

Date: 11 December 2024
Application: 243098



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

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Dear WBC Highways,

PN Class Q Agri to Resi Consultation

Application Number: 243098

Applicant: Mr & Mrs S Baker

Site Address: Stokes Farm, Binfield Road, Wokingham, Berkshire, RG40 5PR

Parish: St. Nicholas Hurst

Grid Reference: Easting - 483164, Northing - 169580

Type of Development:

Proposal: Prior approval submission for the proposed change of use of an agricultural building to 5no. residential dwellings (Use Class C3) with associated works.

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 243098. 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 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 or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	243098
Address:	Stokes Farm, Binfield Road, Wokingham, Berkshire, RG40 5PR.		
Proposal:	Prior approval submission for the proposed change of use of an agricultural building to 5no. residential dwellings (Use Class C3) with associated works.		
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 proposal will convert the existing farm barn to five flats, three units with 4 habitable rooms, one unit with 3 habitable rooms and one unit with 2 habitable rooms. The site is accessed via the private farm access off Binfield Road, which does not connect with the existing public highways.

The site is in relation to previous planning refusals 213795 (for 1 dwelling), 221948 (for 2 dwellings), 231260 (for 1 dwelling) and 241270 (for 1 dwelling) for PN Class Q. It is relevant to note that the scale of development in this proposal is differed from the previous applications.

The key highways considerations for PN Class Q are transport and highways impact of the development.

Traffic Impacts

The traffic generated from the five flats are unlikely to have significant impacts on the wider highway network.

Access

The existing farm access road and turning area will be retained, and thus the existing sightline can be retained, which is acceptable.

While the TS states that the existing access currently measures approximately 11.5m, the existing width of the farm access road is circa 3.5m, which is not sufficient for two vehicles travelling in opposite directions to pass through each other.

For the proposed scale of development, the first 10m of access road will need to be upgraded to a minimum width of 4.1m to accommodate two-way traffic. The existing gate is required to be removed. Any S106 will need to include an obligation that the site road will be maintained as a private road in perpetuity.

The applicant will be expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of any flat. The council has adopted the following dimensions for fire tenders:



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

As the existing driveway and turning area does not connect with the proposed parking area, the applicant shall clarify how the proposed parking spaces are being accessed.

Parking

A total of nine parking spaces of dimensions 5m x 2.5m are proposed within the red line. Two of the parking spaces shall be used as unallocated visitor parking. The proposed level of parking will be sufficient if each flat to be allocated with one space or all spaces to be unallocated.

The applicant is required to clarify the parking allocation.

Meanwhile, as commented above, the applicant shall clarify how the proposed parking can be accessed.

While EVCP is not mandatory for PN Class Q, the Highways welcome the provisions of EVCP.

Cycle Parking

According to the WBC Parking Standards, one cycle parking allocation is required per flat with 2 or 3 habitable rooms and two cycle parking allocation are required per flat with 4 habitable rooms.

The proposed cycle stores for Flats 1-4 are acceptable, but no cycle store is proposed for Flat 5. The applicant is required to clarify how the cycle parking for Flat 5 will be provided.

Refuse Collection Arrangement

Independent bin stores for each flat and a bin collection point are proposed, which is welcomed.

The swept path analysis for refuse vehicle submitted is acceptable.

It shall be reminded that the site is accessed via a private access road and is not up to highways adopted standards. The applicant is recommended to consult the council's Cleaner & Greener team regarding the collection arrangement.

Conditions & Reasons (if required)

Date:	12/12/2024	Signed:	JP
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