

Date: 19 January 2026
Application: 252934



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 252934

Applicant: Mr Luke Cleary

Site Address: Land at Lodge Road, Hurst, Wokingham, RG10 0SG

Parish: St. Nicholas Hurst

Grid Reference: Easting - 479301, Northing - 173582

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the proposed erection of 3 no. detached dwellings with associated access, parking and landscaping and creation of a balancing pond.

Case Officer: Tariq Bailey-Biggs

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 252934. 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 **9 February 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252934
Address:	Land at Lodge Road, Hurst, Wokingham, RG10 0SG.		
Proposal:	Full application for the proposed erection of 3 no. detached dwellings with associated access, parking and landscaping and creation of a balancing pond.		
Type of Development:	Minor Dwellings (1-9)		
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 applicant proposes to erect three new dwellings, each with 7-8 no. habitable rooms and a double carport/garage. Five driveway parking spaces are proposed.

The site is to be accessed via an enhanced access onto the B3030 Lodge Road, in the rough location of the existing access point.

The traffic generated from three dwellings will unlikely have significant impacts on the wider highway network.

Sustainability

Sustainability assessment is included in the Transport Statement, which is welcomed. However, the Highways would have expected the actual walking and cycling distance from the mid-point of the site to be assessed.

Distance to Local Amenities

While the applicant suggests that 81% of journeys shorter than 1 mile were made wholly on foot, it does not imply that 1 mile should be taken as a benchmark for an acceptable walking distance. It would be a misinterpretation to conclude that day-to-day journeys of up to 1 mile (1.6 km) represent a reasonable or 'maximum' walking distance.

The Highways considers the walking distances set out in the IHT's Guidelines for Providing for Journeys on Foot to be the most applicable reference for assessing pedestrian accessibility. These distances are understood to apply broadly, including within rural areas and for journeys such as commuting and school travel.

Therefore, there are limited local facilities within acceptable walking distance from the site, making the site an unsustainable location.

Route Quality and Environment

Despite there is existing pedestrian network on the eastern side of the B3030 Lodge Road and northern side of Sawpit Road, the footway discontinued between Nursery Close and circa 105m south of Broadwater Lane along the B3030, and between Barber Close and Lodge Road along Sawpit Road.

While Figure 2 of the TS suggests that there is a permissive footpath on the western side of the B3030 Lodge Road, the applicant shall be reminded that there is no legal right of way for the public to access the footpath permanently and at any time. There is also no suitable crossing point across the B3030 adjacent to the site frontage.

Cycling activities are also not expected along the permissive footpath. The speed limit along the site frontage is 40mph, and increase to national speed limit 45m to the south of Sawpit Road. There is no existing cycling network along the B3030 Lodge Road. 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 B3030 Lodge Road according to Figure 4.1 of LTN 1/20.

The absence street lighting along Lodge Road and Sawpit Road also does not provide safe and attractive environment for considering sustainable travel mode.

Public Transport Accessibility

While there are bus stops on Sawpit Road and Lodge Road approximal to acceptable walking distance, not frequently than hourly services are currently available at both pairs of stops. Late evening and Sunday services are also not available, which does not meet the requirement for good public transport services, making car the main mode for this development.

Summary

Due to the reasons set out above, the Highways consider that this site will heavily be dependent on car travel due to the minimal sustainable transport options available. No suitable contributions or improvements have been proposed.

The Highways can unlikely support the proposal due to unsustainable location, which aligns with the dismissed planning appeal of 240267 to the north from this site. However, if the applicant may intend to proceed with the proposal, the applicant

is welcomed to propose improvements and contributions that may improve site sustainability to make the site acceptable. Other required details on highway grounds are listed below.

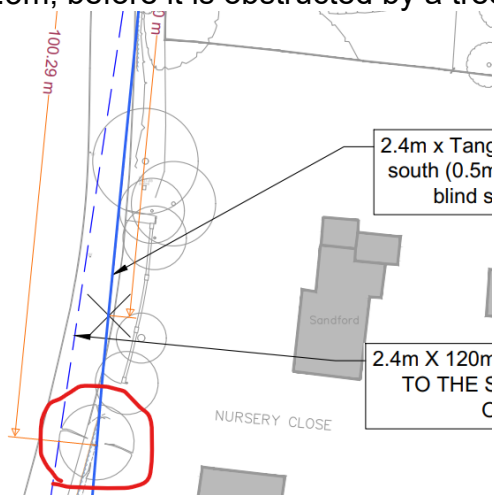
Access

Site Access

The site is to be accessed via a 4.8m wide enhanced access onto the B3030 Lodge Road, in the rough location of the existing access point.

The B3030 Lodge Road is subject to a speed limit of 40mph, which requires visibility splays of 2.4m x 120m to be provided from the access onto the B3030 Lodge Road. This has been assessed with 0.5m offset in Appendix B of the TS, which is welcomed. The sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height.

It is noted that the maximum SSD can be achieved along the tangent to the bend is circa 100.3m, before it is obstructed by a tree beyond applicant's control:



Given the speed limits changes from national speed limit to 40mph along the B3030 45m to the south of Sawpit Road, the applicant will be expected to achieve a minimum SSD of 102m for 40mph. The applicant shall consider relocating the proposed access circa 2m to the north to achieve the required visibility.

Internal Access Road

The internal roads are proposed to be shared surface with a width of 4.8m throughout to accommodate two-way traffic, which are welcomed.

While the Highways would expect the internal access roads to be remained private, the roads will need to be built to highway standards. A 2m service margin shall be provided on both sides of the road where development is proposed, 0.5m for no service and 1m for with street lights, to align with the borough's highway design guidance.

The applicant has submitted the swept path analysis for a DB32 Fire Appliance entering and leaving the site in forward gear, which aligns with the council's adopted standards and is acceptable.

Parking

According to the WBC Car Parking Standards, the development of such scale in Village location will require a minimum of eight parking within the red line, including one unallocated space and one visitor parking.

Each parking space shall have minimum dimensions of 5.0m x 2.5m. The minimum sizes of a single carport / garage for parking are 6m x 3m and each bay of garage space will contribute to 0.5 parking provision. All parking spaces in front of garages are set back 0.5m from the garage doors to allow for the door to open.

A total of 5 allocated driveway parking spaces, 2 carport spaces and 4 garage spaces are proposed. However, the proposed unallocated/visitor parking provisions are insufficient. Revision is required.

Meanwhile, to prevent additional parking that obstruct the shared access road, the Highways recommend reducing the driveway length for Plots 2 and 3 to no more than 8m if tandem parking is not proposed, or to increase the driveway length to between 10.5m to 13m if tandem parking would be proposed, measured from the carriageway edge.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the Building Regulations (Approved Document S). It is confirmed that each house will be provided with an EVCP, which is welcomed.

However, the applicant is required to indicate the position of EVCP on the revised parking plan.

Cycle Provisions

According to the WBC Parking Standards, three cycle parking allocations will be required per dwelling with 6+ habitable rooms.

A shed has been indicated for Plot 1 at the rear garden, which is acceptable for cycle storage. However, the proposed shed with external dimensions of 1.8m x 1.8 m will not be sufficient to store three bikes. Similarly, garage of dimensions 6m x 6.3m are insufficient for both car and cycle parking.

Direct access to the rear garden, cycle store or garage of suitable sizes (7m x 3m) shall be indicated for cycle storage. Revision is required. It can be conditioned if the cycle parking details are not provided in this proposal.

Refuse Collection Strategy

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site.

While kerbside refuse collection arrangement will likely be suitable for this site, a bin store / bin collection point shall be indicated on the plan.

To avoid overspilling of wastes and recyclables to the driveway, the required area of the refuse collection point shall be confirmed with the council's Cleaner & Greener team.

Conditions & Reasons (if required)			
Date:	30/1/2026	Signed:	JP