

TN01: Highways Technical Note

Site: Long Barn, Warren Farm, Forest Road, Wokingham
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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared by Motion in response to pre-application highway comments from Wokingham Borough Council (WBC) for the retrospective change of use of the existing barn to B8 use (Wokingham reference: 243112) on land at Long Barn, Warren Farm, Forest Road, Wokingham (herein referred to as 'the site').
- 1.2 The application was submitted in December 2024 with the pre-application response received in January 2025, attached as **Appendix A**. The response expressed concerns relating to parking provision and highway movements. This note addresses those concerns.

Site Location

- 1.3 The site is located to the west of Maidenhead Road, north of Forest Road and south of the M4. Wokingham is located approximately 3.6km south of the site and can be accessed in a 12 minute cycle. Hurst is approximately 4km north of the site, an approximately 15-minute cycle. The site is located within the administrative boundary of Wokingham Borough Council (WBC) and is shown in Figure 1.1 below.

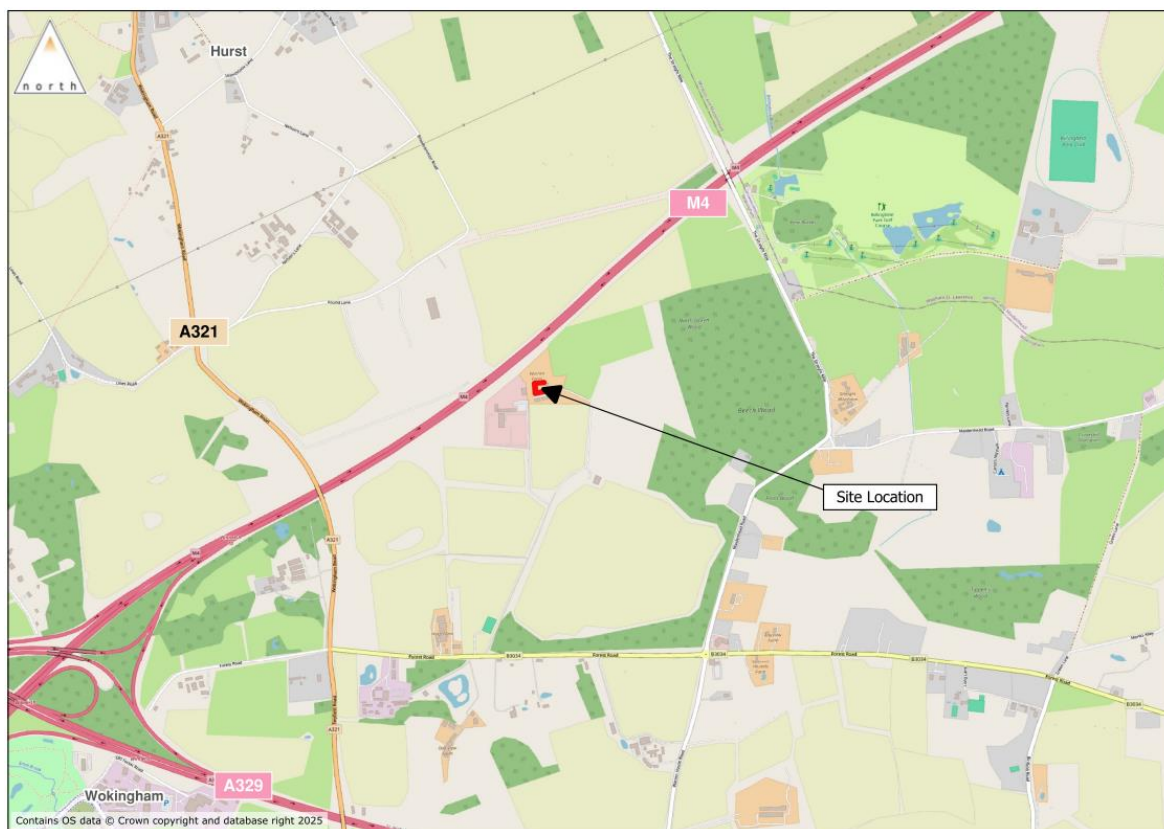


Figure 1.1 - Site Location

2.0 Policy Context

- 2.1 Relevant policy to the application that had been highlighted within the pre-application response include policies in the National Planning Policy Framework, Wokingham Borough Core Strategy and Managing Development Delivery Local Plan. The relevant policies are outlined below:

National Planning Policy Framework – December 2024

- 2.2 Chapter 6 – Building a strong competitive economy, paragraph 87 states:

"Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:

a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);

b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and

c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience."

- 2.3 Which is then followed by paragraph 89 stating:

"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."

Wokingham Borough Core Strategy – January 2010

- 2.4 The Wokingham Borough plan was adopted in January 2010 and outlines policies for the local area surrounding the site. This includes:

- ▶ Policy CP1 – Sustainable development, which outlines how the proposed development should provide sustainable and environmental enhancements. This could be by providing adequate drainage, and environmental areas and reducing or helping create a net-zero development; and,
- ▶ Policy CP6 – Managing Travel Demand states that schemes will be granted planning permission if they have a sustainable base and help improve the existing infrastructure network and provide appropriate

Wokingham Borough Development Plan – February 2014

- 2.5 The Wokingham Borough Development Plan was adopted in February 2014 and outlines local policies and plans for the surrounding local area. Policy CC01 – Presumption in Favour of Sustainable Development states:

1. *"Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.*
2. *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether: a. Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National*

Planning Policy Framework (NPPF) taken as a whole; or b. Specific policies in the National Planning Policy Framework indicate that development should be restricted."

2.6 This is followed by Policy CC07 – Parking which states:

"Planning permission will only be granted where the proposal demonstrates the following:

a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD

b) That the new scheme retains an appropriate overall level of off-street parking."

2.7 Policy TB20 – Service Arrangements and Deliveries for Employment and Retail Use state:

"Planning permission will only be granted for commercial development proposals throughout the Borough that demonstrate:

a. There is no harmful impact on the amenity of adjoining land uses in terms of noise, fumes and disturbance

b. There is no significant impact on highway safety

c. There is no significant adverse visual impact

d. There is no significant adverse environmental impact

2. The boundary for the service road provision in Wokingham Town Centre is defined on the Policies Map."

2.8 It is worth noting Wokingham Borough Council are currently updating their Local Plan which will cover policies for the area between 2030 and 2040, the emerging local plan was submitted to the Secretary of State in February 2025.

3.0 Pre-application Response

Planning Policy

3.1 It is noted from Paragraph 87 of NPPF, December 2024, that storage and distribution operations at a variety of scales should be located in suitably accessible locations.

3.2 As referred to in paragraph 1.3 of this Technical Note, the site is well located to take advantage of its accessibility both to local destinations (Reading, Wokingham, Bracknell, Twyford) and destinations further afield via the Strategic Road Network (SRN), A329(M) at Coppid Beech.

3.3 It is thus a compliant location in terms of this national policy.

Car and cycle parking

3.4 It is confirmed that all proposed car parking spaces will measure 5.0m by 2.5m and there will be a 6m separation between any rows of parking. In addition to the parking provision, there will be one unallocated electric parking bay close to the building.

3.5 External, covered and secure cycle parking will be provided in a convenient location.

Traffic Impact and Generation

3.6 A highway comment was raised on the potential trip generation of the site. The comment stated:

"Whilst the scale of operation is not limited, the applicant will be expected to provide the operational details of the proposed site, including the proposed hours of operation, anticipated types of vehicles that will access the site and the numbers of users/ staff."

It will further be required to quantify the net changes of trips during peak hours compared to the lawful agricultural use. Whilst standardised trip rates can be provided for the proposed B8 use, in this instance, the applicant may wish to undertake a traffic survey which may better reflect the small and sporadic scale of use as communicated during officer site visit."

- 3.7 Three scenarios have been assessed to determine the potential trip generation of the site, namely the previous agricultural use of the site, B8 use and the use of two private dwellings.

Current Use – Agricultural:

- 3.8 Within the TRICS database, there is nothing that relates to the current use of the site, therefore a first principles basis has been used to establish likely trip generation.
- 3.9 The site has historically been used as storage and small agricultural use which would generate relatively low traffic movements over a day. We estimate this could have been approximately 14 vehicles movements to and from the site (7 each way) over a typical working day.

Proposed Use – B8 Use:

- 3.10 For the purpose of the B8 use, the category '02-Employment; F-Warehousing (Commercial)', within a 'Free Standing' area has been used to assess the number of vehicle trips based on 300 sq/m of space. The numbers for cars, all vehicles and HGVs (OGVs) for B8 use are shown in Table 2.2 below.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicular Trips	0	0	0	0	3	3
HGV Trips	0	0	0	0	1	1
Car Trips	0	0	0	0	2	2

Table 2.2 – B8 Business Use

Proposed Use – 2 Private Dwellings:

- 3.11 For this the category, '03-Residential; A-Houses Privately Owned' has been used, within a 'Free Standing' area. The outcome for cars, all vehicles and HGVs (OGVs) for 2 dwellings is shown in Table 2.3 below.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicular Trips	0	1	1	0	5	5
HGV Trips	0	0	0	0	0	0
Car Trips	0	1	1	0	5	5

Table 2.3 – Two Private Dwellings

Net Change

- 3.12 Table 2.4 below summarises the net change between the 3 scenarios.

Total Vehicle Trips	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Agricultural	2	1	1	2	7	7
B8	0	0	0	0	3	3
2 Dwellings	0	1	1	0	5	5
Net Change	-2	0	0	-2	+1	+1

Table 2.4 – Net Change

- 3.13 As Table 2.4 illustrates, using a first principles basis and the TRICS database, the proposed use of the site as B8 and residential development would generate a lower number of trips to the site compared to the present agricultural use.

4.0 Conclusion

- 4.1 This Highways Technical Note has been prepared by Motion in response to pre-application highway comments from Wokingham Borough Council for the retrospective change of use of the existing barn to B8 use.
- 4.2 This note confirms that the proposed development will accord with local car and cycle parking standards. Additionally, it has been demonstrated that the proposed B8 use of the site will generate a lower number of trips to the site compared to the existing agricultural use.
- 4.3 On the above basis there is no reason why a B8 use of the site should not be approved on highway grounds.

Appendix A

