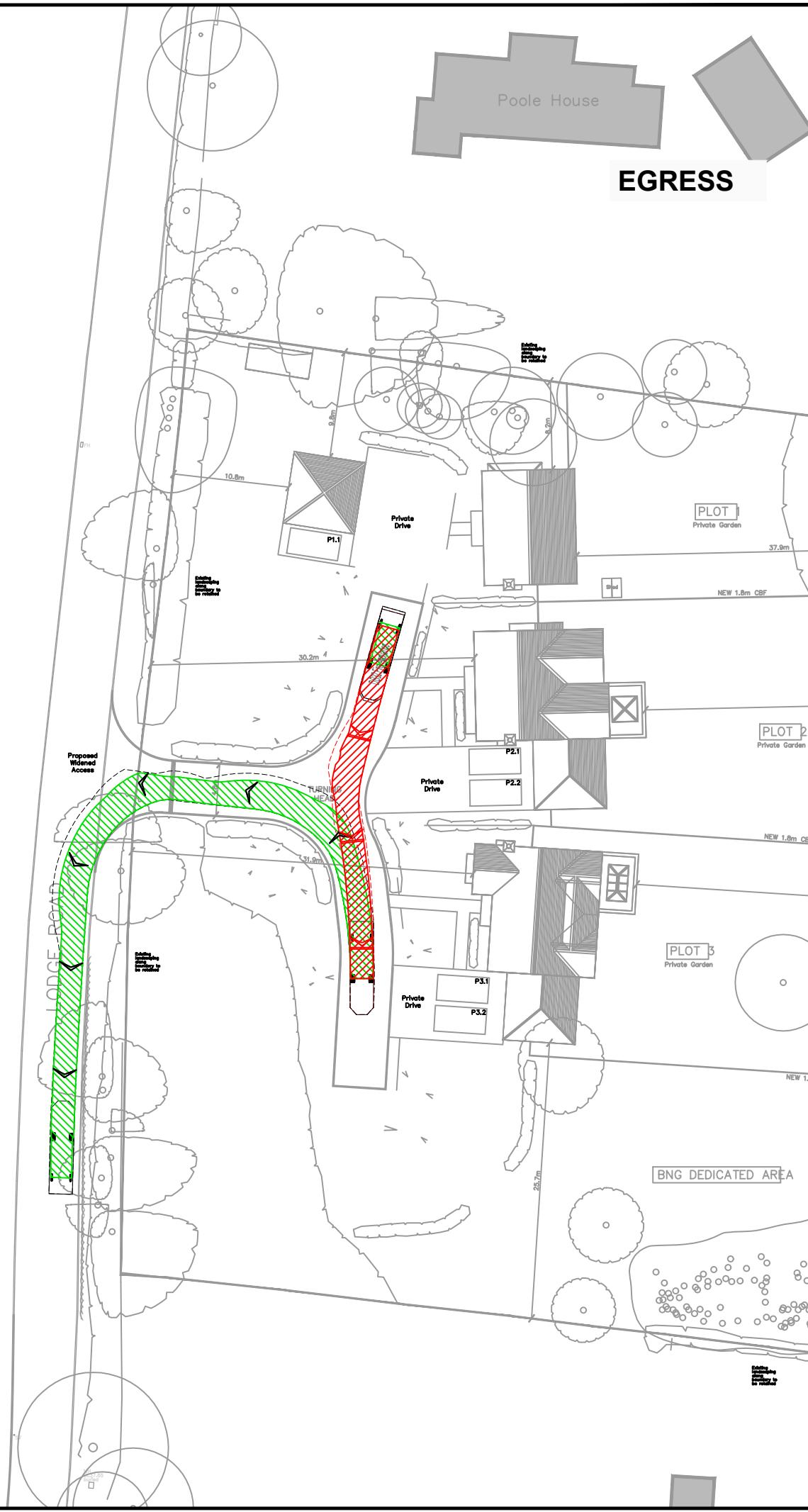
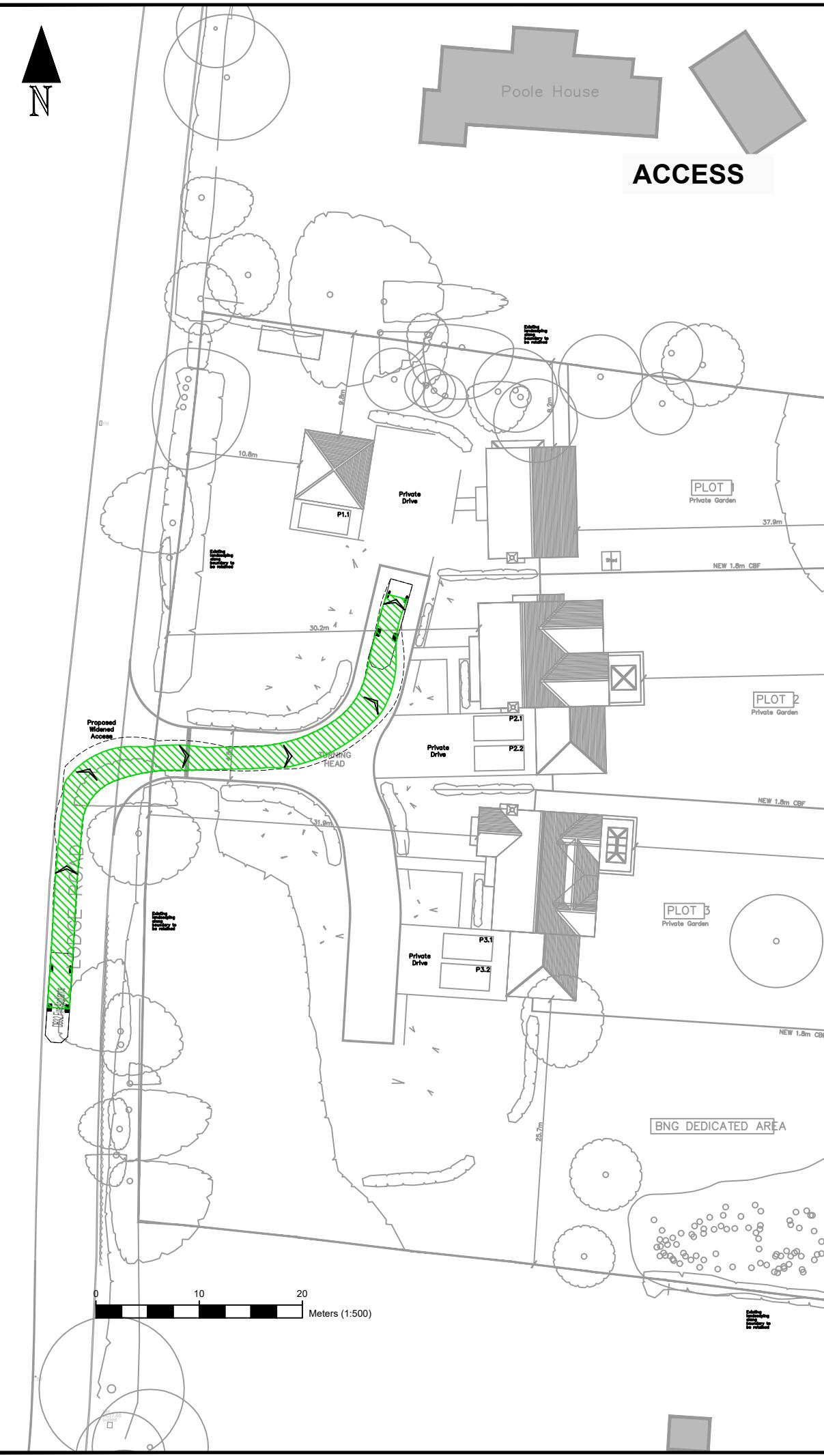




NOTES:	
1. Do not scale from this drawing.	
2. This drawing to be read & printed in colour.	
3. This drawing is for illustrative purposes only, and not for construction.	
ESTATE CAR	
	4.71
0.885	1.804m
2.755	1.442m
	0.207m
	1.756m
	4.00s
	5.950m
Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	
	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)
REV	DETAILS
	DRAWN CHECKED DATE
CLIENT	
Forays Homes Southern Ltd.	
PROJECT	
Lodge Road, Hurst.	
DRAWING TITLE	
Swept Path Analysis of Estate Car (Sheet 3 of 4)	
SCALE	
1:500	
SIZE	
A3	
DRAWN BY	
QO	CHECKED BY
	SE
DATE	
06.10.2025	
	
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www.pulsartransport.co.uk	
PROJECT REF	
24143	DWG NO
	TR01
REV	
...	



NOTES:	
1. Do not scale from this drawing.	
2. This drawing to be read & printed in colour.	
3. This drawing is for illustrative purposes only, and not for construction.	
ESTATE CAR	
Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	
	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)
REV	DETAILS
	DRAWN CHECKED DATE
CLIENT	
Forays Homes Southern Ltd.	
PROJECT	
Lodge Road, Hurst.	
DRAWING TITLE	
Swept Path Analysis of Estate Car (Sheet 4 of 4)	
SCALE	
1:500	
SIZE	
A3	
DRAWN BY	
QO	CHECKED BY
DATE	
06.10.2025	
Glimoora House, 57-61 Mortimer Street, London, W1W 8HS	
www.pulsartransport.co.uk	
PROJECT REF	
24143	DWG NO
REV	
TR01	



NOTES:	
1. Do not scale from this drawing.	
2. This drawing to be read & printed in colour.	
3. This drawing is for illustrative purposes only, and not for construction.	
FIRE TENDER	
8.68	
1.52	3.81
DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	
FORWARD MOVEMENTS (design speed - 5kph)	
REVERSE MOVEMENTS (design speed - 2.5kph)	
...	...
REV	DETAILS
	DRAWN
	CHECKED
	DATE
CLIENT	
Forays Homes Southern Ltd.	
PROJECT	
Lodge Road, Hurst.	
DRAWING TITLE	
Swept Path Analysis - Fire Tender	
SCALE	
1:500	
SIZE	
A3	
DRAWN BY	
QO	CHECKED BY
	SE
DATE	
06.10.2025	
PULSAR	
Gilmour House, 57-61 Mortimer Street, London, W1W 8HS	
www.pulsartransport.co.uk	
PROJECT REF	
24143	DWG NO
REV	
	TR02
	...

**APPENDIX D –
WOKINGHAM BC PARKING CALCULATOR**



PARKING DEMAND CALCULATION SHEET

Search your development location area by postcode

<input style="width: 100%; height: 30px; border: 1px solid #ccc; padding: 5px;" type="text" value="RG100SG"/>	enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"
---	---

Select your development location
from a map

Access Map

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

Find Postcode

Development location

Village

click "access map" and
click on where your
development is located

Reset Sheet

Total number of properties	3
Total allocated spaces	8
Total unallocated spaces	5

Development composition

**APPENDIX E –
TRICS OUTPUT**

Calculation Reference: AUDIT-805401-250211-0225

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings

Actual Range: 6 to 9 (units:)

Range Selected by User: 6 to 9 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:**Use Class:**

C3	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
1a (Low) Very poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING	DONEGAL
	Edge of Town Residential Zone		
	Total No of Dwellings:	6	
	<i>Survey date: WEDNESDAY</i>	10/10/18	<i>Survey Type: MANUAL</i>
2	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone		
	Total No of Dwellings:	9	
	<i>Survey date: WEDNESDAY</i>	14/09/22	<i>Survey Type: MANUAL</i>
3	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	8	
	<i>Survey date: MONDAY</i>	05/06/23	<i>Survey Type: MANUAL</i>
4	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	7	
	<i>Survey date: TUESDAY</i>	23/10/12	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	8	0.167	4	8	0.267	4	8	0.434
08:00 - 09:00	4	8	0.300	4	8	0.500	4	8	0.800
09:00 - 10:00	4	8	0.133	4	8	0.300	4	8	0.433
10:00 - 11:00	4	8	0.133	4	8	0.133	4	8	0.266
11:00 - 12:00	4	8	0.233	4	8	0.200	4	8	0.433
12:00 - 13:00	4	8	0.233	4	8	0.333	4	8	0.566
13:00 - 14:00	4	8	0.433	4	8	0.400	4	8	0.833
14:00 - 15:00	4	8	0.267	4	8	0.267	4	8	0.534
15:00 - 16:00	4	8	0.200	4	8	0.200	4	8	0.400
16:00 - 17:00	4	8	0.400	4	8	0.400	4	8	0.800
17:00 - 18:00	4	8	0.500	4	8	0.333	4	8	0.833
18:00 - 19:00	4	8	0.333	4	8	0.367	4	8	0.700
19:00 - 20:00	1	9	0.111	1	9	0.111	1	9	0.222
20:00 - 21:00	1	9	0.111	1	9	0.000	1	9	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.554			3.811				7.365

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 9 (units:)
Survey date date range:	01/01/12 - 05/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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REGISTERED OFFICE: Pulsar Transport Limited, Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.