

Date: 19 December 2025
Application: 252968



**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,

Full Planning Approval Consultation

Application Number: 252968

Applicant: Mr Michael Ball

Site Address: Moor Green Barn, Lower Sandhurst Road, Finchampstead,
Wokingham, RG40 3TJ

Parish: Finchampstead

Grid Reference: Easting - 480674, Northing - 162751

Type of Development: Other Change of Use

Proposal: Full application for the proposed change of use of land to residential
curtilage along with change of use of the existing building to an independent dwelling
with associated changes to fenestration

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 252968. 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 **12 January 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252968
Address:	Moor Green Barn, Lower Sandhurst Road, Finchampstead, Wokingham, RG40 3TJ.		
Proposal:	Full application for the proposed change of use of land to residential curtilage along with change of use of the existing building to an independent dwelling with associated changes to fenestration		
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

The applicant proposes to change the uses of existing office building to a new dwelling with 4 habitable rooms. The existing access and driveway are proposed to be retained for the residential uses.

The site is partly in relation to previous approvals on certification of existing lawful development (252293), replacement dwelling (120501) and proposed new access for dwelling (160159).

The traffic generated from one new dwelling are unlikely to have significant impacts on the wider highway network.

Sustainability

The applicant is expected to clarify if the existing residential uses at Moor Green Barn is included as part of the application red line/blue line. If the updated red line or blue line has not currently involved residential use, the Highways can unlikely support the proposal due to unsustainable location.

If the application red/blue line does not involve residential use

There are limited local facilities within acceptable walking distance from the site, making the site an unsustainable location nor is there any bus service, making car the main mode for this development.

The site frontage is subject to national speed limits, with no existing pedestrian/cycling route and street lighting along Lower Sandhurst Road, which does not provide safe and attractive environment for considering sustainable travel mode.

The applicant suggests that the appeal decision for APP/X0360/W/24/3350050 considers the site at Broughton Farm, Heath Ride to be accessible. It is relevant to note that the range and distance of amenities (e.g. schools, GP, grocery shops), and the frequent of bus services provided induced material differences between two sites. The nearest bus stops of the site are served by Bus No. 145, which provide only one return journey every Tuesday, compared to a few daily return journeys from Mondays to Saturdays for the appeal site.

The Highways cannot support the proposal due to unsustainable location.

Access

The existing access and driveway are to be retained, which remain suitable for the proposed dwelling.

In view of the distance between the proposed dwelling and the public highways, the applicant is 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 the dwelling. The council has adopted the following dimensions for fire tenders:



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

Parking

According to the WBC Car Parking Standards, the development of such scale in Village location will require two driveway parking for each dwelling within the red line boundary. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

The proposed driveway has ample spaces to meet the parking provisions required, which is acceptable.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). This shall be indicated on a plan.

Cycle Provisions

According to the WBC Parking Standards, two cycle parking allocation will be required per dwelling for 4-5 habitable rooms.

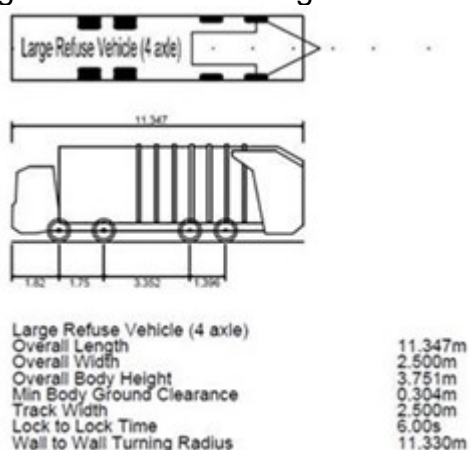
The applicant shall indicate direct access to the rear garden, cycle store or garage of suitable sizes for cycle storage on the plan.

Refuse Collection Strategy

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point.

While the existing site is expected to be served by commercial waste collection, the applicant is required to clarify if the existing commercial waste collection arrangement is retained for the proposed dwelling.

If council refuse collection will be applicable for this site, the applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:



Conclusion

If the application red/blue line does not involve residential use, the Highways cannot support the proposal due to unsustainable location.

Conditions & Reasons (if required)

Date:	12/1/2026	Signed:	JP
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