

Date:
Application: 250267



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 250267

Applicant: Mr Thomas Roberts

Site Address: 31 Barkham Ride, Wokingham, RG40 4EX

Parish: Finchampstead

Grid Reference: Easting - 478994, Northing - 165846

Type of Development: Major All other developments

Proposal: Demolition of the existing dwelling and material change of use of land as an extension to Victoria Gardens Residential Park Home Estate for the siting of 31 park homes (permanent C3 use class accommodation) and the construction of an ancillary community building (use class F2(b)) and park office (use class Eg(i))

Please find attached a re-consultation on **revised plans** from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 250267.

The new details are as follows: **The proposal has been reduced from 35 park homes to 31 park homes. Revised technical documents relating to ecology, trees / landscaping, drainage / flooding and highways have been received to reflect the change in layout**

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. 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. If you need any more information please do not hesitate to contact the case officer Connie Davis.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP	To (Case Officer):	Connie Davis
Service	WBC Highways	App No:	250267
Address:	31 Barkham Ride, Wokingham, RG40 4EX.		
Type of Development:	Major All other developments		
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Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☐ Negotiate the amendments **stated below**; or
- ☒ Request further information before determination as **stated below**.

Comments On Proposal

General

Additional Highways comments dated 28th October 2025 are indicated in blue.

The Highways received revised Construction Method Statement (CMS) and Highways Technical Note (HTN) to address to the Highways responses dated 17th September 2025 and 19th September 2025.

The responses on cycle parking, EVCP and trip rates in the revised HTN have been accepted previous in July 2025, which will not be recapped in this memo.

Parking

1. According to WBC Parking Standards, 0.2 visitor space shall be provided per dwelling, so that a minimum of 6 visitor parking spaces are required for the reduced numbers of park homes.
2. The applicant has confirmed that the community centre will remain ancillary to the residential homes on 8th September 2025, therefore the proposed 6

parking spaces for adjacent to the community centre will be served as visitor parking.

3. While the Highways would prefer visitor parking to be evenly distributed through the site, those provisions can be acceptable for this instance.
4. The latest HTN proposes to include 5 visitor parking spaces to the west of the community centre and main access road. The applicant is required to clarify if the Point 2 remains relevant in this revision. If not, there will be a shortfall of one visitor parking space.

Internal Road and Swept Path Assessments

5. Swept paths assessments have been updated based on the latest site plan, which is welcome.
6. The applicant has confirmed the internal access roads will serve one-way traffic, which is welcomed. However, it is noted that the submitted swept paths in Appendix B of HTN and Appendix B of CMS (clockwise) are in opposite direction to the proposed one-way traffic (anticlockwise), which is unacceptable. Revision is required.
7. In view of the nature of a full planning application, the applicant is also expected to provide the detailed design of internal access roads, including all necessary road markings and signages in this proposal. The applicant is expected to submit the details in a separated drawing.
8. 10m rigid lorries are often used for deliveries of household appliances, DIY materials, furniture deliveries, or removals. No swept path for delivery vehicle has been submitted for the operational phase. The submitted swept path for 10m long rigid HGV in the CMS therefore serve as a proxy of other HGVs of future delivery and servicing vehicles.
9. However, given the tracking of the large rigid HGV will interfere with the proposed grassed area within the red line, the applicant is required to revise the internal road arrangement to facilitate the manoeuvring:



10. Alternatively, the applicant will be expected to submit an enforceable delivery servicing management plan to restrict residential delivery.
11. It is relevant to note that proposed Drawing No. 2301002-TK104 (dated 12th September 2025) will have overran the driveway of a park home of the wider site. The applicant will likely have to reposition Plot 18 to facilitate the manoeuvring. This is still relevant as no revised swept path is submitted justifying a revised arrangement is suitable.



12. Similarly, Drawing No. 2301002-TK003 (Rev. B) indicates that the large saloon car will require to encroach the proposed grass area for manoeuvring.

Framework Construction Management Plan

13. The applicant has submitted a framework Construction Method Statement along with the planning application, which is welcomed.
14. The latest CMS has confirmed that the largest construction vehicle proposed is 16.5m long large articulated HGV.
15. Appendix C suggests that the mobile home unit will be delivered in two halves and some of the mobile home units will be transported by the 16.5m long articulated vehicles, then being towed into the final position using a 4x4 vehicle. This is not consistent with the proposed vehicle activity details in Section 5.0 and swept path analysis submitted in Appendix B.
16. The applicant will be expected to submit the swept path for a 4 x 4 vehicle towing the mobile home.
17. While Drawing No. 2401002-TK105 has demonstrated the swept path for the proposed articulated vehicle leaving the site, the Highways are unable to identify how and where the turning movement of the articulated vehicle will be carried out with the submitted swept path. Revision is required.
18. Given the proposed access road is shared with the wider site with existing residents, it is unacceptable for the articulated vehicle to stop and unload adjacent to Plot 29. Meanwhile, given the proposed width of the access road, an articulated vehicle and a large car unlikely pass each other.
19. The swept path has not justified that the articulate vehicle can loading/unloading the mobile homes without obstructing the shared drive and not causing safety concerns. The applicant is required to indicate the loading/unloading area on the construction site plan in this proposal.
20. The applicant will also be expected to include the following updates when discharging the formal condition of CMS:
- Deliveries will be within the working hours and be outside school entry and exit times, and avoid the peak hours of the highways network whenever possible.
 - The applicant shall be reminded that width limit has been imposed along the site frontage, where the proposed construction vehicle will have exceeded the width limit. Separate consent from the Traffic Management team will be required.

Conditions & Reasons (if required)

Date:	28/10/2025	Signed:	JP
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