

# Technical Note

Job Name	Rowes Club House
Client	Farley Farms and Estate
Date	November 2025
Ref	B2236 TN01

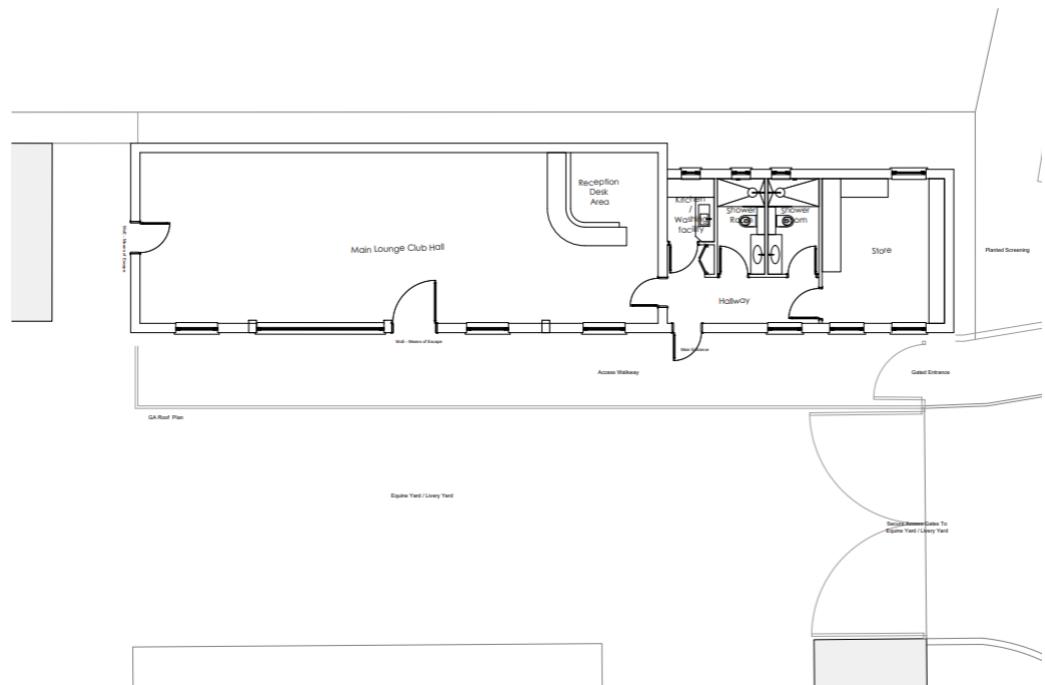
## Introduction

1 A Technical Note has been prepared on behalf of Farley Farms and Estate in relation to the formalisation of an existing use within the Clubhouse at Rowes Farm, Farley Hall, RG7 1TJ. The site lies within the administrative boundary of Wokingham Borough Council (WBC). The location of the site has been shown below.



Site Location Plan

2 The site comprises a clubhouse which consists of a main lounge area along with a toilet (built to facilitate disabled users), two shower rooms and a store. The building was previously associated with the adjacent livery yard and provided an area for horse owners and riders. The layout of the building has been shown below.



*Building Layout*

3 The building has recently been used by a fitness instructor to enable her to hold a variety of classes from fitness to Yoga and Pilates. The site has 7 parking spaces available to it to the northeast of the building. Further parking can be made available to the southwest within the wider equestrian centre's car park. The site block plan has been provided at **Appendix A**.

4 This change of use has triggered WBC to request that it is formalised in planning terms to avoid enforcement action. A Technical Note has been prepared to analyse the transport and highways implications of the use as a fitness suite.

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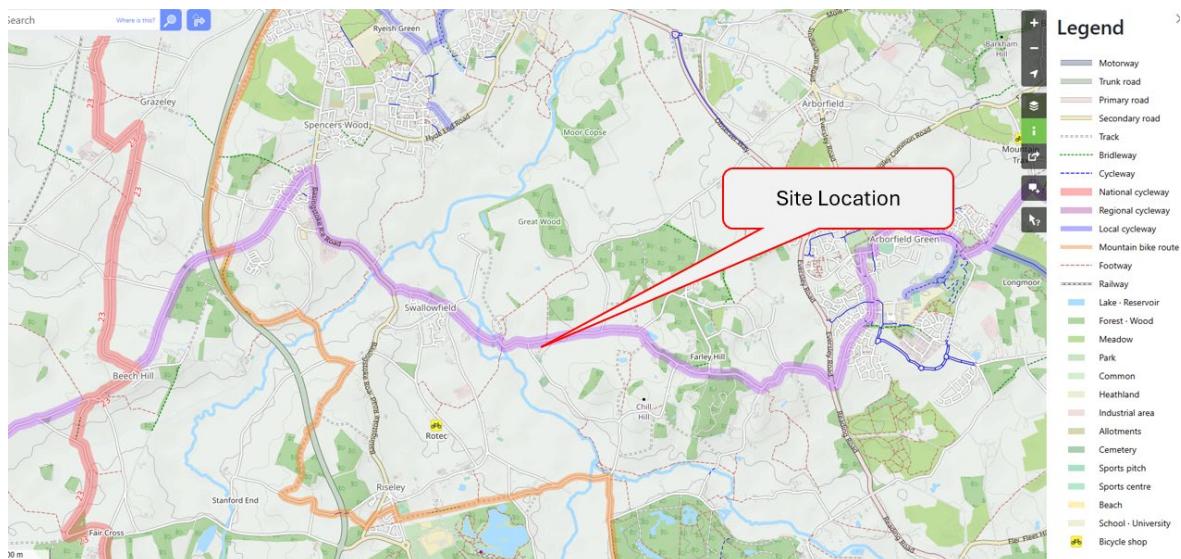
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5 The site is located in a rural area and lies within part of an existing equestrian yard which in turn forms part of Farley Estate. The closest village is Swallowfield which lies to the northwest although provides little in the way of local services and amenities. There are no local bus stops with the closest services arriving and departing from Swallowfield. The closest train stations are too far to be considered realistic as a mode of travel to the site.

6 The site fronts Church Road a single carriageway road providing two-way movements and enforcing the national speed limit (60mph). The road does not provide footways along either side. Due to the rural surroundings street lighting is also not present. Church Road does form part of the regional cycleway routes which suggests cycling may be a possible choice of travel to the site.

7 The cycle routes within the vicinity of the site are shown below. The regional cycle route fronting the site dissects and connects to various national and mountain bike routes suggesting local cycle provision is of a good quality albeit all are on carriageway routes.



*Local Cycle Routes*

8 The site's location does mostly preclude it from being accessed by sustainable modes of travel and as such access to the site will predominantly be via private vehicle.

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## Policy

### National Planning Policy Framework

9 The requirement to prepare a Transport Assessment is established by National Planning Policy Framework (NPPF), published by the Department for Communities and Local Government. Paragraph 115 of the NPPF states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

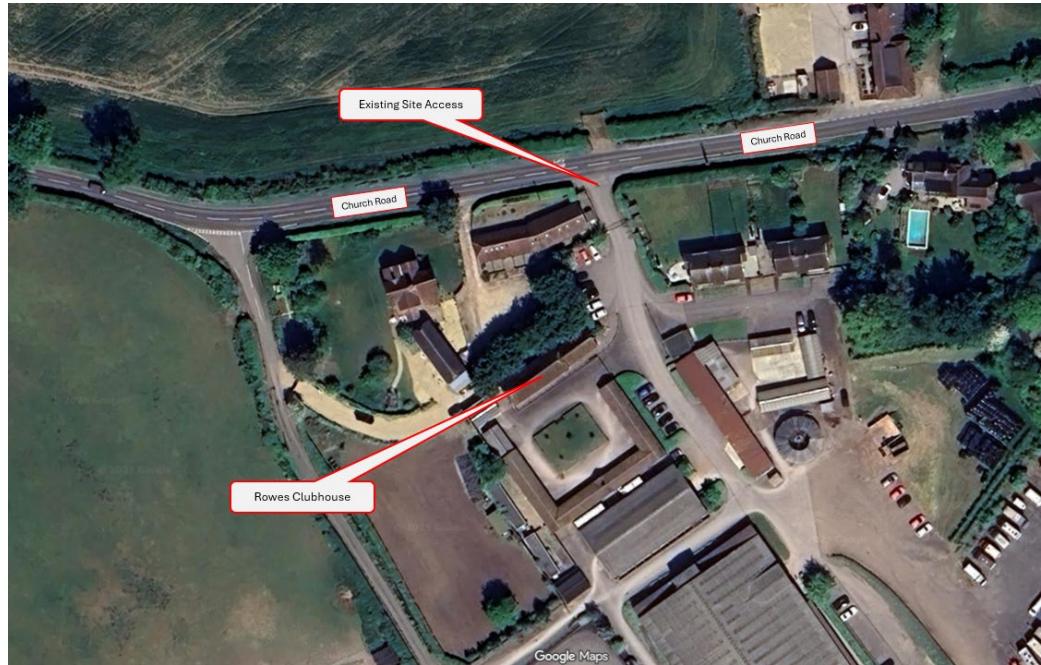
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

10 Paragraph 116 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

## Site Access

11 The site is accessed via an existing shared access. A number of uses are accessed via this point including the Clubhouse, the existing equestrian uses as well as some residential uses. The point of access on Church Road is shown below.



*Existing Site and Surrounding Uses*

**12** The database [www.crashmap.co.uk](http://www.crashmap.co.uk) was interrogated to ascertain whether or not any Personal Injury Accidents (PIAs) had been recorded at the site access in the last 5 years. None have been recorded. This suggests that there no safety issues with the current access arrangement.

### ***Proposed Trips***

**13** With the sites former use considered ancillary to the equestrian element, all trips generated by the current use will be considered new the site. The operator currently running the fitness classes has been doing so from another location, so the trips associated with the fitness use are not new to the wider network.

**14** Given the sites use is unique to its operation, information has been provided by the operator on the classes held and the number of people who attend them. The weekly timetable along with the number of people attending has been tabled below.

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Day / Time	0800-0900	0900-10.00	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	Nothing Until	18.00-19.00	19.00-20.00
Monday	TRX Fitness (15 Attendees)	TRX Fitness (15 Attendees)						TRX Fitness (15 Attendees)	TRX Fitness (15 Attendees)
Tuesday			Sound Bath (5 Attendees)						
Wednesday								TRX Pilates (15 Attendees)	TRX Yoga (10 Attendees)
Thursday						No classes			
Friday					TRX Pilates (10 Attendees)	TRX Fitness (10 Attendees)			
Saturday						Adhoc yoga on a demand basis			
Sunday						No classes			

*Weekly Timetable*

**15** The above table shows the classes available. The classes run for an hour with attendees varying between 5 and 15. The operator confirmed that most of those attending arrive in private vehicle although around 30% of them car share. Some cycling has been observed for the Friday classes. Based on an assumption of car sharing including a driver and a single passenger (could be more) then it has been assumed that 70% of those arriving will generate a car trip.

**16** The resultant car trips associated with the site are tabled below.

Day / Time	0800-0900	0900-10.00	10.00-11.00	11.00-12.00	12.00-13.00	13.00-14.00	Nothing Until	18.00-19.00	19.00-20.00
Monday	11	11						11	11
Tuesday			4						
Wednesday								11	7
Thursday						No Classes			
Friday					7	7			
Saturday						Adhoc yoga on a demand basis			
Sunday						No classes			

*Associated Trips*

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17 The above table shows that the busiest day for classes is a Monday. It is anticipated that 11 people will arrive prior to 0800 for the 0800-0900 class. These attendees will then leave during the hour following. Those arriving for the class after will arrive during the hour before their class and leave during the hour following. The two classes on a Monday morning and those on a Monday evening are the most intensive times and generate the most movements in terms of trips.

18 11 inbound trips per hour between the hours of 0700-0900 and 11 outbound trips an hour between 1000-1200 is considered to be of a volume that's imperceptible to other road users within the vicinity. The same pattern and number of trips would be associated with the two evening classes.

## *Car Parking*

**19** A total of 7 parking spaces are available within the red line of the application site. This is considered to be appropriate in most instances. The allocated parking is shown on the below block plan.

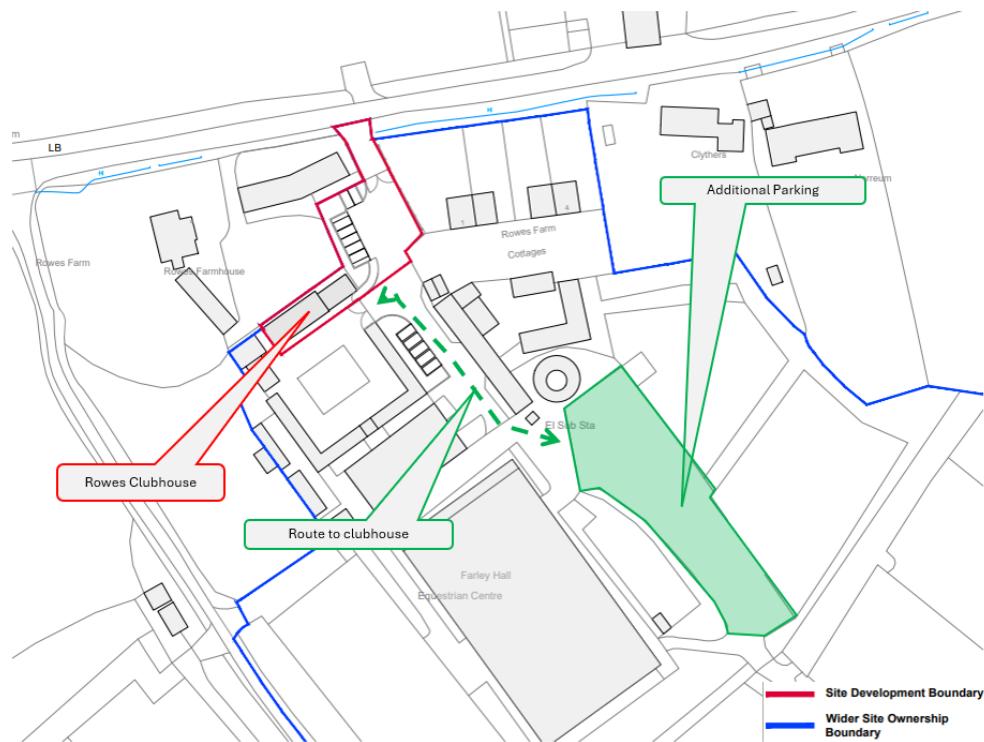


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*Block Plan*

**20** On the occasion where demand exceeds this additional parking is provided within a large area associated with the equestrian centre. This has been shown below.



*Overflow Parking*

**21** The above plan shows a substantial area available for overflow parking. At peak times this would provide a suitable area for those attending classes. This would ensure the site did not result in any overspill parking on the public highway. All movements associated with parking a vehicle would be undertaken within the curtilage of the site.

## **Summary**

**22** In summary, this Note has undertaken an overview of the site's current operation as a fitness studio in relation to the possible highways and transport implications associated with it.

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**23** The site is located within a rural area which precludes sustainable travel for most people. As such it is acknowledged that most people will access the site via private motorcar. However, not all will travel on their own with on site observations showing that circa 70% of trips are made alone with the remaining shared between two or more people attending the classes.

**24** The number of trips associated with the site are considered to be low. The number is unlikely to be perceptible to anyone else travelling on the local network. The site provides allocated parking although a substantial number of overflow spaces are available if required. Therefore, no overspill parking will take place with all manoeuvring taking place well away from the public highway.

**25** Based on the evidence shown within this report and drawing up the guidance provided within the NPPF, namely, Paragraph 116 which sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways, there are no transport or highway reasons why planning permission should be withheld or refused.



## Appendix A

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## NOTES

Use figured dimensions only. Scale drawing only when a scale is given. All dimensions to be checked by architect and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

**Site Development Boundary**  
**Wider Site Ownership Boundary**

# Rowes Farmhouse

## Site Plan

Scale 1:250 @ A3



Rev Date	Drn	Chkd	Description
Purpose of Issue:			
PLANNING			
client			
Farley Farms and Estate			
project:			
Rowes Farm Clubhouse			
drawing title:			
Site Plan			

scale of A3: 1:250 date: Oct 2025 drawn by: EB checked by: AT

drawing number: 1612 - PL1101 revision: -

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