

Date: 18 March 2026
Application: 260600



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

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Berkshire, RG40 1BN

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 260600

Applicant: Pure Gym Limited

Site Address: 6 King Street Lane, Winnersh, Wokingham, RG41 5AS

Parish: Winnersh

Grid Reference: Easting - 478025, Northing - 170540

Type of Development: Other Change of Use

Proposal: Full application for the proposed change of use from mixed Class E (retail)/Class B8 use to Class E (gym).

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 260600. 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 April 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP / AL		
Service	WBC Highways	App No:	260600
Address:	6 King Street Lane, Winnersh, Wokingham, RG41 5AS.		
Proposal:	Full application for the proposed change of use from mixed Class E (retail)/Class B8 use to Class E (gym).		
Type of Development:	Other Change of Use		
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

On-going discussion and technical notes have been made between April 2026 and July 2026 to address Highways comments dated 27th March 2026 on traffic impacts, parking and cycle provisions.

The proposed level of parking and cycle provisions are acceptable with reference to TN02 dated 8th May 2026. The comments below summarise on the key comments that have been discussed previously but remain unresolved.

Parking Layout

To ensure the safety of blue badge parking users, the hatched buffer zone of the disabled parking spaces shall not be count towards the required aisle clearance. In view of the results of parking accumulation assessment, the applicant may wish to remove the proposed parking spaces annotated in red 02.

Traffic Impacts

The Local Highway Authority (LHA) has questioned the accuracy of the anticipated trip generation for a comparable use in a similar location.

The applicant has deselected multiple sites within the suggested parameter ranges of 07/K, which:

- removed all South East England sites (while considering sites in Ireland and North Ireland for 01/G),
- removed some sites within the date range stated in the technical note, and

- limited GFA selections to site below 1750 sqm (compared to 2500 sqm stated in text for 07/K, and 5000sqm stated for 01/G).

For consistency, the LHA reruns the TRICS data for both 01/G and 07/K with consistent selection criteria:

- GFA: =<5000 sqm (aligned with previous 01/G selection)
- date range: 26/11/2010 onwards (aligned with previous 01/G selection); weekdays
- location: Suburban Area, Edge of Town, and Neighbourhood Centre (aligned with previous 01/G selection)
- area: England (except London)

TN03 dated 22nd June 2026 states the net increases of two-way traffic to be just 9 vehicles during AM peak and 15 vehicles during PM peak. However, the LHA reassessed TRICS data and considers the net increases of two-way traffic to be 16 vehicles during AM peak and 23 vehicles during PM peak.

While the anticipated net increase in traffic is still relatively modest, both the existing crossroads of B3030 King Street Lane / A329 Reading Road / B3030 Robin Hood Lane, and B3030 King Street Lane / Hatch Farm Way / Longdon Road are operating close to, or at times beyond, the capacity. The applicants have not assessed the effects on the junction therefore, the LHA considers the proposals will materially affect this part of the B3030 corridor, particularly during peak hours.

Based on the cumulative residual effects of development in the Borough, WBC has already delivered the Winnersh Relief Road. WBC is working with others to advance the Borough Infrastructure Delivery Plan, forming part of a multi-million pound package explored with other developers in the area. As the proposals sit outside the CIL charging, the LHA considers the proposals will have a material effect and should explore appropriate mitigation measures as part of this proposal.

Clearly the magnitude of effect of this application is small, thus any mitigation measures should be proportionate to the scale of effect and may not necessarily take the form of highway improvements. Nevertheless, the LHA has invited the applicant to consider a range of options which could include improvements for sustainable transport, consistent with paragraphs 115-117 of the NPPF.

The LHA has attempted to work with the applicant to proactively advance an appropriate and proportionate (based on NPPF 117d “... *can be cost effectively mitigated to an acceptable degree through a vision-led approach*”)¹ but the applicant has declined. Therefore, the LHA recommends the application is refused.

Conditions & Reasons (if required)

Reason for Refusal

In the absence of vision-led traffic mitigation measure(s), the scheme fails to offset the cumulative residual effects on the local highway network, contrary to the NPPF and Policies CP1, CP3, CP4 and CP6 of the Core Strategy.

¹ [LCWIP](#)

Date:	17/7/2026	Signed:	JP / AL
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