

Date: 3 February 2026
Application: 260200



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Permission In Principle Consultation

Application Number: 260200

Applicant: Mr Stuart Brooks

Site Address: Brookfield Farm, Old Wokingham Road, Crowthorne, Berkshire, RG40 3BU

Parish: Wokingham Without

Grid Reference: Easting - 483878, Northing - 166464

Type of Development: Minor Dwellings (1-9) PiP

Proposal: Permission in principle application for the proposed erection of up to 9no. dwellings.

Case Officer: Phillip Richards

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 260200. 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 **24 February 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	260200
Address:	Brookfield Farm, Old Wokingham Road, Crowthorne, Berkshire, RG40 3BU.		
Proposal:	Permission in principle application for the proposed erection of up to 9no. dwellings.		
Type of Development:	Minor Dwellings (1-9) PiP		
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

This is a Stage 1 Permission in Principle application.

The traffic generated from the nine new dwellings are unlikely to have significant impacts on the wider highway network.

However, the Highways are concerned with the site sustainability for up to 9 no. residential dwellings to be situated in this location and the right of access via the shared drive off Old Wokingham Road.

Sustainability

The applicant has provided a planning statement and comparative sustainability assessment, which is welcomed. The Highways will assess on the sustainability according to both the site content and the decisions made in other applications.

The site

There are no local services apart from Pinewood Centre and a golf complex within an acceptable walking distance of the application site. The nearest store (Tesco Express) is 2.1km from the site, as confirmed by the applicant. While the nearest school Home Grange School is 1.42km from the site, the proposed route is accessed via Easthampstead Road. Easthampstead Road is subject to national speed limit, which is unlit and with no existing pedestrian and cycle network.

Due to the location of the site and the lack of local services, any resident would be dependent on the use of the private car and there would be little or no use of walking and cycling. Therefore, this site would be considered unsustainable.

Meanwhile, the applicant suggests that the nearest bus stops to be located 723m from the site at the junction of Nine Mile Ride/Old Wokingham Road, it is relevant to note that bus services are no longer available at the mentioned bus stop adjacent to Pinewood Park, as referred in the comparative sustainability assessment.



The other three bus stops in proximity to Pinewood Crossroads are served by bus routes 125A and 125B, which operate a total of 3 trips a day to Wokingham and 2 buses a day to Crowthorne. There is no late evening, Saturday and Sunday services at those bus stops. These bus services cannot be described as a good service as set out in policy CP6.

Despite there is existing pedestrian network along the western side of Old Wokingham Road between Pinewood Centre and Nine Mile Ride, the footway/cycle does not continue along the site frontage. The speed limit along the site frontage is 40mph, the absence of footway, streetlighting nor crossing point do not provide safe and attractive environment for considering sustainable travel mode.

Given there is no existing cycle network, cyclists have to rely on cycling in the road, which the LTN1/20 defines these as 'mixed traffic' conditions. 'Mixed traffic' conditions with speed limits of 40mph are considered as "Provision suitable for few people and will exclude most potential users and/or have safety concerns". Protected spaces for cycling are required to be considered safe for most users.

If the applicant would consider cycling to be the major sustainable travel mode, appropriate protection from motor traffic on highways shall be proposed along the route to key destinations, according to Figure 4.1 of LTN 1/20.

Comparison to other approved/allowed sites

The applicant has mentioned three approved/allowed sites, including:

1. Land adjacent to Blagrove Lane RG41 4AX for up to 350 dwellings
2. Nyahlands Farm RH10 3JD for 9 dwellings
3. Perrysfield Farm RG8 9PG for 29 dwellings

Regarding site #1, the appeal has been allowed on the basis of proposed improvements and contributions. A S106 agreement has been secured for partial closure of Blagrove Lane to vehicular traffic, MyJourney contribution, contributions to Arborfield Bus Strategy/bus route diversion and bus stops upgrades on Barkham Road, which significantly improved the site sustainability and highway safety.

While the scales of the developments are different and are not ideal for comparison assessment, no suitable contributions or improvements have been proposed for this site, resulting in material differences to the site #1.

Regarding site #2, the officer report reveals that the site is well-served by sustainable transport solution as a rural area. The nearby bus stops are 190m / 450m from the site, which provide direct access to Copthorne, Smallfield, Horley and Crawley where various community and shopping facilities area available such as schools and shops. Buses are available every 37 minutes to the train station. The accessibility and frequency of public transport services are incomparable to the proposed site.

Regarding site #3, the officer report agrees that appellant attempts to maximise the existing sustainable opportunities (including internal connectivity) and to propose improvements including a new footpath, and improvement on existing bus services. While the pre-existing condition of site #3 may be comparable to the proposed site, but applicant will be expected to demonstrate comparable attempts to maximise existing sustainable opportunities and to propose improvements for sustainable transport modes.

Summary

Subject to the current submission, the site is subject to low accessibility to local facilities and services, unattractive route environment and quality and poor public transport services. The Highways cannot support the proposal due to unsustainable location.

However, the applicant will be welcomed to propose improvements and contributions that may improve site sustainability to make the site acceptable. If applicable, the Highways can reassess site sustainability based on the revised details.

Legal Right of Access

The site is proposed to be accessed via the private shared drive off Old Wokingham Road. The applicant is expected to include all required land for the right of access to the site that is not part of public highways in the red line, serve notice to the landowner(s) the private drive and to ensure have control on the land of the shared private road.

If the red line does not revise to include reasonable right of vehicle access to the public highway, the Highways may recommend refusal to this application.

Conditions & Reasons (if required)

The application site is within a poorly accessible location that would fail to encourage a modal shift towards sustainable modes of transport, by reason of its countryside location outside of settlement limits, the absence of nearby facilities and services, lack of good public transport links and poor quality of the walking/cycling environment contrary to the National Planning Policy Framework (2024), policies CP1, CP2, CP3, CP6 and CP11 of the Core Strategy (2010) and CC01 and CC02 of the Managing Development Delivery Local Plan (2014).

Date:	12/2/2026	Signed:	JP
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