

Date: 10 September 2024
Application: 242252



WOKINGHAM
BOROUGH COUNCIL

SDL Highways

Development Management &
Compliance

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Dear SDL Highways,

Full Planning Approval Consultation

Application Number: 242252

Applicant: Mr David Digby

Site Address: Moat House, Biggs Lane, Arborfield, Wokingham, RG2 9LN

Parish: Barkham

Grid Reference: Easting - 476954, Northing - 165713

Type of Development: Minor Dwellings (1-9)

Proposal: Full Planning Permission for the change of use of the Moat House building from office (Use Class E) to residential (Use Class C3) to provide 4no. residential dwellings and associated internal roads, parking, landscaping, drainage, plant, bin, and cycle storage.

Case Officer: Baldeep Pulahi

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 242252. 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 / GA		
Service	SDL Highways	App No:	242252
Address:	Moat House, Biggs Lane, Arborfield, Wokingham, RG2 9LN.		
Proposal:	Full Planning Permission for the change of use of the Moat House building from office (Use Class E) to residential (Use Class C3) to provide 4no. residential dwellings and associated internal roads, parking, landscaping, drainage, plant, bin, and cycle storage.		
Type of Development:	Minor Dwellings (1-9)		
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 Highways welcomed the opportunities for providing pre-application comments for this site under Planning Application Reference 241575. The proposal will convert the existing office (Use Class E) to 4 residential apartments (Use Class C3). Apartments 1-4 will consist of 2, 4, 5 and 3 habitable rooms respectively. Eight driveway parking spaces are proposed within the red line.

Access

The existing access via Buttenshaw Avenue will be utilised, which is acceptable. Improvement on the pedestrian route into the site is proposed, which is welcomed.

Swept path analysis for a refuse collection vehicle and a large saloon car have been provided, which is acceptable. Meanwhile, the applicant is also required to assess 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 dimensions of the vehicle are set out below



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

Sustainability

Proposed Improvements

Highways welcomes the proposed 2m wide footway on the eastern side of Buttenshaw Avenue (between Princess Marina Drive and the site access), and the crossing point on the southern side of the Princess Marina Drive to improve the connection with the northern side of the carriageway.

However, dropped kerbs and tactile paving shall need to be provided not only at the access and but also at the proposed crossing point at Buttenshaw Avenue.

As the existing car park to the south of Princess Marina Drive has been removed and yet to be altered for other uses, the existing footpath connecting to the car park shall be removed.

Sustainable Travel Modes

The proposed improvement will provide acceptable access to the pedestrian and cycle network, and the bus route.

Traffic Impacts

The traffic generated from the four dwellings are unlikely to have significant impacts on the wider highway network. The proposal will also be expected to improve the local highway network as less trips will be generated compared to the permitted office use.

Parking Provisions

The TA states that 'The quantum of car parking proposed to serve the scheme equates to 2 spaces per dwelling...it is not proposed to include any "unallocated" visitor parking as part of the scheme'.

The proposed level of parking equates to 2 spaces per flat which is welcome. To be in line with Borough Standards there would need to be an additional visitor space. Highways is content that there is sufficient space on the access road for a visitor to park without affecting vehicular access.

While the details of the proposed landscaping cannot be identified from the submission, it is unlikely to provide sufficient pedestrian visibility for parking spaces 5-8. The applicant is required either to widen the wide of the parking spaces to 3m,

or to offset the landscaping feature to be aligned with the parking spaces. The hedge height shall be restricted to a maximum of 0.6m.

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). The proposed EV charging facilities at parking spaces 5-8 will meet the requirement.

Cycle Provisions

A covered communal cycle store is proposed, which is welcomed. The cycle store will provide storage spaces for five cycles.

However, according to the WBC Car Parking Standards, one cycle parking space will be required per dwelling with less than 4 habitable rooms and two cycle parking spaces will be required per dwelling with 4+ habitable rooms. A minimum of six cycle storage spaces shall be provided.

Refuse Collection Strategy

The proposed bin store is of suitable sizes for four flats. Despite the distance between the households and the proposed bin store slightly exceeds the recommended maximum carrying distance of 30m, incorporating the pre-application recommendations from other consultees, there is no better alternative location for the bin store. The Highways consider the proposed position to be acceptable.

The swept paths have shown that a refuse vehicle can reverse a short distance into the site and for the operators to collect the refuse within an acceptable distance.

Conditions & Reasons (if required)

Date:	12/9/2024	Signed:	JP / GA
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