

Date: 18 June 2025
Application: 251233



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

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Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 251233

Applicant: T & R Nasser

Site Address: Warren Crest Farm, Wick Hill Lane, Finchampstead, Wokingham, RG40 3PY

Parish: Finchampstead

Grid Reference: Easting - 480083, Northing - 164590

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the proposed erection of 3no. dwellings following demolition of existing dwelling, outbuilding and agricultural barns.

Case Officer: James Fuller

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 251233. 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:	251233
Address:	Warren Crest Farm, Wick Hill Lane, Finchampstead, Wokingham, RG40 3PY.		
Proposal:	Full application for the proposed erection of 3no. dwellings following demolition of existing dwelling, outbuilding and agricultural barns.		
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

A Pre-application (Reference 242753) has been submitted prior to the formal planning application. The Highways have provided recommendations based on a similar scheme.

The applicant proposes to demolish the existing dwelling and approved dwellings (noted as Outbuildings D and E on the site plan) to erect three new dwellings, consists of 13, 4 and 2 habitable rooms (hereafter 'main dwelling', 'cottage' and 'flat', respectively). Subject to no net increase in the total numbers of dwellings (including flats), this proposal is considered as replacement of existing dwellings.

No additional traffic impact will be anticipated from the replacement of dwellings.

Sustainability

In view of no additional dwelling is proposed, Highways have no objection on site sustainability for the replacement of dwellings.

Access and Manoeuvring

The existing access and driveway will be retained/upgraded. Turning areas are proposed adjacent to the main dwelling and the flat.

As the proposed cottage and flat are accessed via a shared access road, a minimum of 4.1m wide driveway clearance is required for the first 10m of the shared drive.

As recommended in the pre-application consultation, 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 dwelling with swept path analysis. The council has adopted the following dimensions for fire tenders:



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

Parking

According to the WBC Car Parking Standards, the development of such scale in Village location will require a minimum of three driveway parking for the main dwelling, two for the proposed cottage and one for the flat within the red line boundary if all parking spaces will be allocated. Alternatively, a minimum of four parking spaces shall be provided if all spaces will be unallocated. One additional visitor parking shall be provided. Each parking space shall have minimum dimensions of 5.0m x 2.5m. The minimum sizes of a single garage for parking are 6m x 3m.

The dimensions of the two-bay carport for the main dwelling and the triple garage meet the council parking requirements, which are welcomed. However, it shall be remained that each single garage will only count towards 0.5 parking provision.

While the site will have ample spaces for parking, the applicant is expected to indicate parking area and turning area separately, and ensure the share drive shall always be kept clear from obstruction and parking and retain sufficient turning areas for vehicle to manoeuvre.

EV Charging Points

While the planning statement confirms that EV charging facilities will be provided in line with the FNP policy GA1, each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). This shall be indicated on a plan.

Cycle Provisions

According to the WBC Parking Standards, two cycle parking allocations will be required per dwelling with 4 habitable rooms, three cycle parking allocations will be

required per dwelling with 6+ habitable rooms and one cycle parking allocation will be required for flats with 2 habitable rooms.

While the Design and Access Statement suggests that cycle storage areas will be provided as indicated on the drawings, those details cannot be found on the submitted plans.

The applicant shall indicate direct access to the rear garden, cycle store or garage of suitable sizes for cycle storage on the plan. If the proposed garages will be used to accommodate both the cars and cycles, the sizes of each garage space shall be increased to 6m x 4m / 7m x 3m.

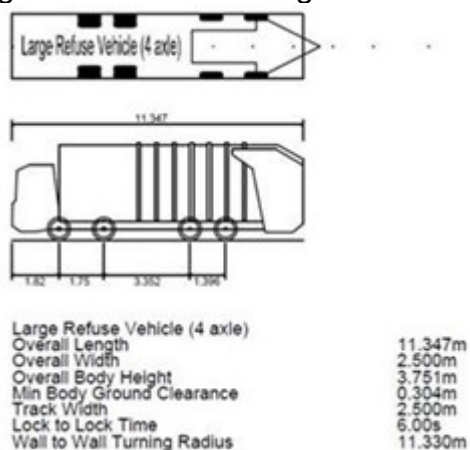
Refuse Collection Strategy

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site.

While the Design and Access Statement suggests that bin and recycled waste storage areas will be provided as indicated on the drawings, those details cannot be found on the submitted plans.

Wick Hill Lane is a private road. As the proposed development will be accessed through the existing access of private road, the applicant shall clarify how refuse collection servicing is going to be provided. Though highways have assumed that this will be the existing collection will be retained.

If council refuse collection will be applicable for this site, the applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:



Conditions & Reasons (if required)

Date:	23/6/2025	Signed:	JP
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