

Date: 3 November 2025
Application: 252661



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

PD Demolition Consultation

Application Number: 252661

Applicant: Mr Carl Howard

Site Address: Hutton Building, 100 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT

Parish: Sonning

Grid Reference: Easting - 474655, Northing - 174472

Type of Development:

Proposal: Prior approval submission for demolition of 4 no. two storey car park buildings.

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 252661. 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 November 2025**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	SW (Stantec) / JP		
Service:	WBC Highways	App No:	252661
Address:	Hutton Building, 100 Thames Valley Park Drive, Earley, Wokingham, RG6 1PT.		
Proposal:	Prior approval submission for demolition of 4 no. two storey car park buildings.		
Type of Development:			
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

The site is in relation to a previous approval 251041 for demolition of Faraday, Murdoch and Hutton buildings, along with inter-connecting links.

This application is considered for the demolition of 4 (no.) two storey car park buildings with the associated Murdoch, Hutton and Faraday buildings, as presented in the site layout plan, in the context of the consented demolition of three office buildings.

The key highways considerations for PN Demolition are method of demolition and any proposed restoration of the site.

Several documents have been reviewed, and the LHA require additional information to be provided by the applicant, as set out below.

Access

It is understood that access to the site will be provided via Gates 1, 2 and 3, and Gates 1 and 2 will be taken out of the routine use consecutively during the demolition of car park buildings.

Hours of Operation

The DMP states no HGVs will be permitted before 08:30. The hours of operation are between 08:00–16:30 on weekdays and 08:00–13:00 on Saturdays. The DMP also

states that HGVs will not be permitted on site before 08.30 and any HGVs arriving on site prior to this time will be refused entry. This is acceptable.

Construction Routing

It is understood that construction vehicles will utilise the A3290 / Thames Valley Park Drive and other internal roads of Thames Valley Park to access the site which is acceptable.

Routing outside of Thames Valley Park shall be restricted to strategic roads only. Any deviation requires prior authorisation.

Construction Vehicles

The TMP states that HGV deliveries will be limited, planned and managed. Within the Construction Phase Plan (CPP), it is stated that the number of HGVs is anticipated to be approx. 3 per day following the initial delivery. The Highways would have expected the initial delivery to be at similar level as of the demolition approved under 251041, which is acceptable.

The submitted documents do not confirm the largest vehicle required to access the site, nor whether it can be accommodated via the site access. Subject to a confirmation of the maximum vehicle size anticipated to be required is no larger than that approved in 251041, the Highways will have no further comment on the proposed construction vehicles.

Otherwise, the applicant will be expected to submit swept path analysis demonstrating that the vehicle can safely enter and exit the site in forward gear.

Section 3.11 of the Traffic Management Plan (TMP) states that abnormal vehicles may be required such as cranes, which was not discussed in 251041. Swept path analysis is required to indicate the proposed position of the crane, demonstrate sufficient turning space for the crane to enter and leave the site in forward gear, and confirm the construction route are suitable abnormal loads to ensure that these movements can be accommodated safely and effectively.

Separate consent from the Traffic Management team may be required.

On-site Parking

The DMP states that no company vans, lorries or plant vehicles to be parked outside the site boundary.

Although the DMP states the location of welfare and parking facilities, it is also mentioned that these areas will need to be re-positioned prior to the demolition works commenced at Murdoch Car Parks. The LHA requires a plan indicating the new location of the parking and confirm that the parking provision will be no less than the approved parking capacity in 251041, to ensure the new car parking is sufficient to accommodate the level of workers required on site at any one time.

Pedestrian & Public Highway Protection

The TMP suggests that crowd barriers will be used across the site to delineate vehicle and pedestrian access routes. Crossing points and signing will also be placed to ensure pedestrian safety, which are welcomed.

While some of those details might have been included in the site layout plan, the LHA would have expected a clear site plan showing the proposed measures, which have to include any required temporary barriers, marshalled crossings, temporary footpath closures/diversions, or protective scaffolding/hoarding adjacent to the highway boundary.

Wheel Washing and Dust Control

The TMP states that a Vehicle Wash Station will be installed in the compound area, to remove excessive amounts of mud/dust or other site material on the construction vehicles, which is welcomed.

However, the location for wheel washing is required to be indicated on the plan. It is also required to confirm on wheel washing run-off will not enter the public highway drainage system and a street sweeper will be used when mud be transferred to the public highway.

Hours of Operation

The DMP states no HGVs will be permitted before 08:30. The hours of operation are between 08:00–16:30 on weekdays and 08:00–13:00 on Saturdays. The DMP also states that HGVs will not be permitted on site before 08.30 and any HGVs arriving on site prior to this time will be refused entry. This is acceptable.

Conditions & Reasons (if required)

Date:	19.11.2025	Signed:	SW (Stantec) / JP
--------------	------------	----------------	-------------------