

Date: 2 February 2026
Application: 252257



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 252257

Applicant: -

Site Address: Ladds Garden Village, Bath Road, Hare Hatch, Wokingham, RG10 9SB

Parish: Wargrave

Grid Reference: Easting - 480689, Northing - 177888

Type of Development: Major Dwellings (10+)

Proposal: Full application for the proposed erection of 19no. dwellings with associated landscaping and access following demolition of existing buildings.

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 252257.

The new details are as follows: **See email saved on file dated 28.01.2026 for summary of the submitted amendments and response to consultee comments.**

- Revised Design & Access Statement;
- Revised Site Layout, Context and Landscape Comparison Plans; - Revised Plans for Plots 8, 12, 13 & 19;
- Updated BNG Metric, Offset Proposal & EcIA;
- Updated FRA and Drainage Strategy & New Drainage Technical Note; - New Transport Statement Addendum;
- Revised Soft and Hard Landscape Proposals;
- New Tree Constraints Plan.

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 requested from the case officer.

Your observations are required in respect of this application by **20 February 2026**. If you need any more information, please do not hesitate to contact the case officer Marcus Watts.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP	To (Case Officer):	Marcus Watts
Service	WBC Highways	App No:	252257
Address:	Ladds Garden Village, Bath Road, Hare Hatch, Wokingham, RG10 9SB.		
Type of Development:	Major Dwellings (10+)		
Proposal:	Full application for the proposed erection of 19no. dwellings with associated landscaping and access following demolition of existing buildings.		
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

[Additional Highways comments dated 10th February 2026 are indicated in blue.](#)

[The Highways received the revised site layout, floor plans and a Transport Statement Addendum to address the Highways responses dated 9th October 2025. The previous comments on traffic impacts will remain relevant, so that those sections are not recapped in this response.](#)

The applicant proposes to demolish the existing garden centre and erect 19 no. dwellings, which includes 2 no. dwellings with two habitable rooms, 2 no. dwellings with 3 habitable rooms, 2 no. dwellings with five habitable rooms, 9 no. dwellings with six habitable rooms and 4 no. dwellings with seven habitable rooms.

The existing vehicular access will be retained with proposed widening and improvement works on crossing points.

Sustainability

Sustainability assessment has been included in the transport statement with actual walking and cycling distance from the mid-point of the site, which is welcomed.

[Comparability of Horsham Golf Club Appeal](#)

The applicant quotes inspector decision of the allowed appeal APP/Z3825/W/24/3355546 regarding the degree of flexibility to be applied and the opportunities to promote sustainability transport modes other than walking and cycling.

The applicant shall be reminded that the inspector has taken account of walking, cycling, ultra-low and zero emission vehicles, car sharing and public transport as a whole when considering the appeal. The nearest bus stops of the appeal site are well-served by frequent bus services with late evening and Sunday services, and further contributions on improving bus frequency have been secured via s106 agreement. Meanwhile, car sharing measures have also been secured through Travel Plan through s106 agreement.

Traffic free routes via existing PRowS will provide attractive routes for cycling subject to suitable improvements. This is similar to Highways previous recommendations on potential diversion of cyclist traffic onto 'quiet lane'.

Even the proportionate scale of the proposed site and the appeal site are being considered, the site sustainability and the improvement proposed are yet to be comparable among two sites.

Walking

There are very limited local facilities within acceptable walking distance from the site. All closest day-to-day local facilities are located beyond the acceptable walking distance (with majority of these local facilities to be over 2km), making the site an unsustainable location for housing development.

It is noted that Gear Change, published by the DfT, has been referenced. The document states that in urban areas, more than 40% of journeys were under 2 miles and that such journeys are perfectly suited to cycling and walking.

However, the document does not suggest that 2 miles should be taken as a benchmark for an acceptable walking distance. It would be a misinterpretation to conclude that most day-to-day journeys of up to 2 miles (3.2 km) represent a reasonable or 'maximum' walking distance.

With reference to Image 5.5 of the Transport Statement, the proportion of walking trips decreases significantly from around 80% for journey distances under 1 mile to 30% for journey distances between 1 and 2 miles, with car use becoming the dominant mode of travel.

The Highways therefore consider 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.

In Paragraph 4.1.2 of the TS Addendum, the applicant doubts that such standard has not recognised the difference on sustainability expectations urban and rural developments. This is being misunderstood. The IHT's Guidelines for Providing

Journeys on Foot is a national guidance for both urban and rural areas. The suggested acceptable walking distance within 'Elsewhere' is applicable to this location and shall be used as a starting point for potential adjustment if applicable.

The applicant suggests multi-purpose Garden Centres (Squire's Garden Centre and The Gardening Club) are located within acceptable walking distance, which are welcomed. The Highways consider those to be reasonable alternatives for some range of grocery shopping opportunities, but more comparable to specialty shops than supermarkets.

Cycling

The applicant shall consider diverting the cyclist traffic onto 'quiet lane' to the south of the site. While the Highways acknowledged that 'quiet lanes' are available in close proximity to the site, there is no proposed connection between the site and the existing 'quiet lane'. Paragraph 3.3.2 of the TS Addendum confirms that the route to the south of the site onto Scarletts Lane will not be used as a pedestrian/cycling route, but for emergency only. In this regard, the site will not be benefitted from the existing 'quiet lane' and all motorised and non-motorised traffic are to be accessed via the primary site access onto the A4 Bath Road.

Cyclists are typically reliant on cycling in the road, which the LTN1/20 defines these as 'mixed traffic' conditions.

The speed limit along the site frontage is 50mph. While the applicant proposes to contribute to the reduction on this section of the A4 Bath Road to 40mph, 'mixed traffic' conditions with speed limits of 40mph and 50mph are considered as "Provision suitable for few people and will exclude most potential users and/or have safety concerns", which is not considered attractive and safe for cyclists. The applicant has acknowledged the A4 Bath Road is not designed for cyclist.

While the Highways welcome the increased width of the shared use refuge island to 3m, 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 A4 Bath Road according to Figure 4.1 of LTN 1/20 for 40mph speed limit.

Public Transport

The nearest bus stops at Hare Hatch Grange are circa 400m from the mid-point of the site, which is within acceptable walking distance. The bus stops in both directions are served by routes 127, 227 and 227A. However, not frequently than hourly services are currently available. The services only run between 07:30 and 18:45 in both directions on Mondays to Saturdays. Late evening and Sunday services are also not available, which does not meet the requirement for good public transport services.

Summary

While a new pedestrian refuge island crossing on the A4 Bath Road is welcomed, the distance to local facilities and the frequency of bus services are not attractive for considering sustainable travel mode.

Based on the information currently available, the Highways unlikely support this proposal due to unsustainable location. However, if this proposal would be approved on tilted balance, other required details for the proposal are listed below.

Access

The site will utilise the existing access onto the A4 Bath Road, and two pedestrian accesses onto the A4 are also proposed. A new pedestrian refuge island is proposed on the A4 Bath Road, to the west of the site access.

The applicant confirms that the route onto Scarletts Lane will not be used as a pedestrian/cycling route, but for emergency only.

Traffic Data

The details in summary table in Table 3.3 does not align with the traffic survey data provided in Appendix A. It is observed that the 7-day average 85th percentile speed along eastbound to be 44.7-47.1mph, and that along the westbound to be 47.8-48.2mph. It is uncertain how the 85th percentile speeds in Table 3.3 have been derived.

	Eastbound	Westbound
Total	57716	58567
Mean Speed	40.2	42.6
85%	44.7	48.2

	Eastbound	Westbound
Total	57443	58092
Mean Speed	41.8	42.5
85%	47.1	47.8

As the summary table in Table 3.1 of the TS or Table 2.1 of the TS addendum of both bounds are significantly lower than either site's 7-day average 85th percentile speed summarised in Appendix A of the TS, the Highways would have expected to review the detailed calculation as per the proposed methodology to be in accordance with DMRB CA 185 'Vehicle Speed Measurement', which is not provided in this TS addendum. While the Highways tried to replicate the methodology as proposed, we were unable to obtain the same results.

Table 3.3: Observed Traffic Flows and Speeds – A4 Bath Road

Direction	Traffic Volumes		Vehicle Speeds (mph)	
	Morning Peak (0800-0900)	Evening Peak (1700-1800)	Average Speed	85 th Percentile Speed
Eastbound	733	581	40.2	43.9
Westbound	572	837	42.5	46.6

Meanwhile, if the applicant would like to assess the 5-day average 85th percentile speeds for weekdays' non-peak periods (10:00-12:00 and 14:00-16:00) as proposed, it shall be assessed according to paragraph 2.12 of CA 185 'Where there

is a difference in the 85th percentile speeds derived from the individual speed measurements periods, the higher value shall be used in the subsequent design.'

It is also uncertain if the applicant can apply suitable conversion factors to all motor vehicle types with the given survey output (paragraph 2.1(2) of CA 185).

For robust assessment, the applicant is advised to apply the higher 7-day average 85th percentile speed in the speed survey results (i.e. 47.1mph for eastbound and 48.2mph for westbound) when assessing the required SSD.

Meanwhile, as the site access is located at a bend and does not cover the intervisibility with the proposed crossing point, the visibilities along the tangent to the bend shall be assessed, to ensure that the required SSD on the nearside edge of the carriageway can be provided. 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. [Tangential visibility splay \(to the west\) is indicated in Drawing No. ITB210007-GA-004 \(Rev. F\), which is welcomed.](#) The applicant shall confirm if the tangential visibility would remain sufficient with the updated SSD.

Pedestrian Refuge Island

To improve pedestrian and cyclist safety, the Highways will welcome the proposal of extending the existing 40mph speed limit zone to cover the site frontage. [Additional details have been provided in the TS addendum, and the proposed relocation is welcomed.](#) It is, however, relevant to note the proposed extension of 40mph speed limit zone is needed for the proposed pedestrian refuge island to be delivered.

A Stage 1 RSA has been carried out, which the LHA would have expected a Road Safety Audit Brief Report (Prior to completion of the Stage 1 RSA) to be agreed as required by DMRB GG119. The details of the auditor's qualifications [are submitted, which is welcomed.](#)

While the applicant has accepted the RSA recommendation to provide a splitter island within the taper to the east of the right turn lane, the proposed pedestrian visibility on the southern side of the A4 Bath Road [has to be](#) assessed properly, in particular when the A4 Bath Road observes a high percentage of HGV traffic. The applicant [has measured](#) the intervisibility (to the east) at the proposed crossing point on the southern side of the A4 Bath Road along the tangent to the bend, [which is welcomed.](#) However, [tangential pedestrian visibility splays are likely insufficient across land within the applicant's control or highway land.](#) The applicant may wish to reconsider the proposed location of the pedestrian refuge island.

As stated in the 'Sustainability' section, 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 A4 Bath Road according to Figure 4.1 of LTN 1/20. The proposed width of the shared use refuge island [has increased](#) to a minimum of 3m, [which is welcomed.](#) The proposed site plan shall be updated to reflect the change of refuge island.

[The additional swept path assessment for articulated vehicle is welcomed.](#)

Internal Access Road

The applicant confirms that site roads are not offered for adoption, and this will have to be included in a s106 agreement that the site road will be maintained as a private road in perpetuity.

The internal roads are proposed to be shared surface with a minimum width of 5.5m along the primary access road to accommodate two-way traffic, with reduced width of 4.2m wide for Plots 10-11 and 14-15, which are welcomed.

A 2m service margin shall be provided on both sides of the road where development is being proposed, to align with the borough's highway design guidance.

The revised swept path for fire tender is acceptable.

Pedestrian accesses are solely provided onto the A4 Bath Road along the northern boundary. While the applicant proposed that the internal roads will be shared surfacing, this is no direct internal pedestrian/cycling route for the future occupiers to access to the pedestrian accesses from the south of the site, Plots 9-12 in particular. The applicant is therefore required to improve the connectivity within the site. This is still relevant.

The applicant may wish to consider providing a 3m wide shared footpath/cycle path between Plots 6 and 7 to improve the connectivity within the site. This is still relevant.

Given the application red line has been extended to Scarletts Lane, the applicant may also wish to explore the opportunity to provide a cyclist access onto Scarletts Lane. The applicant confirms that this route will not be used by pedestrian/cyclists.

Parking

According to the WBC Car Parking Standards, the demand of parking for residential dwelling is subject to the numbers of habitable rooms. Each parking space shall have minimum dimensions of 5.0m x 2.5m, and the minimum internal sizes of a single garage/carport for parking to be 6m x 3m. The minimum dimensions for parallel parking space are 6m x 2.5m.

The proposed 6.5m wide aisle width for Plots 1-4 will be sufficient for vehicle manoeuvring at forwards gear, which is welcomed.

The applicant has provided a revised parking assessment for Town and Fringe location, with 46 allocated parking (including 16 carport bays and 2 garage bays), four visitor parking and two unallocated parking, which aligns with the council's parking requirements.

The proposed dimensions of the driveway parking spaces are acceptable. However, the applicant shall review the dimensions of all carports and garages with minimum internal sizes of 6m x 3m for single bay parking. The applicant confirms that additional width will be available for car doors to be opened within the carports, which are acceptable for this instance.

Meanwhile, to prevent additional parking that obstruct the access road, the Highways recommend reducing the driveway length for Plots 12-14 for to no more than 13m, measured from the carriageway edge. [To avoid confusion, the proposed driveway length for Plots 12 and 13 shall be between 10m and 13m long for tandem parking, or between 5m and 8m long otherwise.](#)

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 all homes at the site will be provided with an EVCP, which is welcomed.

[The positions of EVCP are indicated in Drawing No. P25/09/S/101A, which is welcomed.](#)

Cycle Provisions

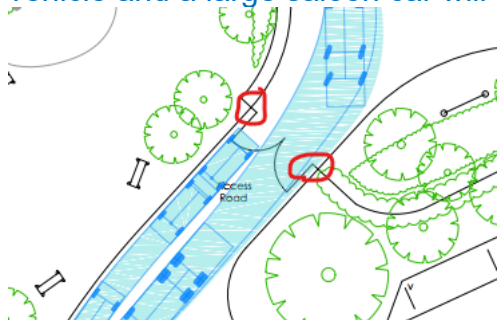
According to the WBC Parking Standards, one cycle parking allocation will be required per dwelling for three or less habitable rooms, two will be required for dwelling with 4-5 habitable rooms and three will be required for dwelling with 6+ habitable rooms.

While it is stated in the Transport Statement that the proposed development includes cycle parking in sheds in rear garden, or garages where presents, there is no mention of where the cycle parking spaces will be provided on the site plan. Direct access to the rear garden, cycle store or garage of suitable sizes (7m x 3m) shall be indicated for cycle storage. [It will be conditioned if the proposal is being approved.](#)

Refuse Collection Strategy

The applicant has submitted the swept path for refuse vehicles entering and leaving the site with refuse vehicle of adopted dimensions, which is welcome. The Highways will therefore assume council refuse collection will be applicable for this site.

The Highways also expect to review swept paths showing that a refuse vehicle and a large saloon car can pass each other. [This is submitted as supplementary details in Drawing No. ITB210007-GA-008A. The Highways are aware that both the refuse vehicle and a large saloon car will overrun the gate post as circled below:](#)



It is relevant to note that the vehicle body and chassis of the refuse vehicle will overrun the edge of the carriageway at Plot 13 [in Drawing No. ITB210007-GA-002E](#). Minor revision on road alignment will be expected.

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 and shall be measured from the dwelling. The applicant suggests that the proposed carrying distance of 30m for Plot 11 has been measured from the private bin store. While no highway impact is anticipated, this will subject to the acceptance of the council's Cleaner & Greener team.

Meanwhile, with reference to WBC's Waste and recycling Guidance Notes for Developers, the distance between the bin store for flats and the parked refuse vehicle shall be no more than 10 metres. The applicant clarifies two-wheeled bins, instead of 1100L bulk bins, will be used by Plot 1-4.

While the Highways understand that 10m maximum carrying distances for the refuse collection operator apply to all communal bin collection regardless of the types of bins being used, there will be no highway impact if the council's Cleaner & Greener team can accept the proposed alternative arrangement for waste collection. Otherwise, the applicant shall either revise the proposed position of bin store, or to arrange waste collection from private operator.

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

Framework Construction Management Plan

A framework plan is submitted along with the planning application, and construction traffic management measures are proposed, which are welcomed.

Summary

The Highways can unlikely support the proposal due to unsustainable location.

Conditions & Reasons (if required)

Date:	19/2/2026	Signed:	JP
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