

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 18th November 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, 19th September 2025 and 28th October 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. Paragraph 2.1 of HTN dated 6th October proposes to include 5 visitor parking spaces to the west of the community centre and main access road. This has been clarified that six visitor parking will be provided according to Drawing No. 2680-06E, which is acceptable.

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 and revised the swept paths in Appendix B to travel in the proposed direction to the proposed one-way traffic, which are welcomed.
7. The applicant has provided the detailed design of internal access roads in Appendix C, including all necessary road markings and signages in this proposal, which is welcomed.
8. The revised swept path for refuse vehicle (in anticlockwise direction) has not been provided, and this is required.
9. A supplementary Servicing Management Plan is submitted in Appendix D, suggesting that goods deliveries must be pre-arranged with the park manager, and only permitted via smaller LGVs, which will mirror the existing arrangement of the adjoining site to the east.
10. While this can be acceptable in principle, the applicant is required to clarify the size limits for the permitted LGVs. The Highways may be able to accept the requested swept path for refuse vehicle (in Point 8) to be served as a proxy of other LGVs for future delivery and servicing vehicle after this has been clarified.
11. The revised swept path for rigid vehicle in Drawing No. 2301002-TK104 (Rev. A) is acceptable only for construction stage.
12. The revised swept path for large saloon car in Drawing No. 2301002-TK003 (Rev. D) is acceptable.

Framework Construction Management Plan

13. The applicant has submitted a framework Construction Method Statement along with the planning application, which is welcomed.
14. It is confirmed that deliveries will be limited to be Monday to Friday 09:00 to 17:00, within the working hours to avoid the peak hours of the highways network, which is welcomed. The Highways advise deliveries also to be carried out outside school entry and exit times, whenever possible.
15. The latest CMS has confirmed that the largest construction vehicle proposed is 16.5m long large articulated HGV.
16. 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. The applicant has clarified the proposed unloading and built out arrangements of the site. Given mobile homes will be built out from the rear

of the park to the front, the Highways can accept that there will be sufficient manoeuvring spaces for a 4 x 4 vehicle to tow the mobile home.

17. Drawing No. 2401002-TK105 (Rev. A) has demonstrated the swept path for the proposed articulated vehicle reversing into the site and leaving the site in forward gear. It is confirmed that reversing into the park through support from banksmen, which is acceptable.
18. The proposed unloading area of articulated vehicle is shown in Figure 1 of the HTN, which the articulated vehicle would stop along the central spine road to unload the mobile home and be relocated into position. This can be acceptable subject to suitable management measures along the central spine road.
19. Meanwhile, the Highways would have assumed the circulatory one-way system for the existing park to be in clockwise direction. The applicant is expected to provide management details on the proposed temporary alteration of the one-way system of the eastern parcel. It is also expected that the mobile home units will not be store along the central spine road, but to be towed into the final position after being unloaded.
20. Given the mobile homes will be built out from the rear to the front, the Highways would recommend the mobile home units to be unloaded within the red line until all units to the north of the community centre have been completed to minimise the needs of obstructing the central spine road.
21. 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:	25/11/2025	Signed:	JP