

P25-1141TR/KS/AS

30 March 2026

Wokingham Borough Council,
Civic Offices,
Shute End,
Wokingham.
RG40 1BN

Dear Sir/Madam

Transport Statement Letter to support the Change of Use of an Agricultural Building to a Storage and Distribution Building at Hatch Gate Farm, Hurst, RG10 OSP.

This letter has been produced by Pegasus Group on behalf of Belcher Farms (the Applicant) to support a change of use application for an existing building at Hatch Gate Farm, Hurst. The building has an extant land use for agricultural use, with this application seeking to vary the land use to storage and distribution (use class B8). The application seeks retrospective permission, noting that the site has been operating as a storage and distribution facility since July 2025.

Site Context

The site is located at Hatch Gate Farm, approximately 1.8 kilometres (crow flies) northeast of Winnersh. It is bound by open land to the north and south, land within the applicant's ownership to the east, and Dunt Lane to the west. A site location plan is enclosed.

The site is accessed from Dunt Lane approximately 300 metres south of the B3030 Davis Street. Dunt Lane is a single carriageway measuring approximately five metres wide to the north of the site access point. It is and subject to the National Speed Limit (60mph), although speeds are expected to be lower. Motor vehicles are not permitted on Dunt Lane, except for access and therefore traffic flows are expected to be relatively low. There is no pedestrian or cyclist infrastructure along Dunt Lane.

A review of the crashmap.com database for the most recently available five years of records (2020-2024) confirms that no incidents have been recorded along Dunt Lane. We conclude there is no existing pattern of incidents or issues with the local highway network in terms of safety.

Planning History

Planning permission 211634 for the erection of a new agricultural building on the site was granted in May 2021, subject to conditions. The building was to be used for the storage of hay, straw, feed and also for lambing. The building has a footprint of 1,467m².

The Planning Statement that supported the application set out that there would be no traffic or parking implications associated with the proposal, and highway officers at Wokingham Borough Council provided no objection to the submission.

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Consented Site Operation

The Applicant has confirmed that when used as an agricultural building, the site was associated with approximately 12 heavy goods vehicle (HGV) movements per week (24 two-way movements). This equates to an average of between one and two HGV (three to four two-way) movements per day.

The existing planning consent at the site does not include any restrictions on vehicle movement and therefore trips to and from the agricultural buildings could be higher.

Change of Use

This application seeks retrospective planning permission for the change of use of the agricultural building to a storage and distribution building (B8 land use). The site has been operating as a storage and distribution facility since July 2025.

The Applicant has confirmed that there are four 40 tonne articulated HGVs and one 16 tonne rigid HGV associated with the site. Typically, the lorries leave the site on a Monday morning, undertake deliveries around the country and do not return to the site until Friday afternoon. As such this equates to 10 two-way HGV trips per week.

In the event that more intense activities occur, a robust assessment whereby an average of five HGV (10 two-way) movements per day are associated with the site has been considered. This could equate to 35 trips per week (70 two-way). If all vehicles arrived and departed the site within the same hour, which is considered very robust and unlikely to occur in reality, this would equate to one trip every six minutes on average.

As set out above, Dunt Lane measures around five metres wide which is wide enough for an HGV and a car to pass (Manual for Streets suggests 4.8m).

Based on the length of Dunt Lane between the B3030 and the site access (300 metres) and assuming a vehicle speed of 30mph (13.4 metres per second), it would take an HGV 22 seconds to access the site. The propensity for two HGVs to meet on this short section is therefore considered to be very low, even with an increased frequency of vehicle movements.

It is concluded that there is no material impact to the operation of the local highway network, and it is understood that the site has operated without issue since being used as a storage and distribution facility.

Conclusion

It is concluded that the proposed retrospective change of use from an agricultural building to a storage and distribution building will not have a material impact on the safety or operation of the local highway network.



It is therefore concluded that there are no highways or transportation reasons which should prevent the change of use at the site.

We trust this is acceptable. However, please contact me or Alex Snartt should you have any queries.

Yours sincerely,

On behalf of Pegasus Group



Katie Stock

Senior Director – Transport

Enclosures:

Site Location Plan



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