

**Date:** 25 June 2025  
**Application:** 251421



**WOKINGHAM  
BOROUGH COUNCIL**

WBC Highways

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Development Management &  
Compliance

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P.O. Box 157

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Shute End, Wokingham

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Berkshire, RG40 1BN

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Tel: (0118) 974 6000

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Minicom No: (0118) 974 6991

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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

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# MEMORANDUM

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|                             |                                                                                                                                                                                  |                |        |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------|
| <b>From:</b>                | Ben Amey<br>Principal Highways<br>Development<br>Management Officer                                                                                                              |                |        |
| <b>Service</b>              | WBC Highways                                                                                                                                                                     | <b>App No:</b> | 251421 |
| <b>Address:</b>             | N/A, Land At Old Forest Road, Wokingham.                                                                                                                                         |                |        |
| <b>Proposal:</b>            | 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). |                |        |
| <b>Type of Development:</b> | Major Dwellings (10+)                                                                                                                                                            |                |        |
| <b>Site Visit Made:</b>     | 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

This document provides the Local Highways Authority (LHA) response to application no. 251421 on Land at Old Forest Road, Winnersh, Wokingham. A Transport Assessment has been produced by Stuart Michael Associates.

### Vehicle Access

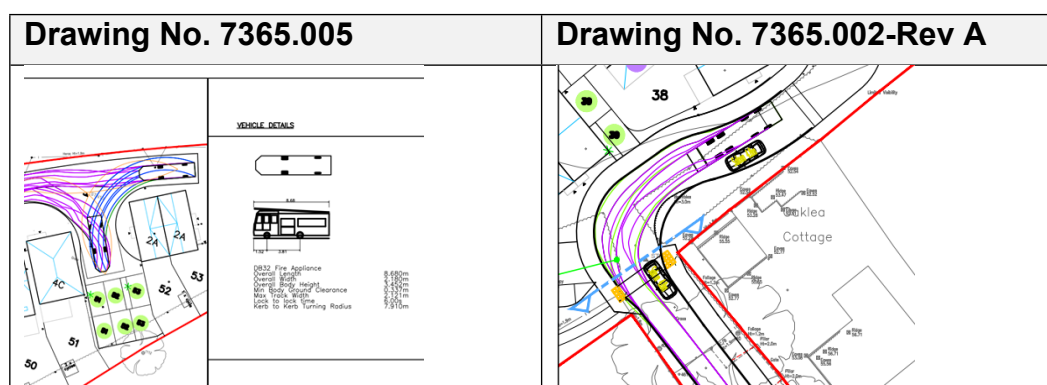
1. It is proposed that the existing track will be improved to provide access for the proposed development. The applicant proposes a simple priority junction with 8m radii bellmouth kerbing, dropped kerbs and tactile paving and a proposed carriageway width of 5.5m at the junction with Old Forest Road. 2m wide footways will be provided on the eastern side of the carriageway.
2. A Stage 1 Road Safety Audit has been completed for the proposed vehicle access junction.
3. An internal raised table crossing has been included to further reduce vehicle speeds on the approach to the wider development. Informal crossings are also proposed within the development.

### **Visibility from Access Junction**

4. The LHA require the agent to confirm the location where the ATC Survey was undertaken. The location the ATC is placed can affect recorded vehicle speeds. The surveys recorded vehicle speeds above the 30mph speed limit. The 85<sup>th</sup> percentile speeds were 34.3mph eastbound and 33.9mph westbound.
5. 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 85<sup>th</sup> percentile speeds recorded and the MfS Visibility Standard for these recorded speeds.

### **Deliveries and Servicing**

6. The LHA require the submission of additional swept path analysis drawings which demonstrate a large refuse vehicle can turn within the site, using the turning heads.
7. The swept paths only show the turning heads can accommodate a fire engine which is 8.68m long (turning radius of 7.91m) but do not show a WBC large refuse vehicle which is 11.347m long (turning radius 11.33m). The refuse vehicle swept paths are only provided upto the first bend in the access road.



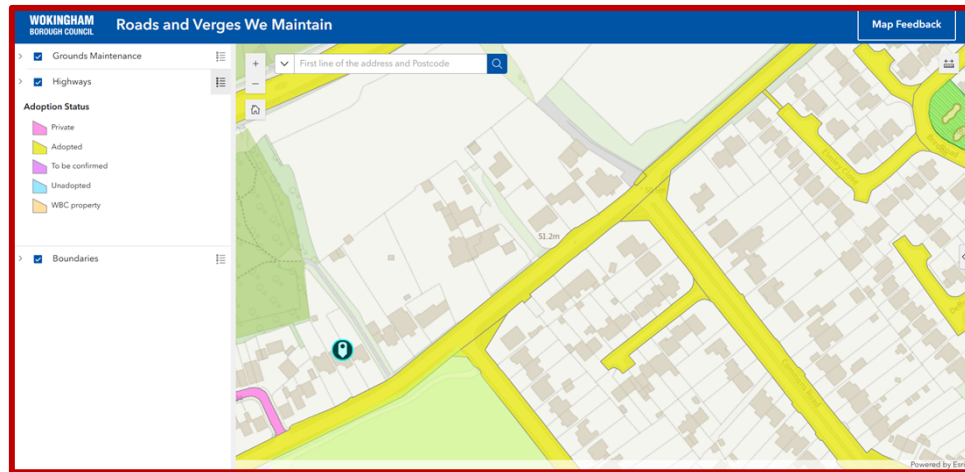
8. A plan should also be provided displaying the drag distances between bin storage points and the nearest location the refuse vehicle can stop. The turning heads and collection points should be designed so that refuse vehicles should not need to reverse more than 12m to undertake collection as per Paragraph 6.8.8 of the Manual for Streets which advises '*Reversing causes a disproportionately large number of moving vehicle accidents in the waste/recycling industry...BS5906:2005 recommends a maximum reversing distance of 12m*'

### **Active Travel Improvements**

9. The LHA welcome the offered dropped kerb crossing facility on Old Forest Road and improved legibility for walking/cycling routes at the junction of Old Forest Road/A328 Reading Road to increase the connectivity to primary LCWIP routes and improvements to footways.

10. However, the LHA also require the developer to provide the following additional active travel improvements/contributions at the development site:

- A section 106 contribution of **£58,644 (£1,106.40 per dwelling)** towards improved bus frequency in the area. This is based on the Matthews Green Farm contribution of **£703.95** (x1.57 CPI inflation since April 2015).
- A **pedestrian/cycle connection** to the shared cycleway on Toutley Way. This would allow residents to cycle to/from the site via the shared use cycleway on Toutley Way/A329 Reading Road; or walk to Old Forest Meadows.
- **Section 278** works to provide bus stop timetables, bus stop road markings, Bus shelters (x2) to the rear of the footway for both westbound and eastbound bus stops. There appears to be suitable land adopted as public highway to the rear of each stop to provide bus shelters.



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 an infrequent service 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.

The Wokingham Local Transport Plan (2011 – 2026) Policy B4 states that:

*'All new dwellings should provide appropriate public transport provision by ensuring that all dwellings have access to public transport stops within 400 metres walking distance, all occupants are able to access appropriate employment, retail, health, education and leisure facilities and that a package of sustainable transport measures is promoted through the Travel Plan.'*

*For example, the Travel Plan should include **innovative public transport schemes** as well as the provision of public transport information, stop specific timetables, complimentary public transport passes, real time passenger information, details of how the travel plan coordinator will actively promote public transport use and a commitment to bus infrastructure.'*

*Policy CP6 of the WBC Core Strategy 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;*
  - *Provide appropriate vehicular parking, having regard to car ownership;*
  - *Mitigate any adverse effects upon the local and strategic transport network*
  - *that arise from the development proposed;*
  - *Enhance road safety*
  - *Do not cause highway problems or lead to traffic related environmental problems.*

Paragraph 4.39 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'*

The NPPF Paragraphs 115 – 117 requires that applications for development should:

*'Prioritise sustainable transport modes, give priority first to pedestrian and cycle movements, facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and **appropriate facilities that encourage public transport use**, create places that are safe secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles...and respond to local character and design standards.*

### **Number of Car Parking Spaces**

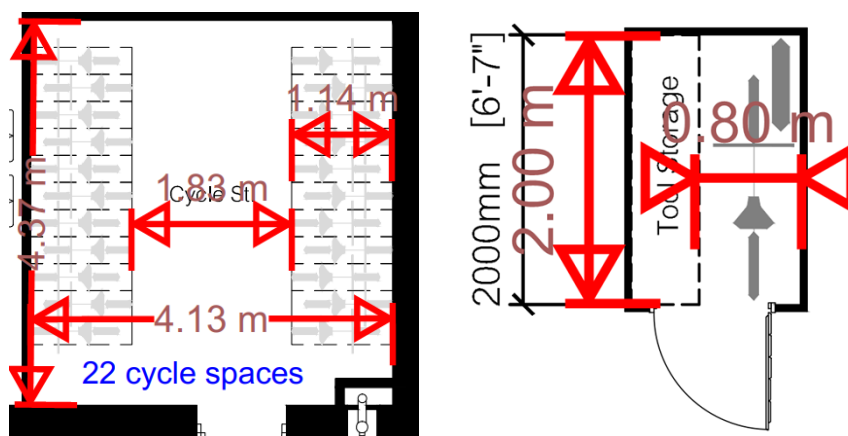
- 11. The LHA have no objection to the application on the basis of car parking provision. The number of car parking spaces proposed is considered compliant with the WBC Parking Standards.
- 12. 98 car parking spaces are counted on the site layout plan. This is based on the requirements of the WBC Parking Calculator tool for calculating parking at new developments.

### **Parking Space Dimensions**

13. The parking spaces displayed on the 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.
14. 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**

15. The LHA are satisfied with the number of cycle parking spaces proposed. 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.
16. 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**

17. The LHA have no objection to the proposed development due to the forecast trip generation of the proposed dwellings. The forecast is for 1 additional vehicle trip every two minutes which would not be expected to add to vehicle queues on the surrounding road network.
18. 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.

## **Travel Plan**

19. 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.

|              |                            |                |          |
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| <b>Date:</b> | 18 <sup>TH</sup> July 2025 | <b>Signed:</b> | Ben Amey |
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