

Lane Northwest of Hogmoor Lane, Hurst: PiP Transport Note

Ref: DS/LJ/ITS19419-008

Date: 10 June 2026

1 Introduction

- 1.1 This Transport Note has been prepared to support a Permission in Principle (PiP) application for the residential development of up to two dwellings on land to the northwest of Hogmoor Lane in Hurst, Wokingham.
- 1.2 The site has previously been the subject of a planning application (*ref: 240583*) for the erection of nine dwellings. This application was refused by Wokingham Borough Council and subsequently dismissed by the Planning Inspectorate (PINS) following appeal (*Ref: APP/X0360/W/25/3359898*).
- 1.3 There was one transport related reason for refusal, relating to the sustainability of the site's location. However, as part of the appeal, PINS concluded that the site was a sustainable location for small-scale residential development.
- 1.4 Following the appeal decision, a subsequent PiP application was submitted for seven dwellings. This application was refused on heritage and landscape grounds, primarily as a result of the impact on Broadwater Lane. It is noted that Highways raised no objection to this application, concluding that the proposed access was acceptable and that the forecast traffic generation would be minimal.
- 1.5 Alternative approaches to development of the site have been considered to address heritage and landscape matters. This PiP application is brought forward in the context of the above planning applications and seeks to establish the acceptability of a reduced quantum of development with access via Hogmoor Lane, as a proportionate approach to enabling development at this site.
- 1.6 The submission represents the first stage of the permission in principle consent route (Planning Practice Guidance Ref: ID 58-001-20180615), which considers whether the site is suitable in principle for development. Should permission in principle be granted, a submission seeking the approval of technical details ('technical details consent') will follow.
- 1.7 The scope of the permission in principle is limited to the following matters:

- Location
- Land Use
- Amount of Development.

1.8 However, it is understood that planning permission has previously been refused, and an appeal subsequently dismissed, on grounds of highway safety in relation to restricted visibility at Hogmoor Lane, albeit dating back to 1998. Therefore, three potential junction options have been identified in order to demonstrate that, should it be considered necessary at the technical details consent stage, there are opportunities to improve the junction.

1.9 The remainder of the report is structured as follows:

- Section 2 - Consideration of PiP 'Tests'
- Section 3 - Junction Arrangement Options
- Section 4 – Summary and Conclusion

2 PiP Key Tests

2.1 The Planning Practice Guidance identifies the following matters for consideration as part of a PiP submission:

- Location
- Land Use
- Amount of Development

Location

2.2 Hurst is identified in the Wokingham Local Plan (Core Strategy) [CD 4.10] under policy CP9 as a 'Limited Development Location'. This means that Wokingham Borough Council consider the village suitable for small scale residential development, defined as comprising of up to 25 dwellings on an individual site.

2.3 In their response to PiP application ref: 260353, the Highways Officer noted that "In view of the inspector decision in APP/X0360/W/25/3359898, the Highways have no objection on site sustainability for the erection of up to seven dwellings, which has reduced the scale by at least two dwellings".

2.4 As such, the site is a suitable location for development.

Land Use

2.5 In their response to PiP application ref: 260353, the Highways Officer noted that the traffic generated from up to seven new dwellings is unlikely to have significant impacts on the wider highway network, and that the site is a sustainable location for small-scale development.

2.6 As such, it is an appropriate land use at this location.

Amount of Development

2.7 As noted above, the impacts of a development of up to 7 dwellings are not expected to be significant. Therefore, a development of up to two units would be appropriate

Conclusion

2.8 On that basis, the PiP proposal is appropriate and satisfies the key tests.

3 Proposed Access Arrangements

3.1 Context

- 3.1.1 Previous planning applications and PiPs proposed developments with access from Broadwater Lane. However, due to heritage and landscaping constraints, this PiP proposes a smaller development with access from Hogmoor Lane.
- 3.1.2 While not a matter for determination, historically, visibility at the Hogmoor Lane / Broadwater Lane junction has been identified as a potential constraint. A number of junction arrangements have been identified to demonstrate that development can be brought forward, with the junction form to be agreed as part of the technical detail approval.

3.2 Traffic Impact

- 3.2.1 Using the trip rates set out in the initial Transport Statement, a development of two dwellings is forecast to generate 1-2 two-way vehicle trips in the morning and evening peak hours. This will result in a minimal impact on the highway network and falls well below the high bar set out within the National Planning Policy Framework.

3.3 Hogmoor Lane

- 3.3.1 Hogmoor Lane is a rural road serving a limited number of properties at its southern end. It connects with Broadwater Lane via two simple priority junctions separated by a grass verge.
- 3.3.2 In the vicinity of the site, Hogmoor Lane is subject to a 30mph speed limit. Some 12-13 driveways are served directly from Hogmoor Lane, and traffic flows are low. Beyond the residential properties, Hogmoor Lane connects with Poplar Lane, and in turn Hinton Road; an alternative route between Twyford and Hurst.
- 3.3.3 Access to the development site will be provided in the form of a crossover / driveway access to serve the two dwellings. Generating approximately 1-2 movements during the morning and evening peak hours, this would have an imperceptible impact on the operation of Hogmoor Lane.

3.4 Junction Options

- 3.4.1 At this stage, three potential options have been identified at the Hogmoor Lane / Broadwater Lane junction to provide flexibility in determining the most appropriate solution as part of the technical details consent. The options have been designed with reference to the principles of Manual for Streets and are presented in Drawing **ITS19419-GA-004**.

Option 1

- 3.4.2 The first option proposes the junction to remain in its existing form. This comprises two simple priority junctions, split by a grass verge.

Option 2

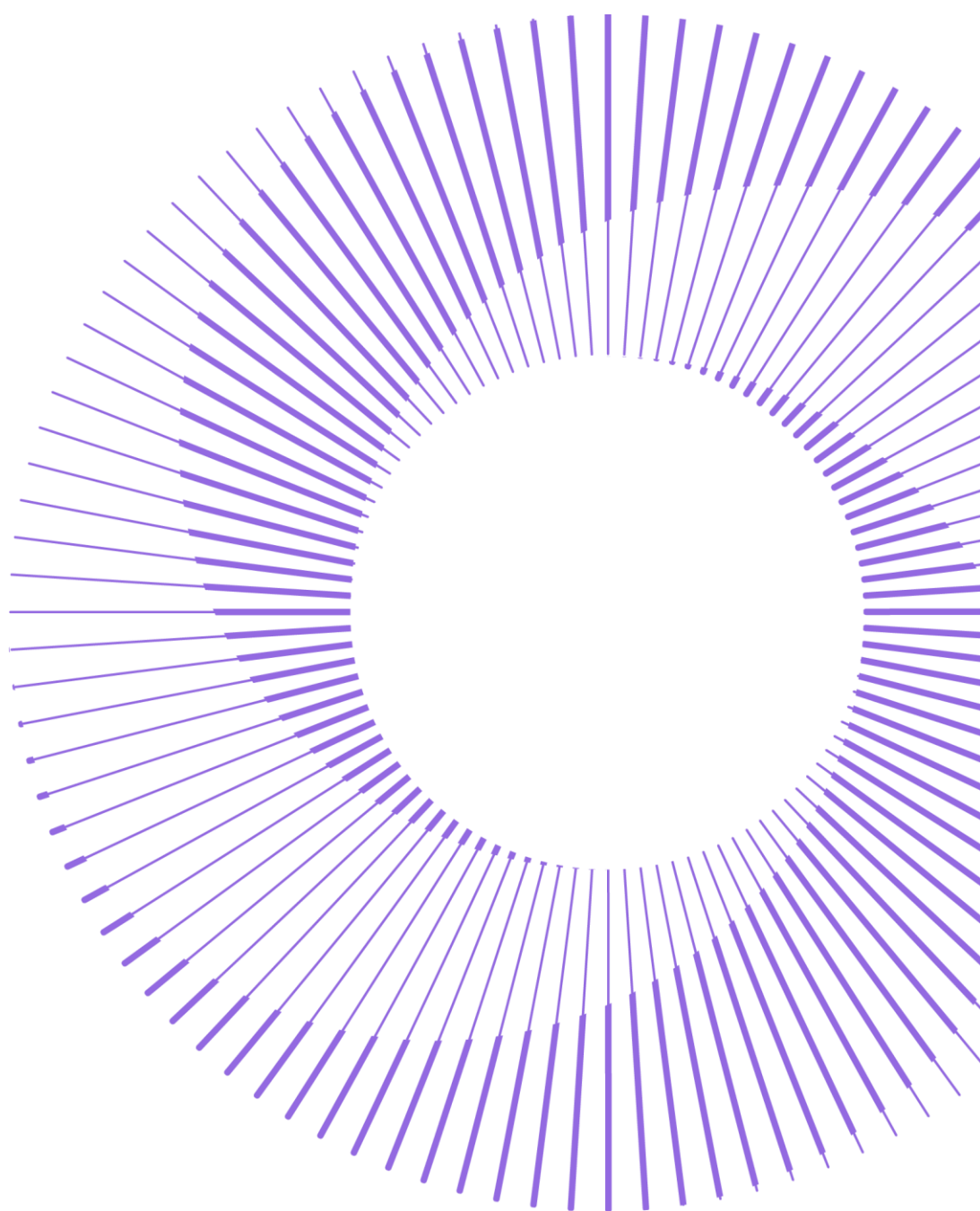
- 3.4.3 The second option proposes a change of priority, with the northern of the two priority junctions changed to 'entry only', with all northbound movements using this arm. The southern priority junction would be changed to 'exit only', with all southbound traffic directed to this arm. The one-way system would be supported by Traffic Regulation Orders prohibiting banned movements.
- 3.4.4 Visibility splays of 2.4m x 43m can be provided in both directions, consistent with the 30mph speed limit on Broadwater Lane.

Option 3

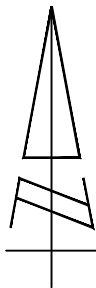
- 3.4.5 The junction could be reconfigured to provide a single priority junction by removing the central grass verge to form a new road, with the existing roads returned to grass verge / landscaping.
- 3.4.6 A footway can be provided on the southeastern side of the Hogmoor Lane arm to connect with the existing provision on the northeastern side of Broadwater Lane. Visibility splays commensurate with Manual for Streets parameters for speeds of 30mph can be provided in both directions.

4 Summary and Conclusion

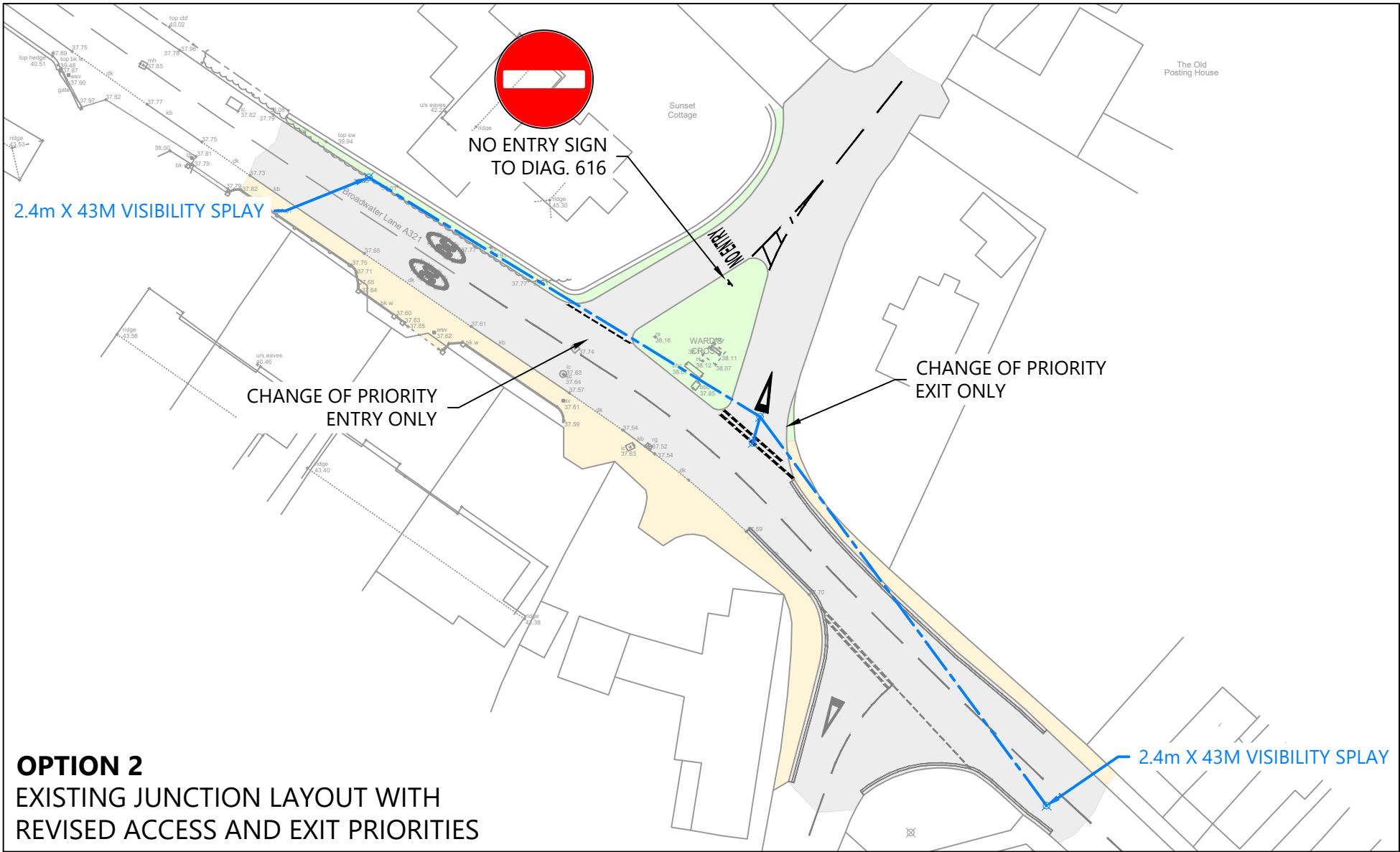
- 4.1.1 This PiP Transport Note has been prepared to support a Permission in Principle application for the development of up to two dwellings on land to the northwest of Hogmoor Lane, Hurst.
- 4.1.2 The site has been subject to previous planning submissions, including an appeal, where the Inspector concluded that the site represents a suitable location for small-scale residential development. A subsequent PiP application for seven dwellings demonstrated that there were no highways objections to a reduced quantum of development.
- 4.1.3 This application builds upon this established position, bringing forward a reduced scale of development which proposes an alternative access strategy in order to address heritage and landscaping constraints, with access from Hogmoor Lane. The proposal satisfies the 'key tests' identified within Planning Practice Guidance.
- 4.1.4 While not a matter for technical consideration at this time, three potential arrangements have been identified for the management of the Hogmoor Lane / Broadwater Lane junction to demonstrate that development can be delivered. The design will be further refined as part of a future technical details submission.
- 4.1.5 In conclusion, it is demonstrated that the site is suitable for Permission in Principle to be granted.



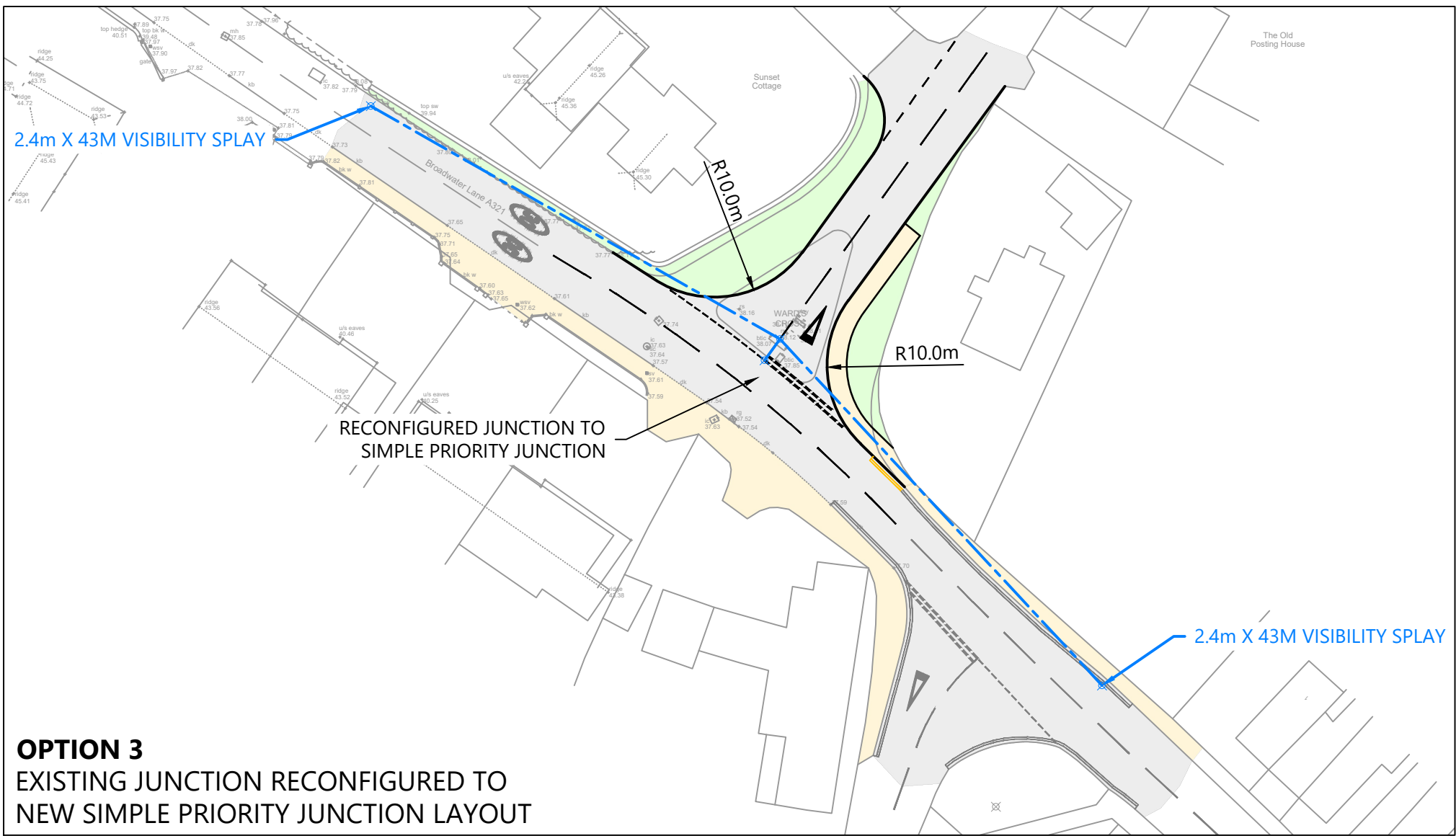
- KEY
- CARRIAGEWAY
 - FOOTWAY
 - SOFT LANDSCAPING / VERGE
 - ASSUMED HIGHWAY BOUNDARY



OPTION 1
JUNCTION TO REMAIN AS EXISTING



OPTION 2
EXISTING JUNCTION LAYOUT WITH
REVISED ACCESS AND EXIT PRIORITIES



OPTION 3
EXISTING JUNCTION RECONFIGURED TO
NEW SIMPLE PRIORITY JUNCTION LAYOUT



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Lakeside North Harbour, Building 1000, Lakeside
North Harbour Western Road, Portsmouth,
Hampshire, PO6 3EZ
www.i-transport.co.uk

Tel: 03316 300366

CLIENT:

SHOREWOOD HOMES

TITLE:

HOGMOOR LANE ACCESS OPTIONS

PROJECT:

LAND NORTHEAST OF BROADWATER LANE, HURST

REV	DATE	BY	DESCRIPTION	CHK	AP
STATUS: FOR INFORMATION					
DRAWN: JBr		CHECKED: JBr		APPROVED: DS	
PROJECT No: ITS19419		SCALE @ A2: 1:500		DATE: 28.05.26	
DRAWING No: ITS19419-GA-004					REV: