

Date: 21 February 2025
Application: 250404



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

PN Class Q Agri to Resi Consultation

Application Number: 250404

Applicant: Mr Slachev

Site Address: Manor Farm, Longwater Road, Finchampstead, Berkshire

Parish: Finchampstead

Grid Reference: Easting - 480064, Northing - 163334

Type of Development:

Proposal: Prior approval submission for the proposed change of use of agricultural buildings to 2no. residential dwellings (Use Class C3).

Case Officer: Kieran Neumann

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 250404. 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:	250404
Address:	Manor Farm, Longwater Road, Finchampstead, Berkshire.		
Proposal:	Prior approval submission for the proposed change of use of agricultural buildings to 2no. residential dwellings (Use Class C3).		
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 two existing blocks of agricultural buildings to two dwellings with 4 and 3 numbers of habitable rooms (hereafter 'Barn B' and 'Barn C', respectively). The site is accessed via the private drive extended from Manor Barns Lane, which does not connect with the existing public highways.

The site is in relation to previous planning refusal 220967 (for 4 dwellings) 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 two dwellings are unlikely to have significant impacts on the wider highway network.

Access

While the existing driveway will be retained and thus the Highways expect the existing sightline can be retained, the application red line has not included the access road or parking/turning area. The applicant shall include those details in blue line or in revised red line.

If the two barns will not be ancillary to each other, independent access to both barns shall be available, and no parking shall obstruct the shared access road. The applicant shall confirm if the barns will be ancillary or independent from each other.

As the site is located off the public highway, 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 any unit. 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 are not clearly indicated, the applicant shall confirm that there will be sufficient turning space for fire tender and refuse vehicle to manoeuvring.

Parking

According to the WBC Car Parking Standards, the development of such scale in Village location will require a minimum of three parking within the red line boundary, including an unallocated visitor space. Each parking space shall have minimum dimensions of 5.0m x 2.5m.

Parking arrangements are not provided in the proposal. The applicant is required to clarify the parking arrangement on a revised site plan.

Meanwhile, if both barns will be independent, the applicant shall confirm independent access of parking spaces can be provided.

Cycle Parking

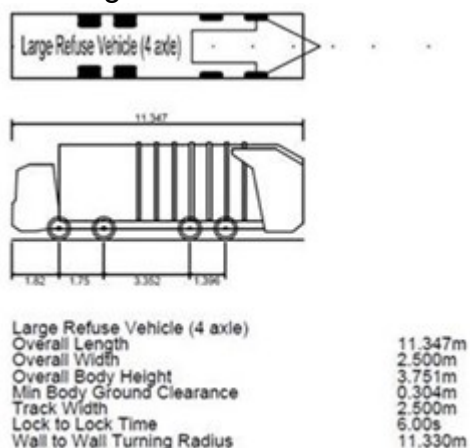
According to the WBC Parking Standards, one cycle parking allocation is required per house with 3 or less habitable rooms and two cycle parking allocation are required per house with 4 habitable rooms.

The Highways recognise that alternation of external spaces of the building is not covered by this Order, this will be conditioned separately.

Refuse Collection Arrangement

The swept path analysis for refuse vehicle has been submitted, which is welcomed. However, the assessed refuse vehicle of 10.68m long is not the council adopted standard. If the applicant may intend to utilise council refuse collection, the swept

path for refuse vehicles entering and leaving the site in forward gear with the following standards shall be assessed:



Bin collection point shall be also indicated on the site plan. The Highways recognise that alternation of external spaces of the building is not covered by this Order, this will be conditioned separately.

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:	25/2/2025	Signed:	JP
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